

WP.29 Informal Working Group on Safer and Cleaner Used and New Vehicles for  
Developing Countries. (IWG on SCUNV)

**Report of the Fourth Meeting of the IWG on SCUNV, 4 November 2022.**

**1. General:**

**1.1. Welcome and Introduction to meeting**

The Chair welcomed IWG Members to the 4th meeting. The Chair thanked CITA Regional Advisory Group (RAG) for the invitation to their annual conference held in Cape Town South Africa. This allowed the IWG Members to meet the different delegates to better understand some of the issues on the African continent.

**1.2. Approval of the report of the previous session**

Document: [SCUNV-04-01](#)

The report of the third meeting was adopted with proposed changes by the Vice-Chair from USA; a revised report would be issued clearly identifying the comments as from the Vice-Chairs rather than as country representatives.

**1.3. Approval of the agenda**

Document: [SCUNV-04-02](#)

The agenda of the meeting was adopted.

**2. Review of Terms of Reference (ToR)**

Documents: [SCUNV-04-03](#)

A revised ToR that had earlier been updated by the leadership team taking into consideration some late comments was tabled. The Chairman presented the revised ToR to the IWG. He recalled a submission containing a list of related activities to the work of the IWG and requested it be issued as a separate “background document”

CITA questioned the use of the term “minimum requirement” as this terminology in the ToR; may have different meanings to different people. It was agreed that in this instance it did not mean weak standards or regulations but rather the least acceptable levels as established by WP.29. The IWG decided that the term “minimum” as well as other terminologies used in the ToR will have to be clarified by virtue of a paragraph included in the ToR that will define certain terminologies used in the ToR.

The Chairman requested for the ToR to be finalized so that it could be presented at the 188th session of WP.29. Further discussion was held to confirm if another round of comments was necessary. It was noted that the objective of this meeting had been to finalize the ToR. The Secretary was requested to share the final version of the ToR with the IWG and WP.29.

**3. Presentation by ARSO/TC 59 on African standards**

Documents: [SCUNV-04-04](#)

The expert from ARSO, presented activities of the Technical Committee on Automotive Standards and Engineering (TC 59). He explained that the work of ARSO was guided by the African standardization model. ARSO has held 25 meetings since its inception in 2019. These meetings had produced a total of 41 standards which are established through consensus of contracting parties. He invited the leadership team to the 26th meeting of TC 59 to be held on 11 November 2022.

The Vice-chair from the USA, raised questions regarding the source of the content of the TC 59 standards. The ARSO representative explained that the standards focused on the safety and environmental elements of a vehicle, their test equipment and how the equipment are to be handled, calibrated, and stored. The standards also covered requirements for vehicle examiners in particular, their qualifications and experience. These standards were formulated from other national, regional, and international standards and covered both new and used vehicles.

The Chairman asked about the roadworthiness standards for new and used vehicles. It was noted that both new and used vehicles were imported into the continent therefore ARSO/TC 59 had to create a stand-alone requirement for the homologation of new vehicles as well as minimum requirements to validate the roadworthiness of a used vehicle before it is cleared for import into the region.

On the Tripartite agreement of ARSO and the process of its implementation; it was explained that once ARSO standards have been formulated, they are submitted to the standards management council and is then launched in different countries. In principle, these standards are mandatory once launched in a country. The ARSO representative concluded that the ARSO standards are meant to facilitate implementation of African Continental Free Trade Area (AfCFTA).

#### **4. Discuss the mandate/Role of the IWG on SCUNV Considering other Initiatives Underway (e.g., UNRSF project, UNEP)**

The Vice-Chair from USA requested clarification on the mandate of the IWG with respect to the other items of work being undertaken by UNRSF project and UNEP.

The Secretary of WP.29 informed the IWG about the UNRSF project, “Safer and Cleaner Used Vehicles for Africa”. It tied in closely to the work of the IWG and listed the decisions made in East and West Africa as facilitated by UNEP (within the framework of the project) that covered only age limits and engine emission levels with little attention given to technical elements of vehicles. The UNRSF project had concluded that this was a global issue and presented it to WP.29 to address the technical elements of safety and environmental components of used and new vehicle transferred to developing countries. Following the request, WP.29 established an IWG to review technical elements to develop and harmonize minimum requirements needed to transfer used and new vehicles to developing nations.

A question was raised as to the effect on WP.29 IWG discussions that may conflict with some of the political decisions made by the other UN bodies for example the proposal to have EURO 4 as the minimum emission level for entry into some regions in Africa. The AAPC representative suggested that the WP.29 Secretariat should inform the other UN bodies that WP.29 was willing to take on the lead role on the safety and environmental elements of used and new vehicles.

After deliberations, it was established that there was a need for better coordination between the IWG and the other organizations working on related activities. It was important to ensure that all global equivalent standards and regulations are included in the work of the group. The Chairman also stated the importance of having African representatives in the work of the group to facilitate adoption of the group’s deliverables.

The Vice-Chair from Kenya explained that the major difference in terms of scope between ARSO and UNRSF project was that ARSO/TC 59 facilitated inter-African trade and the latter focused on the quality of used vehicles entering the continent. He highlighted the importance of having political representation in the IWG such as the African Union Commission (AUC). The expert from CITA noted that where the political willingness was not available then it was important for WP.29 engagement going forward.

#### **5. Next Meeting**

It was proposed that the next meeting would be in February 2023 preferably in conjunction with another related activity. The confirmed date would be shared with the IWG.

**6. Any other business**

**6.1. Lessons learned and observations made during the CITA Africa RAG conference that could be taken into consideration as part of the SCUNV ToR**

The Chairman stated the importance of “lessons learnt” from other regions that have successfully established programs to allow the import/export of sufficiently clean and safe used and new vehicles. It was agreed that it was important to the group to have such an exposure to assist in future work of the IWG.

**6.2. What does the Leadership team still need/observe that could guide the way forward?**

The expert from AAPC suggested building a “benchmark” for roadworthiness checks of used vehicles by considering a preferred list of checks to be made on a vehicle from the view of African stakeholders. The expert from CITA said the IWG may wish to take into consideration the work done in the UNRSF project to help establish a working road map before going into specific details such as items for roadworthiness checks. He would make a presentation at the next meeting on the work of CITA in the UNRSF project.

The Chairman concluded that African countries wanted the same quality of cars available in other regions of the world but noted that work was needed to ensure this could be achieved. He welcomed greater participation from African stakeholders.