

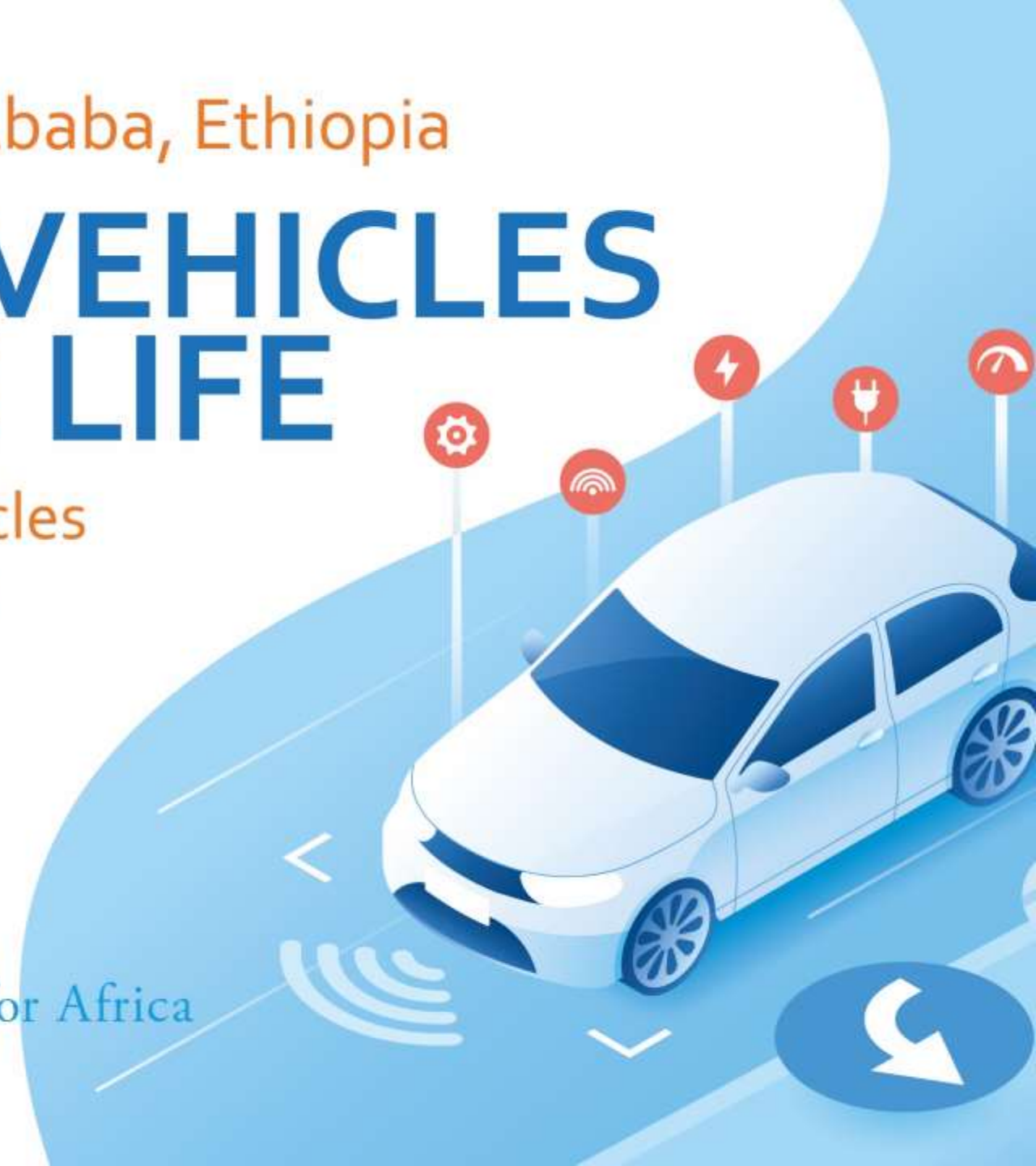
17 - 18 October 2023 / Addis Ababa, Ethiopia

# IMPROVING VEHICLES TO IMPROVE LIFE

- ECA - The challenge of E-vehicles
- CITA - RAG Africa Conference



United Nations  
Economic Commission for Africa



# IMPORT OF USED VEHICLES

## *SESSION 1*



# Jane Akumu

UNEP



United Nations  
Economic Commission for Africa

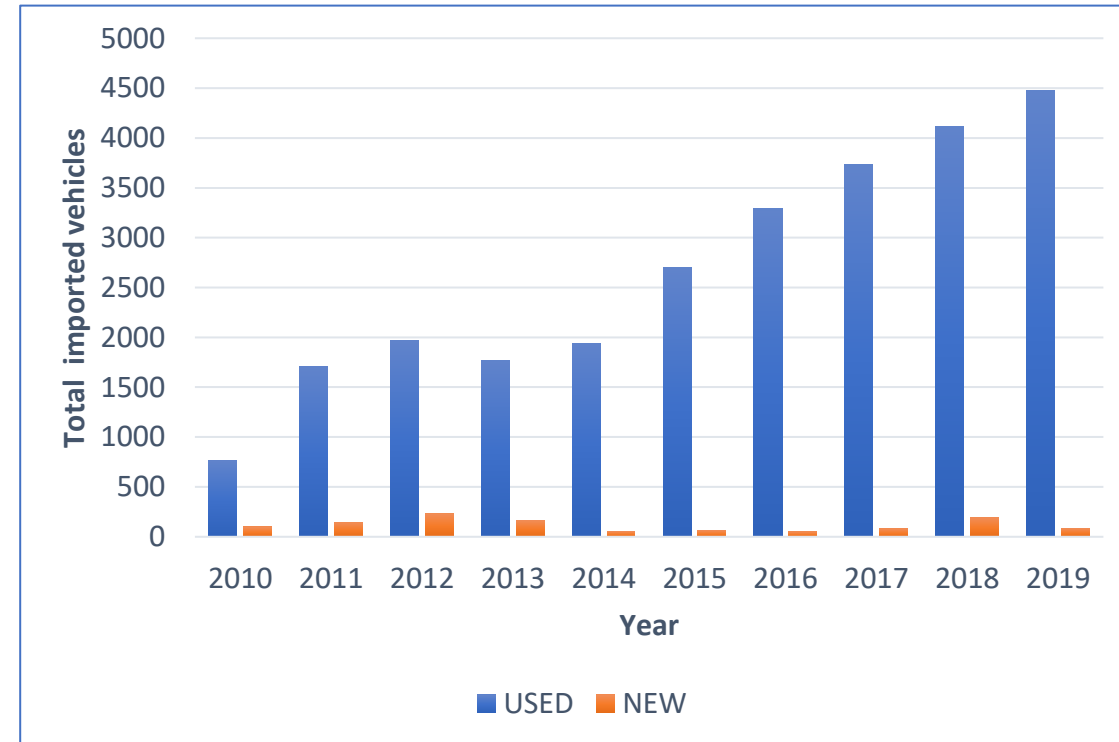


# Background: Used Vehicles Imports in Africa

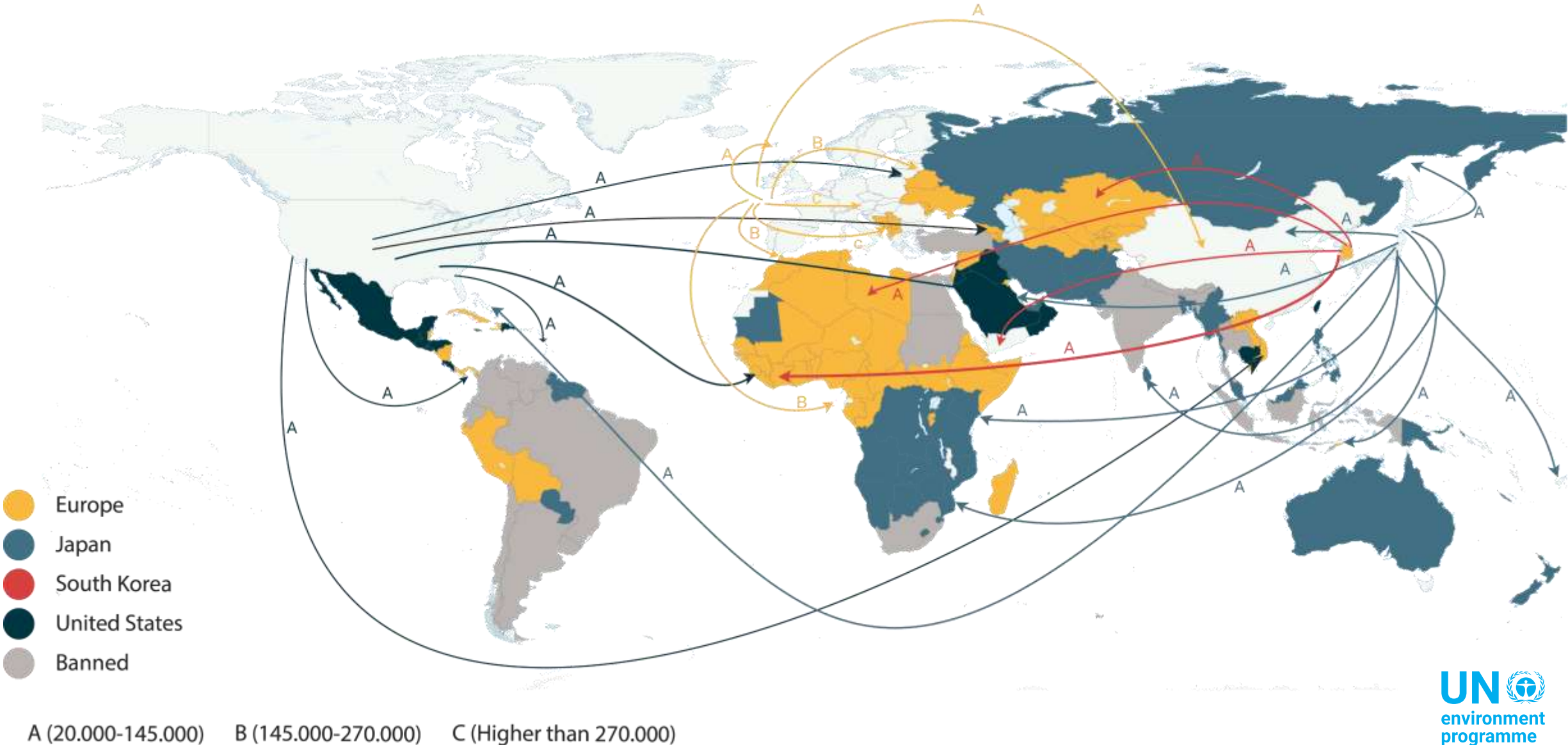
Jane Akumu

# Used and New Vehicle registration in Tanzania and the Gambia

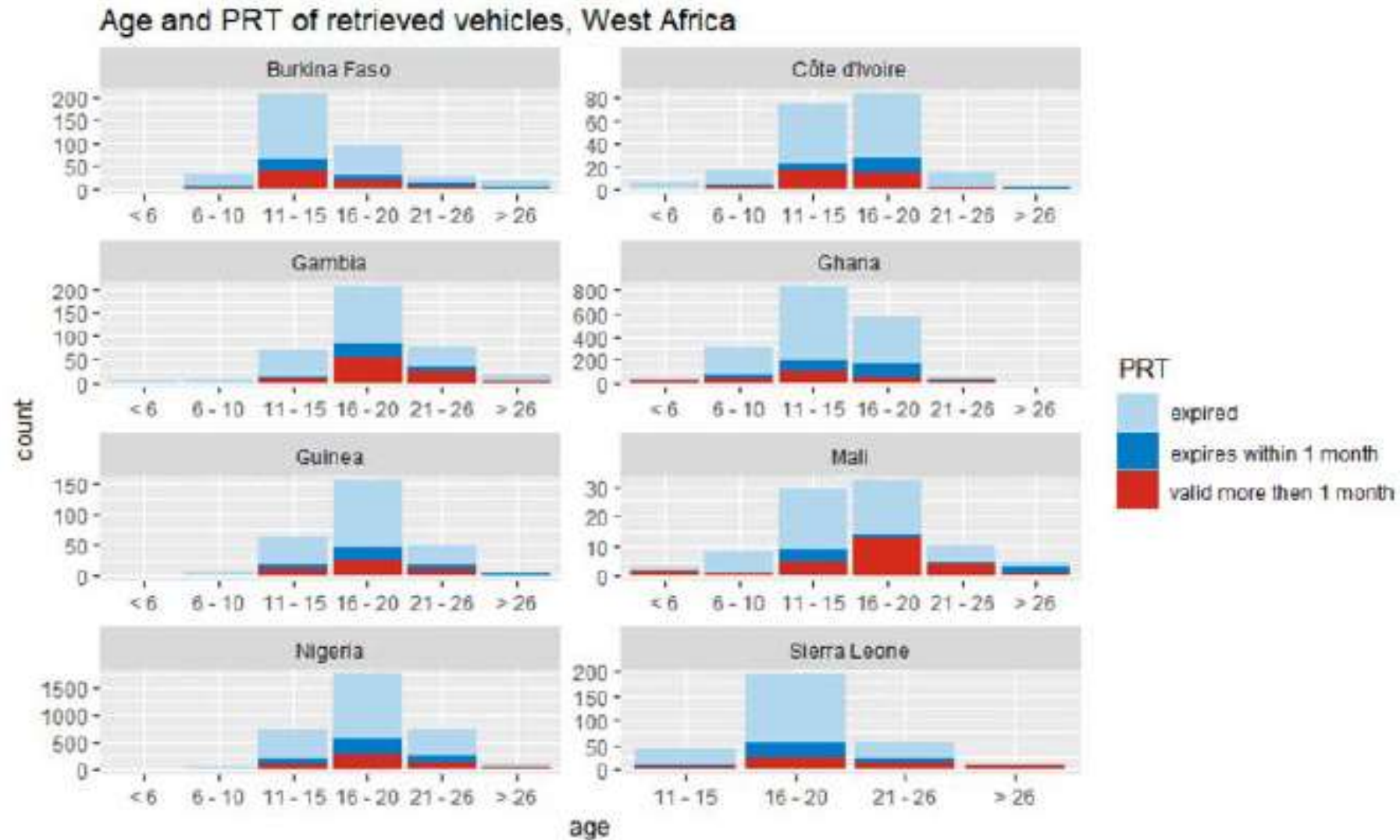
Year of Registration	New	Used	Total	% New
2003	624	11,268	11,892	5.2
2004	712	59,873	60,585	1.2
2005	1,032	56,365	57,397	1.8
2006	1,142	42,208	43,350	2.6
2007	1,317	24,425	25,742	5.1
2008	1,653	29,298	30,951	5.3
2009	1,133	37,255	38,388	3.0
2010	1,098	37,639	38,737	2.8
2011	1,562	34,918	36,480	4.3
2012	1,330	35,785	37,115	3.6
2013	1,505	54,188	55,693	2.7
2014	1,852	74,430	76,282	2.4
2015	1,278	51,624	52,902	2.4
2016	1,331	42,320	43,651	3.0
2017	871	33,942	34,813	2.5
2018	1,311	39,632	40,943	3.2
<b>Grand Total</b>	19,751	665,170	684,921	
<b>Percentage</b>	2.9	97.1	100.0	



# The Global Trade in Used LDVs -2020

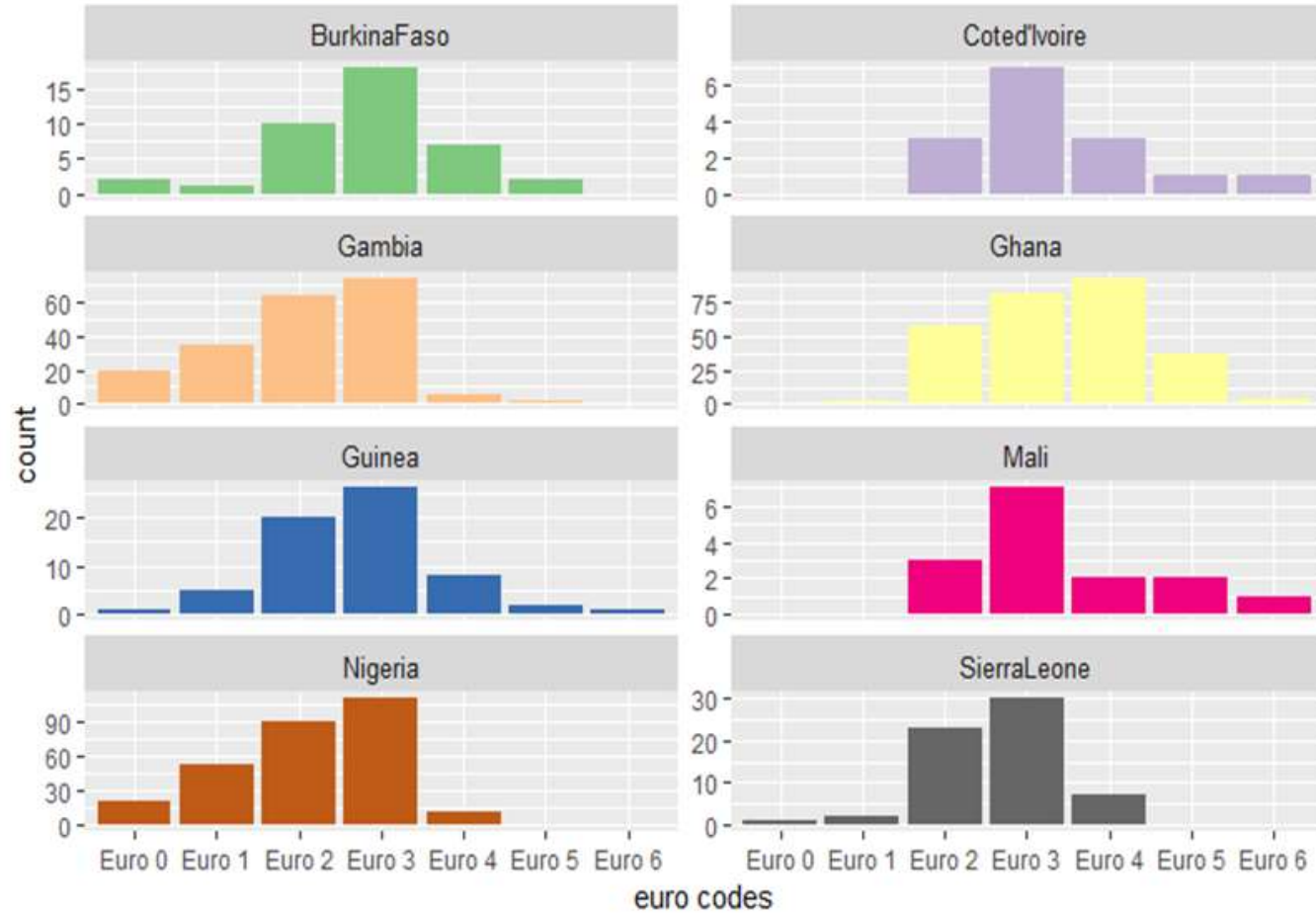


# EU used vehicles exports to West Africa



# Almost all are pre EURO4....

Euro vehicle diesel, emission standards of retrieved used export vehicles, West Africa

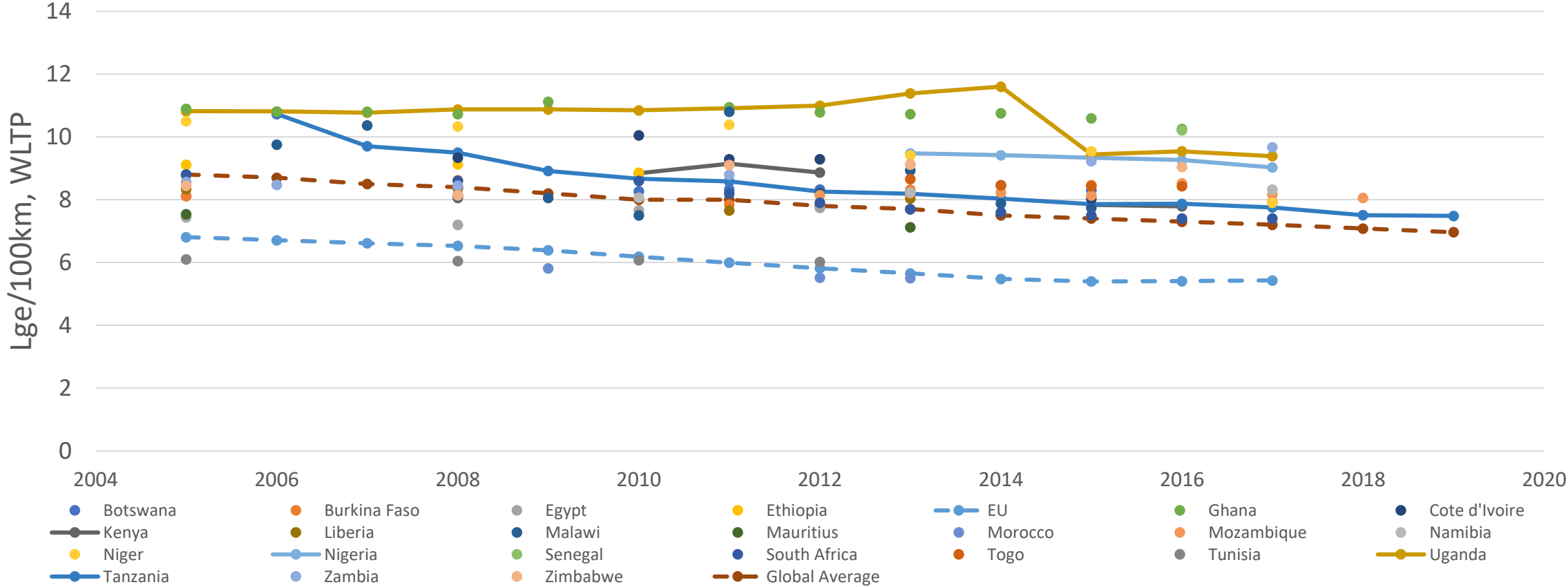




# Light-duty vehicle fleet in many African countries

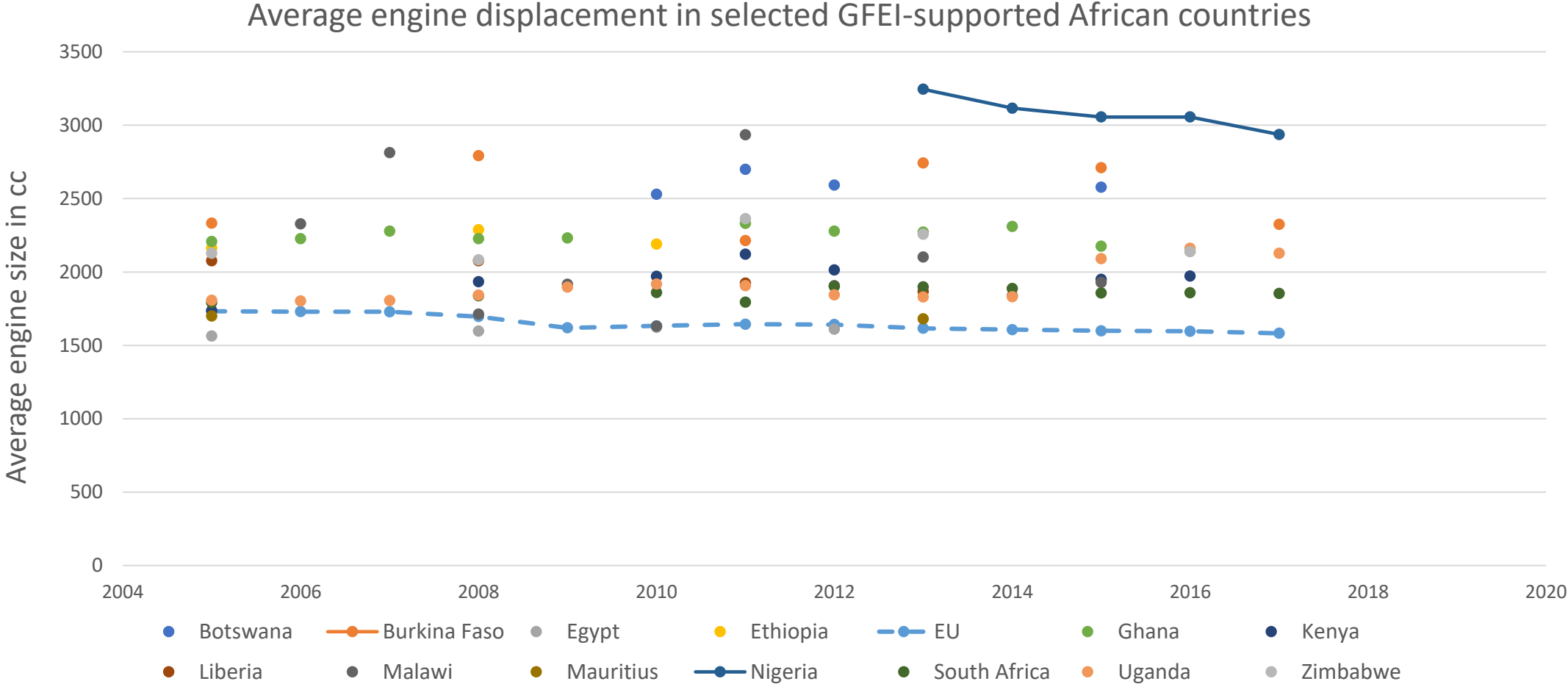
Mostly higher than global average fuel consumption

Average fuel consumption baseline and trends in GFEI-supported countries in Africa



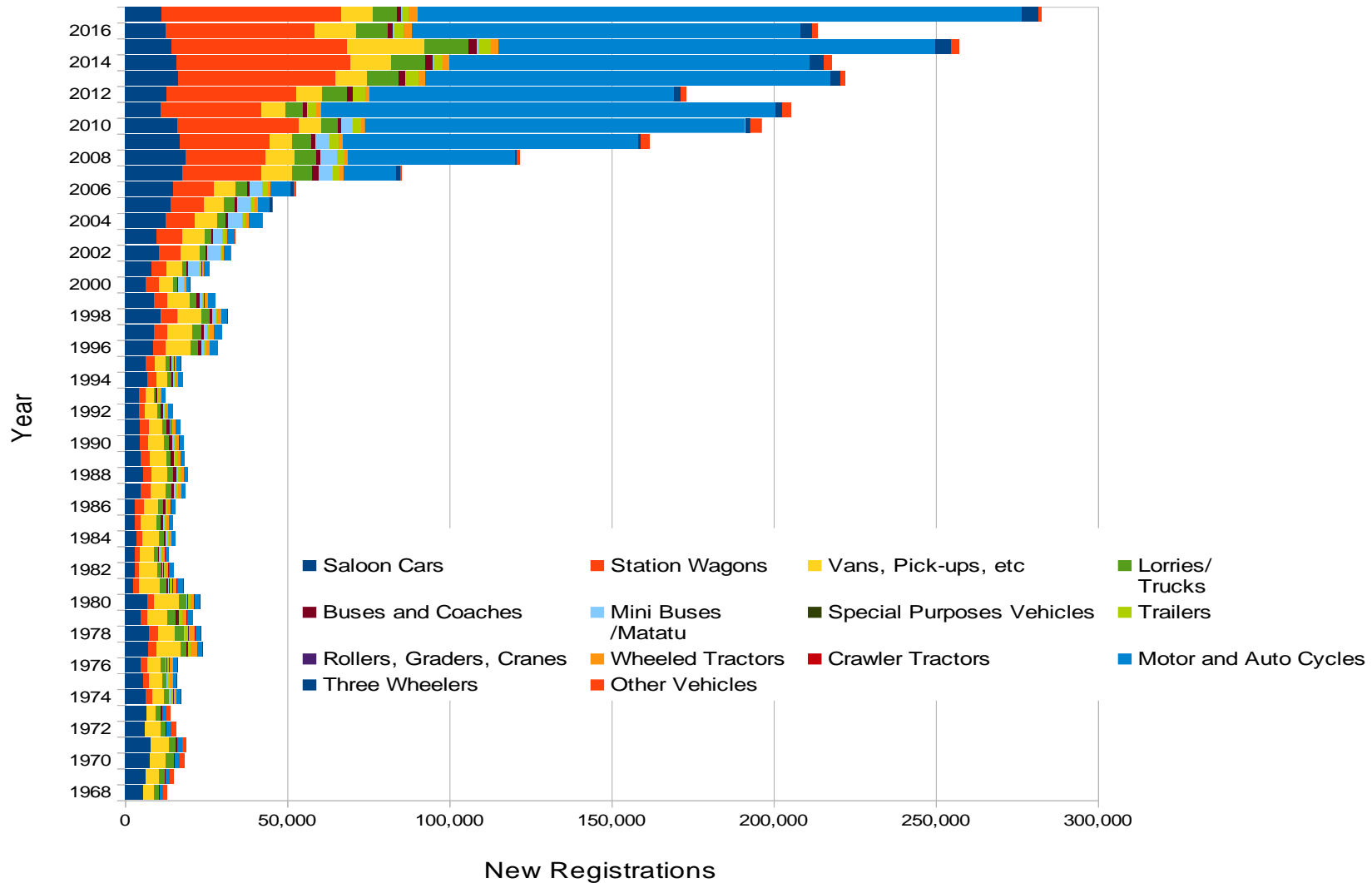
Source: UNEP

# Relatively higher engine displacement LDVs in selected countries



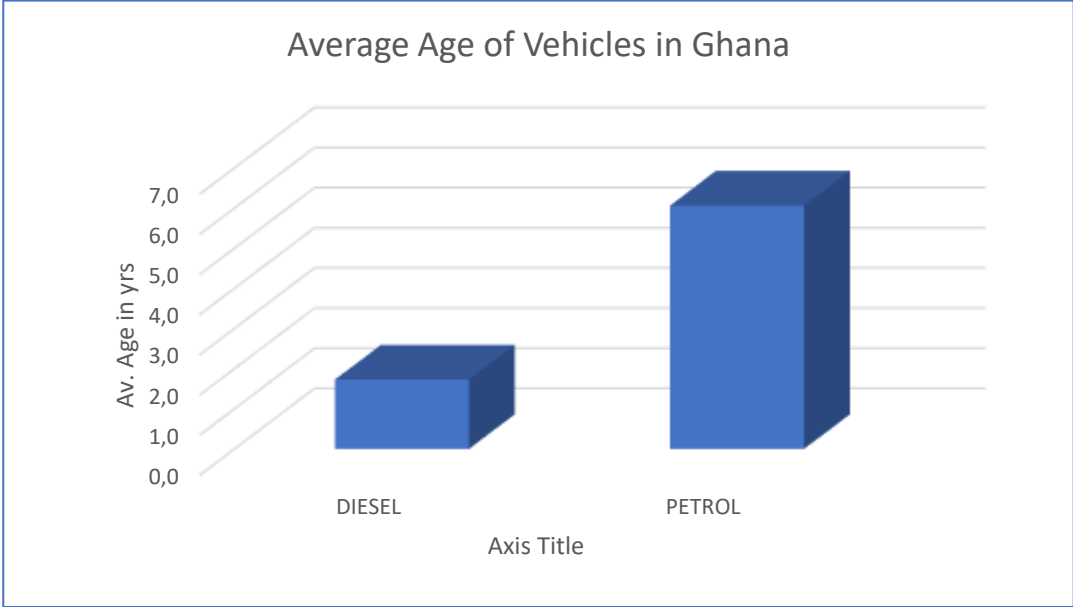
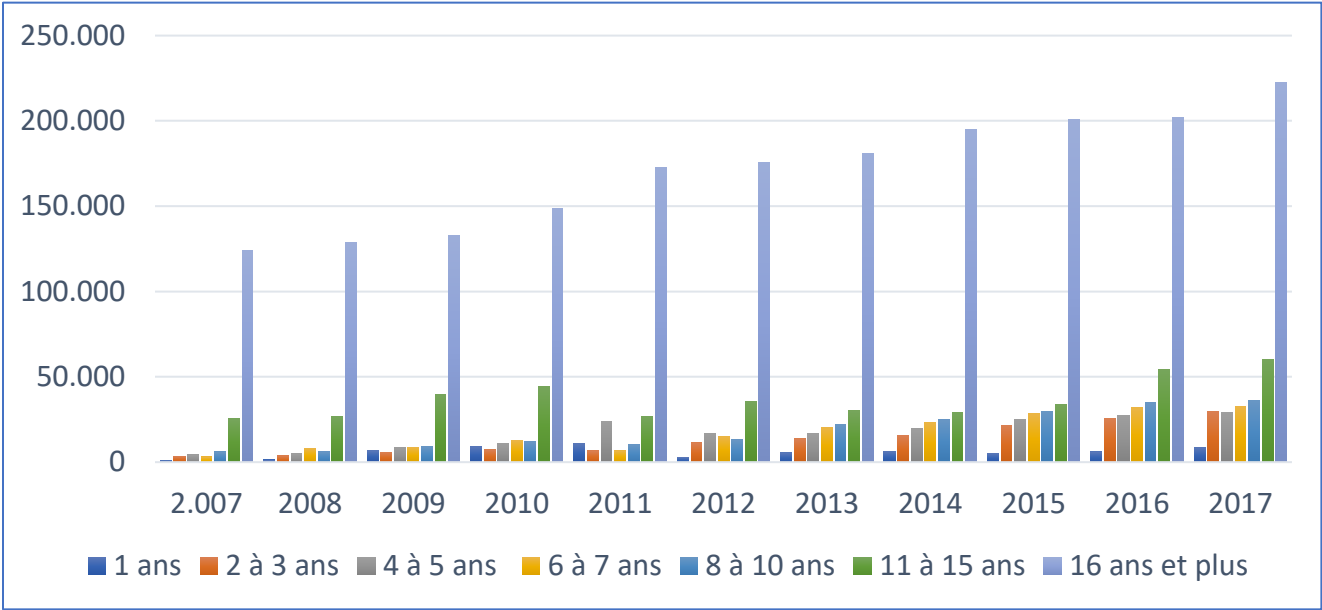
Source: UNEP

# New Vehicle Registrations in Kenya 1968-2017

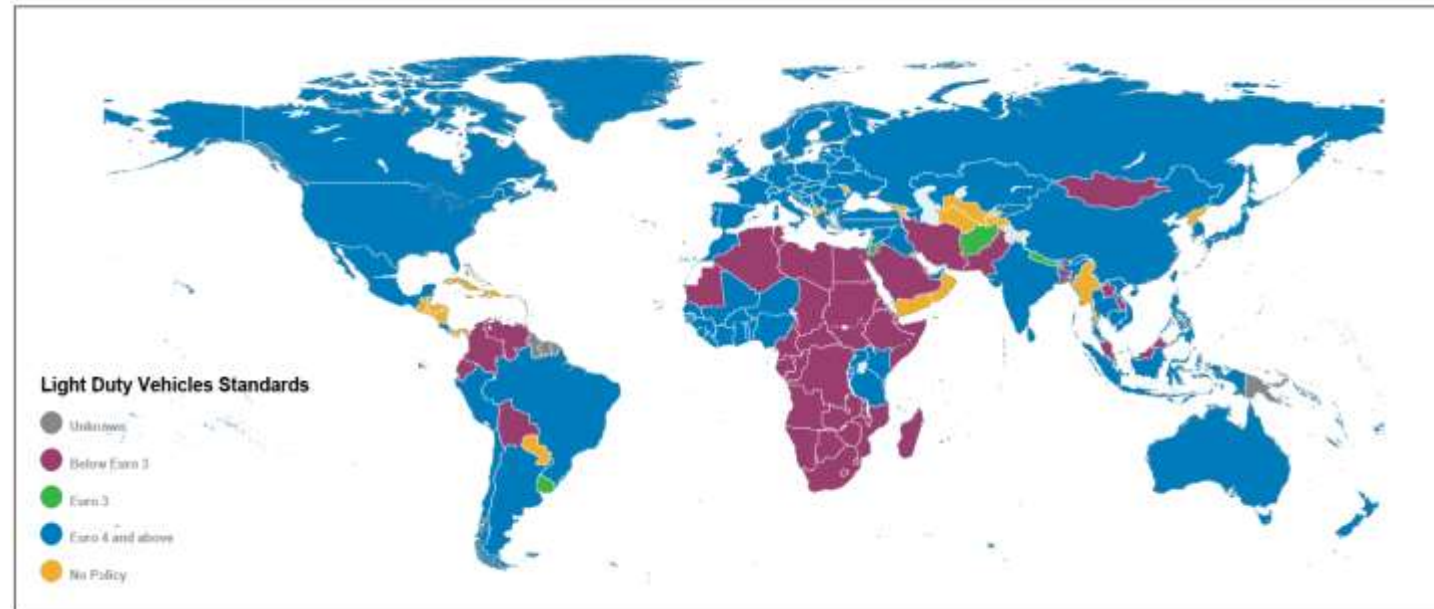
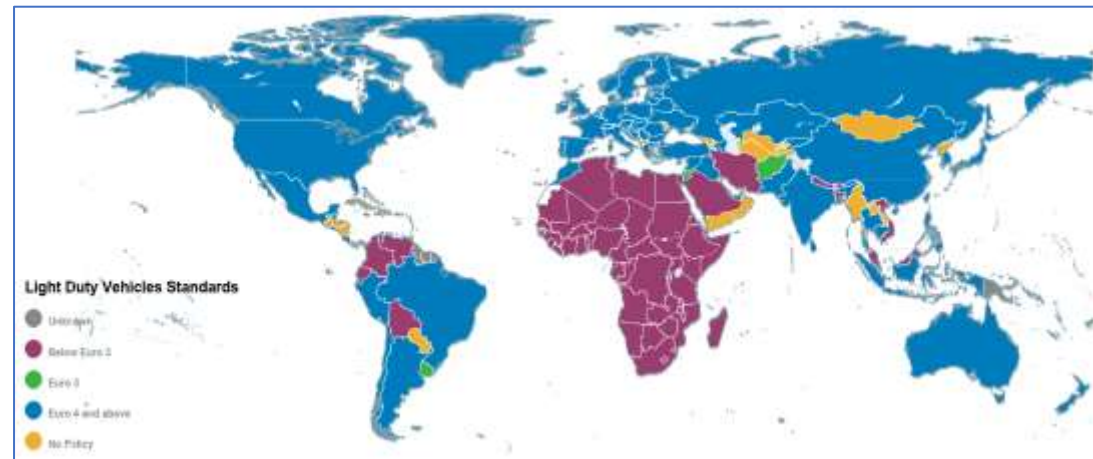


Source: KNBS Annual Surveys 1970,...,2018

# Evolution of vehicles by age in Mali



# LDV Emission Standards - actual and based on regional commitments



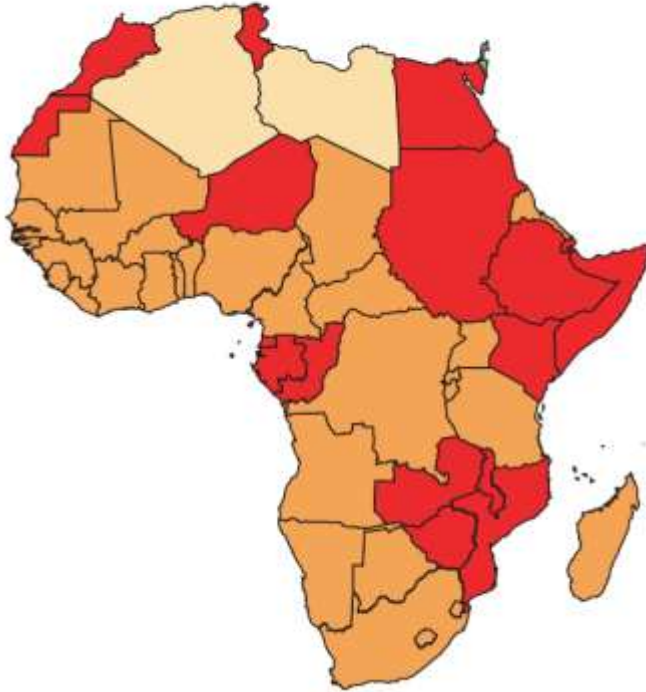
# ECOWAS clean fuels and vehicles directives

- Euro 4/ Vehicle emission standards
- 5 year age limit for LDVs and 10 years for HDVs
- Type approval certificate from vehicle manufacturer
- Compliance and enforcement procedures to be developed & implemented by all countries
- Independent inspection system at point of entry for random audits
- Periodic revision by ECOWAS
- Countries to adopt and publish regulations into national

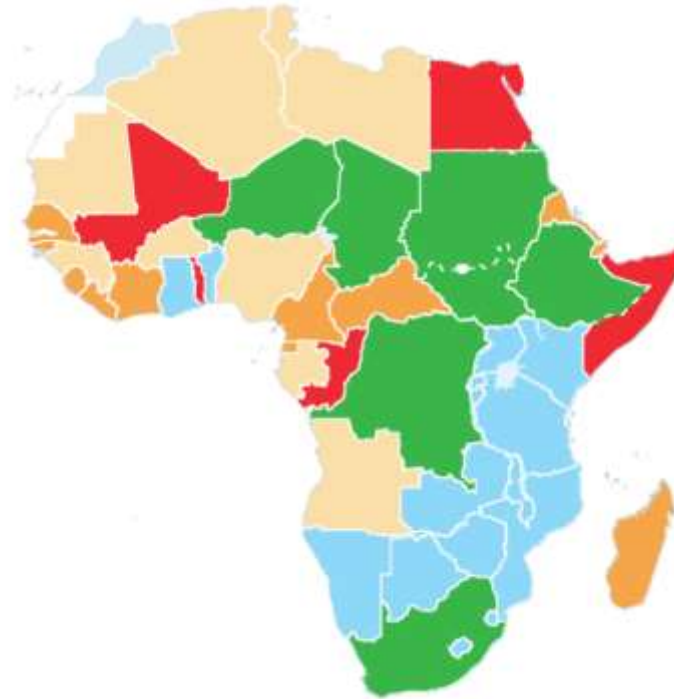


# Significant shift towards cleaner fuels – diesel fuel

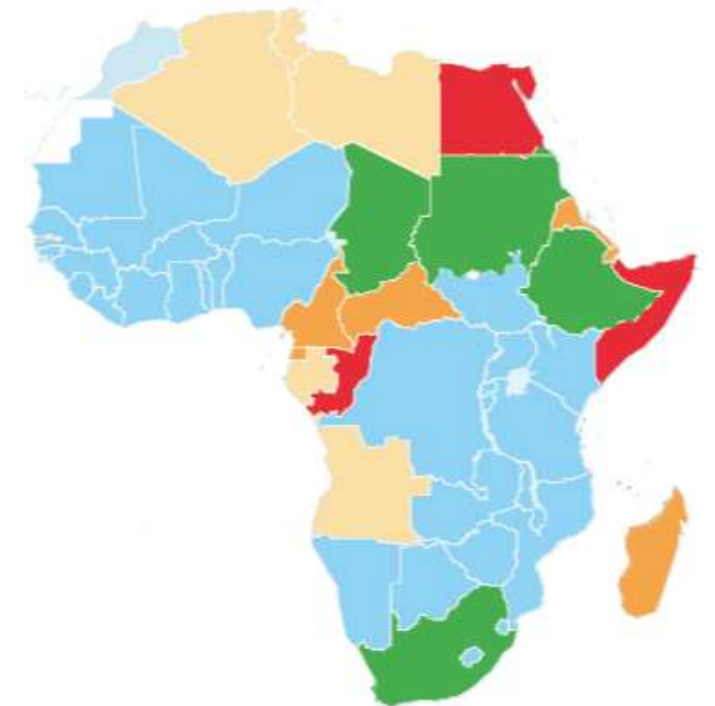
2002



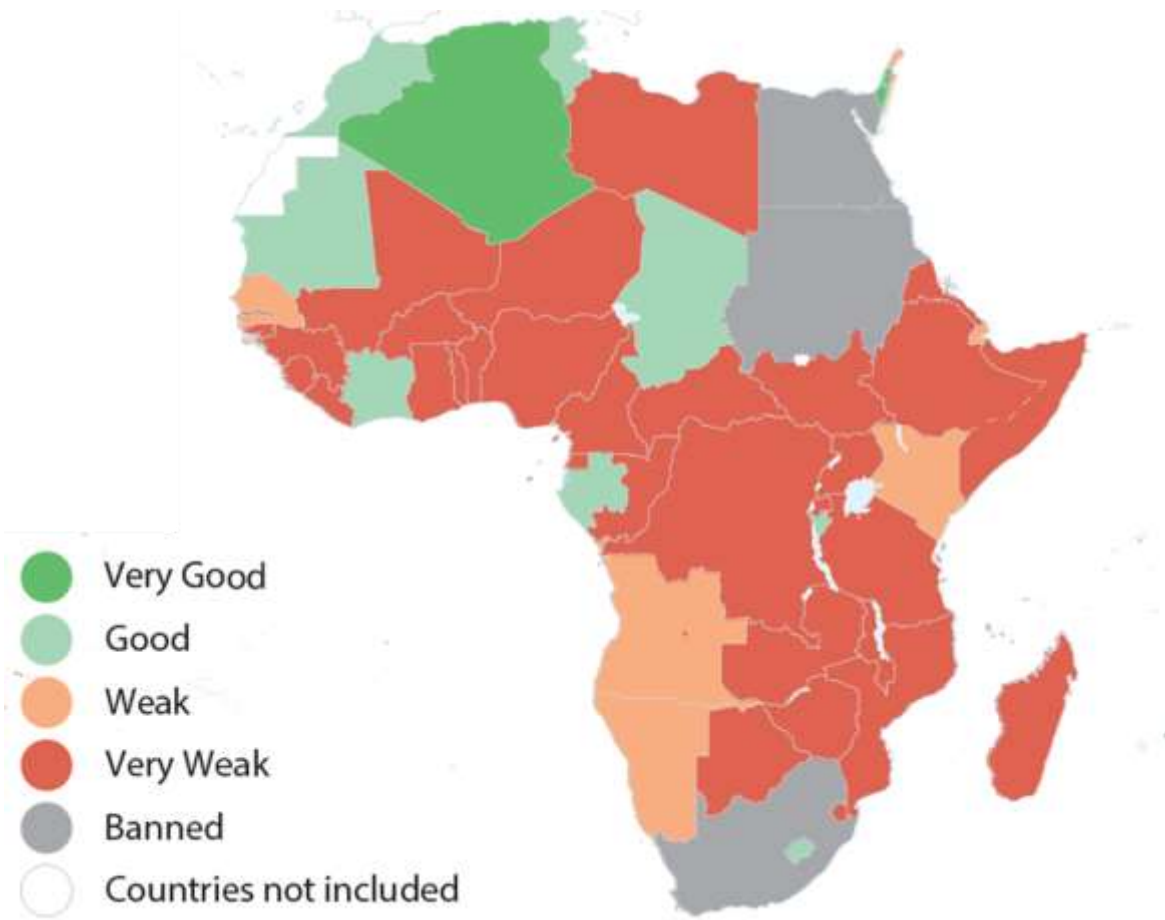
Current status



With regional commitments



# Most countries have weak LDV regulatory framework



Regulatory Environment Ranking (UNEP)	Countries	Region
Very Good	Algeria, Mauritius	2
Good	Chad, Côte d'Ivoire, Gabon, Lesotho, Mauritania, Morocco, Rwanda, Tunisia	8
Weak	Angola, Djibouti, Kenya, Namibia, Senegal	5
Very Weak	Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Comoros, Congo, Democratic Republic of Congo, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Libya, Madagascar, Malawi, Mali, Mozambique, Niger, Nigeria, Sao Tome & Principe, Sierra Leone, South Sudan, Somalia, Tanzania, Togo, Uganda, Zambia, Zimbabwe	35
Banned	Egypt, South Africa, Seychelles, Sudan	4



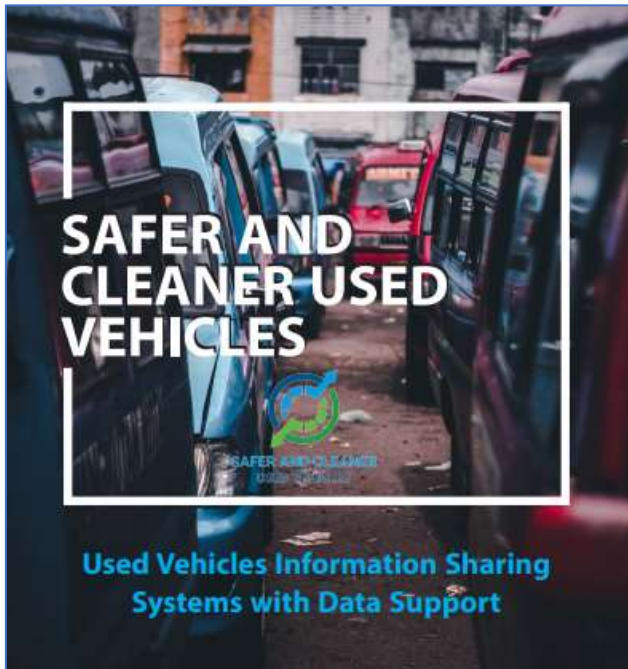
# Safer and Cleaner Used Vehicles For Africa

Global partners



Africa Region





# SAFER AND CLEANER USED VEHICLES



Used Vehicles Information Sharing Systems with Data Support

Developed By: 



**ENVIRONNEMENT**

**Le parc automobile mondial et la pollution atmosphérique**

Le parc automobile mondial constitue largement la pollution atmosphérique et le changement climatique par les émissions de gaz à effet de serre, les polluants atmosphériques et les particules fines (PM<sub>2.5</sub>) et les particules fines (PM<sub>10</sub>). Environ un quart des émissions de gaz à effet de serre (GES) à l'échelle mondiale sont produites par le parc automobile et un tiers des PM<sub>2.5</sub> et des PM<sub>10</sub> sont produites par les véhicules automobiles.

**LA PARTICIPATION DES VÉHICULES ÉCOLOGIQUES**

Les véhicules à propulsion électrique (VE) et les véhicules hybrides (VH) sont des alternatives de propulsion plus propres et plus sûres que les véhicules à moteur thermique. Ils peuvent contribuer à réduire les émissions de gaz à effet de serre et de particules fines, ainsi qu'à améliorer la qualité de l'air. Cependant, les VE et les VH ont des impacts environnementaux et sociaux qui doivent être pris en compte. Par exemple, les VE ont une empreinte carbone élevée due à la production et à l'utilisation de batteries, et les VH ont des émissions de gaz à effet de serre plus élevées que les véhicules à moteur thermique. Les gouvernements doivent donc encourager l'adoption de véhicules à propulsion électrique et hybride en mettant en place des politiques appropriées, telles que des subventions, des exonérations fiscales et des infrastructures de recharge.

**LES VÉHICULES ÉCOLOGIQUES**

Les gouvernements et les entreprises doivent encourager l'adoption de véhicules à propulsion électrique et hybride en mettant en place des politiques appropriées, telles que des subventions, des exonérations fiscales et des infrastructures de recharge.

## First African Used Vehicles Importers Meeting

DATE: 25 June 2021  
TIME: 12:00 - 3:00pm [east african time]

#cleanervehiclesforAfrica  
#safervehiclesforAfrica

**UN environment programme**

Africa has the highest road traffic fatality rates with 246,000 deaths each year. This number is projected to more than double to 514,000 in 2030.

**PROJECT AMBITION**

A step further to achieve the 2030 Agenda for Sustainable Development by ensuring prosperous lives, promoting well-being, and making roads inclusive, safe, resilient, and sustainable.

A model that can be replicated in other regions facing similar challenges.

**UN environment programme**

### USED VEHICLES AND THE ENVIRONMENT

A Global Overview of Used Light Duty Vehicles: Flow, Scale and Regulation

**UN environment programme**

### USED VEHICLES AND THE ENVIRONMENT

A Global Overview of Used Light Duty Vehicles: Flow, Scale and Regulation

Update and Progress 2021

# Next Steps

- Launch new used HDV report; 3<sup>rd</sup> edition of the LDV updated report
- Continue to support importing countries adopt quality used vehicles standards and cleaner fuels
  - Implementation of adopted standards in East and West Africa
  - Development of regional standards for Southern and Central Africa
- Engage exporting countries on quality of used vehicles exports
- Political process for global agreement
  - UNEA 4 Sustainable Mobility Resolution
  - UNEA 5.2 - Resolution text on used vehicles
- Other issues - circularity/ end-of-life battery and vehicles



Thank you



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Programme Management Officer  
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[www.unep.org/transport](http://www.unep.org/transport)



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United Nations  
Economic Commission for Africa



# Dries Van Tonder

NRCS, and Chairman of the  
IWG of WP 29 for SCUNV



# UN ECE Informal Working Group on Second hand Clean Used and New Vehicles (SCUNV) destined for Export

- Presented by Dries van Tonder
- Chairman – SCUNV
- Addis Ababa
- 18 October 2023

# AGENDA

- . Acknowledgements of Dignitaries.
- Introduction to the formulation of the Working Group
- Activities following the initial Resolution
- Establishment of the IWG on SCUNV and selecting the Leadership Team
- Recent developments in the African Subregions
- The Terms of Reference
- Aim of the Working Group
- Activities to date
- Timelines
- Closure – Questions and Answers



# INTRODUCTION

- On 25 September 2015, the UN General Assembly adopted the resolution on “Transforming our world: the 2030 Agenda for Sustainable Development”.
- The resolution integrates three indivisible dimensions of sustainable development:
  - ❖ Economic development,
  - ❖ Social development,
  - ❖ and Environmental development.
- The goals included access to safe, affordable, accessible, and sustainable transport, improving road safety, and improving environmental protection

# ACTIVITIES FOLLOWING THE INITIAL RESOLUTION

- 26 October 2020 - UN Environment Program (UNEP) published report on “Global Trade in Used Vehicles”.
- Report considered 146 countries and called for action to regulate trade through adoption of a set of harmonized minimum quality standards.
- UNEP report on global trade of used vehicles found that most countries have low or no standards for used vehicles, which cause high emissions and poor road safety.
- The report recommended that countries adopt minimum quality standards for used vehicles.
- These standards would ensure used vehicles contribute to cleaner and safer fleets in recipient countries.
- UNEP, and the UN Economic Commission for Europe (UNECE) started a project on “Safer and Cleaner Used and New Vehicles for Africa” supported by the UN Road Safety Fund (UNRSF) and involving the International Automobile Federation (FIA) and the International Motor Vehicles Inspection Committee (CITA).
- UNEP and UNECE, with the support of UNRSF, FIA, and CITA, established the project on Safer and Cleaner Used and New Vehicles for Africa with the aim to help African countries and countries with similar challenges to implement and monitor these standards, and the cooperation of both exporting and importing countries.
- In conjunction with the UNEP report, the Human Environment and Transport Inspectorate of the Netherlands published a study on “Used vehicles exported to Africa”.
- From initial manifesto in 2018, on 30 June 2022, the International Organization of Vehicle Manufacturers (OICA) published a revised version of its Global Road Safety manifesto, fully supporting these UN Resolutions and proposing approaches for addressing road safety.

# ESTABLISHMENT OF THE IWG ON SCUNV

- The UNECE secretariat presented the UNRSF project “Safer and Cleaner Used Vehicles for Africa” and invited WP.29 to lead the technical issues.
- In November 2021, at the 185<sup>th</sup> session of WP.29, the UNECE secretariat presented activities under the UNRSF project “Safer and Cleaner Used Vehicles for Africa” and invited the World Forum to take a lead role in addressing relevant technical issues.
- WP.29 endorsed in principle the establishment of an informal working group and as Africa was part of the initial study conducted, WP.29 decided that the Leadership Team should be strongly represented by Africa. The Informal Working Group was endorsed in November 2021.
- At the 186<sup>th</sup> Session of WP.29, the Leadership Team was elected by the Delegates of WP.29 and they are:
  - Chairman - Mr Dries van Tonder (South Africa)
  - Vice Chairman - Major (Rtd.) John Kipchumba Yator (Kenia)
  - Vice Chairman - Mr. Phillip Ianna (Nigeria)
  - Vice Chairman - Mr Ezana Wondimneh (USA)
  - Vice Chairman - Mr Alexander Hoekman (The Netherlands)
  - The Secretariat - Miss Melissa Archer and Mr Rav Choda

## Recent developments in the African subregions

- Decisions by ECOWAS and the ECAS Regions stem from UNRSF activities and their project which aims at a minimum emissions requirement at level EURO 4/IV.
- The ECOWAS Region issued a directive that required that all imported new and used petrol and diesel vehicles comply with a minimum EURO 4/IV emission standard from January 2021.
- A similar scenario developed in the ECAS Region.
- There is the issue of fuel quality in the regions (problem for emission after treatment systems used for higher levels)
- The current situation of minimum to no safety checks being performed at import is a major contributor to these situations.
- Countries actively participating at WP.29 are:
  - South Africa since 2000
  - Nigeria since 2018
  - Uganda since 2022

## **the Terms of Reference**

- The IWG,s Terms of Reference was adopted during the 188th Session of WP.29 in November 2022
- The intention of the Leadership Team was to establish a Program of Work.
- A draft proposal was presented at the 5th Session of the IWG with the intention to expand the program of work.
- It was further observed that the topic of Used Clean vehicles with the Importation/Exportation of these vehicles, are receiving attention at various platforms.
- The IWG observed that this may lead to further reflections on the planned program of Work of the IWG.

# AIM OF THE WORKING GROUP

- The IWG shall endeavour to:
- The IWG shall develop a set or sets of minimum requirements for technical requirements of new and used vehicles as pertaining to the safety and environmental condition of vehicles based on a multi-pillar approach. This approach may include Roadworthiness Inspections at Exporting/Importing countries, Periodical Technical Inspection (PTI) at Exporting/Importing Countries, data and information sharing and random testing.
- The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
- The IWG shall to the maximum extent take into account work done, research, Resolutions and Regulations available within the framework of the 1958, 1997 and 1998 UN Agreements and or other equivalent/similar National/Regional regulations and standards, in particular those defining criteria for the import and export of vehicles on a National/Regional basis.
- The IWG shall address the roles of exporters and importers in ensuring vehicle compliance with the minimum requirements established.
- The IWG shall propose requirements, frameworks, and mechanisms that promote import/export of vehicles without prejudice to the regulatory regimes under which market introduction of the vehicles may have originally been permitted.

## AIM OF THE WORKING GROUP - Continue

- Among the deliverables foreseen (and to be foreseen) in a Framework Document and to be developed by the IWG are:
- Identify and establish a minimum set of safety requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National /Regional standards that should qualify a new or used vehicle safe to be exported or imported. If necessary, also a differentiated requirement for countries with different levels of development.
- Establish a minimum set of environmental requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National/Regional standards that can be used to qualify a vehicle sufficiently (to be defined) clean for use in developing countries.
- Develop basic test criteria and if necessary, also further levels to decide if new and used vehicles meet both environmental and safety requirement as established by this IWG and if these criteria are applicable to importing or exporting countries.
- Possible recognition of system's, test criteria and levels within this framework such that parties accept approval/certification granted by/in any Country.
- As an important Goal to monitor the progress about the development of a Harmonized Life Cycle Assessment (LCA) Methodology
- The final deliverable may have the form of a Resolution, Agreement or Convention.

## Activities to date

- Seven meetings took place already and the 8<sup>th</sup> Session will take place this week on the back of the CITA RAG Conference.
- In line with approach of the Group all activities are currently concentrated around used vehicles and also in line with previous timelines.
- Identified activities around requirements on new vehicles will be initiated in the latter part of October 2023 and will be initiated at this weeks meeting with the creation of a Task Force that will target requirements on new vehicles.
- The draft programme of work (Timeline) that was presented at the 5th Session of the IWG has been approved. It will be absorbed and interrogated as an on-going practice in line with the mandate of the IWG.
- At the 6th session of the IWG on the 14th April 2023, a Task Force was established to formulate/create relevant documentation that could be used as part of the process of inspection of vehicles prior to vehicles being exported and or imported into a specific country. Three meetings have already been concluded with very positive results that emanated from this interaction.
- Interaction with other entities that are currently involved with similar activities around the export/import of used vehicles still has to be exploited to the benefit of a bigger group of inclusiveness. Interactions with these authorities may resolve/highlight certain possible oversights.



# Activities to date with PROPOSED Timelines

	2023 '1-2	3-4	5-6	7-8	9-10	11-12	2024 '1-2	3-4	5-6	7-8	9-10	11-12	2025 '1-2....
WP.29		March 6-9	190 <sup>th</sup> Session June 19-22			191 <sup>st</sup> Session Nov 13-16		Mar'24	Jun'24			Nov- Dec'24	
Meeting IWG		• 2 Mar'23 + 6 <sup>th</sup> Meeting held on 14 Apr	7 <sup>th</sup> Meeting. 23 June'23		8 <sup>th</sup> Meeting		9 <sup>th</sup> Meeting		10 <sup>th</sup> Meeting				
Task Force on drafting import/export inspection requirements			12 <sup>th</sup> May'23 - 1 <sup>st</sup> Meeting  2 June'23 - 2 <sup>nd</sup> Meeting	3 <sup>rd</sup> Meeting	4 <sup>th</sup> Meeting		5 <sup>th</sup> Meeting						
Used Vehicles		√	√										
Data/Information Transfer			√										
New Vehicles					Create Task Force	1 <sup>st</sup> Meeting							

# QUESTION AND ANSWERS

- Contact Details;
- [andriesboschop@gmail.com](mailto:andriesboschop@gmail.com)
- [melissa.archer@un.org](mailto:melissa.archer@un.org)

**UN ECE INFORMAL WORKING  
GROUP ON SECOND HAND CLEAN  
USED AND NEW VEHICLES (SCUNV)  
DESTINED FOR EXPORT**

- Presented by Dries van Tonder
- Chairman – SCUNV
- Addis Ababa
- 18 October 2023

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- Seven meetings took place already and the 8<sup>th</sup> Session will take place this week on the back of the CITA RAG Conference.
- In line with approach of the Group all activities are currently concentrated around used vehicles and also in line with previous timelines.
- Identified activities around requirements on new vehicles will be initiated in the latter part of October 2023 and will be initiated at this weeks meeting with the creation of a Task Force that will target requirements on new vehicles.
- The draft programme of work (Timeline) that was presented at the 5th Session of the IWG has been approved. It will be absorbed and interrogated as an on-going practice in line with the mandate of the IWG.
- At the 6th session of the IWG on the 14th April 2023, a Task Force was established to formulate/create relevant documentation that could be used as part of the process of inspection of vehicles prior to vehicles being exported and or imported into a specific country. Three meetings have already been concluded with very positive results that emanated from this interaction.
- Interaction with other entities that are currently involved with similar activities around the export/import of used vehicles still has to be exploited to the benefit of a bigger group of inclusiveness. Interactions with these authorities may resolve/highlight certain possible oversights.

# ACTIVITIES TO DATE WITH PROPOSED TIMELINES

	2023 '1-2	3-4	5-6	7-8	9-10	11-12	2024 '1-2	3-4	5-6	7-8	9-10	11-12	2025 '1-2....
WP.29		March 6-9	190 <sup>th</sup> Session June 19-22			191 <sup>st</sup> Session Nov 13-16		Mar'24	Jun'24			Nov- Dec'24	
Meeting IWG		• 2 Mar'23 + 6 <sup>th</sup> Meeting held on 14 Apr	7 <sup>th</sup> Meeting. 23 June'23		8 <sup>th</sup> Meeting		9 <sup>th</sup> Meeting		10 <sup>th</sup> Meeting				
Task Force on drafting import/export inspection requirements			12 <sup>th</sup> May'23 - 1 <sup>st</sup> Meeting  2 June'23 - 2 <sup>nd</sup> Meeting	3 <sup>rd</sup> Meeting	4 <sup>th</sup> Meeting		5 <sup>th</sup> Meeting						
Used Vehicles		√	√										
Data/Information Transfer			√										
New Vehicles					Create Task Force	1 <sup>st</sup> Meeting							

# QUESTION AND ANSWERS

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17 - 18 October 2023 / Addis Ababa, Ethiopia

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- ECA - The challenge of E-vehicles
- CITA - RAG Africa Conference



United Nations  
Economic Commission for Africa



# DEBATE WITH:

Jane Akumu

Dries van

François Guichard

Robert Lisinge

Pablo Mendoza

Xander Hoekman

Ezana Wondimneh





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