Jane Akumu
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Regulatory Regimes for Used Vehicles – UNEP assessment
Figure 13: Countries applying UN vehicle safety standards, 2018

- Green: Meets 7 or 8 international vehicle standards
- Orange: Meets 2 to 6 international vehicle standards
- Red: Meets 0 or 1 international vehicle standard
- Grey: Not applicable
- Grey: Data not available
## Used vehicles - Example of Nigeria

<table>
<thead>
<tr>
<th>YEAR</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW</td>
<td>12,992</td>
<td>14,584</td>
<td>8,649</td>
<td>4,977</td>
<td>3,469</td>
<td>44,671</td>
<td>7.06</td>
</tr>
<tr>
<td>USED</td>
<td>153,930</td>
<td>162,945</td>
<td>86,307</td>
<td>85,044</td>
<td>103,810</td>
<td>592,042</td>
<td>93.94</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>166,922</td>
<td>177,526</td>
<td>94,956</td>
<td>90,021</td>
<td>107,279</td>
<td>636,713</td>
<td>100</td>
</tr>
</tbody>
</table>
Euro-equivalent Emissions levels: Example of Ghana

Source: Ghana Ministry of Transport
Average age of newly imported vehicles: Example of Uganda
Most countries have weak LDV regulatory framework

<table>
<thead>
<tr>
<th>Regulatory Environment Ranking (UNEP)</th>
<th>Countries</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good</td>
<td>Algeria, Mauritius</td>
<td>2</td>
</tr>
<tr>
<td>Good</td>
<td>Chad, Côte d’Ivoire, Gabon, Lesotho, Mauritania, Morocco, Rwanda, Tunisia</td>
<td>8</td>
</tr>
<tr>
<td>Weak</td>
<td>Angola, Djibouti, Kenya, Namibia, Senegal</td>
<td>5</td>
</tr>
<tr>
<td>Banned</td>
<td>Egypt, South Africa, Seychelles, Sudan</td>
<td>4</td>
</tr>
</tbody>
</table>

Countries not included.
Regulations incentivize cleaner LDVs - Example of Mauritius

No. of Hybrid Vehicles

No. of Electric Vehicles
Safer and Cleaner Used Vehicles for Africa Project

- Funding: UN Road Safety Trust Fund
- Implementing agencies:
  - UN Environment Programme (UNEP)
  - UN Economic Commission for Europe (UNECE)
  - Federation Internationale d’Automobile (FIA)
  - International Motor Vehicles Inspection Committee (CITA)
- Objective:
  - To put in place regulations, standards and processes to ensure that Africa will only receive quality used vehicles, which will have major road safety benefits, for both car drivers and other road users, and co-benefits on the environment and economy.
- Duration: 2020 - 2022
Safer and Cleaner Used Vehicles for Africa: Project Activities

- **Action Plan with Used Vehicles Requirements for Africa**: exporters and importing African countries agree on minimum standards/requirements for used vehicles
- **Implementation of the Action Plan**: develop and adopt national standards and policies, and labeling
- **Inspection and enforcement programme** to check compliance of used vehicles with the agreed minimum requirements
- **Training, information and communication**
Safer and Cleaner Used Vehicles for Africa Project: Progress to-date

• ECOWAS clean fuels and vehicles directives adopted in September 2020
• 3 virtual workshops held
  • 16 December 2020 – CITA member and institutional stakeholders meeting on the control of used vehicles
  • 18 December 2020 – 1st Exporters workshop for Safer and Cleaner Used Vehicles
  • 22 February 2020 – 2nd Exporters workshop for Safer and Cleaner Used Vehicles
Next Steps: Integrated Approach to Low Emission Transport

- Ultra low sulphur fuels
- Vehicle emission standards /I&M
- Soot free public transport/HDVs
- Fuel economy vehicles
- Electric Mobility
- NMT policies and infrastructure
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https://www.unep.org/explore-topics/transport/what-we-do/regulating-used-vehicles