



Ministerie van Infrastructuur
en Waterstaat

Bridging a green divide

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ZEV Transition needed and happening

- Unprecedented resolve at COP26 to move to Zero Emission transport:
 - UK Statement
 - Global MoU on Zero Emission Freight (Netherlands and Calstart)
 - Great (post-Covid) momentum for active mobility
- Great benefits for health, climate and social equity
- Transition has to be inclusive and truly global:
 - Global Electric Mobility Program, Global Facility Decarbonisation of Transport, GEF
 - **Avoiding a green divide**



The need for action on export of used vehicles

- Export is not by definition a problem, could offer benefits.
- But vehicles leaving for Africa through Netherlands ports:
 - Are old, high number of cars 16-20 years old
 - Most of them EURO 2 en 3;
 - Large share no road-worthiness certificate;
 - Poor on air bags, 3 way catalytic converter and filters
- Many of them would be considered end of life in Europe



A 660 vehicle sample

1. A group of vehicles in reasonable state
2. At least 56% of petrol vehicles and 48% of the diesel vehicles would fail a periodic roadworthiness test (have one or more deficiency)
3. These also included vehicles that still had a valid roadworthiness certificate
4. One out of 8 airbags had a malfunction



The action needed on used vehicle export





Where to act

- > Globally: UNEA and ECE
- > European Level:
 - the ELV Directive: a valid and recent road worthiness certificate as a prerequisite for export to outside the EU as well as to consider means to discourage or prevent export of used vehicles with a low emission standard
- > Netherlands: pilot