



INLAND TRANSPORT COMMITTEE



# SAFER AND CLEANER USED VEHICLE FOR AFRICA PROJECT

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SAFER AND CLEANER  
USED VEHICLES

## Project Aims and Benefits



SAFER AND CLEANER  
USED VEHICLES

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To ensure countries in Africa only receive quality used vehicles that will have environmental and safety benefits as well as co-economic benefits

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**To develop and harmonize minimum requirements between importing and exporting countries for the safety and environmental performance of used vehicles.**

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Establish a digital framework for the exchange and sharing of vehicle information and data between importing and exporting countries

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Build a model that can be utilized by other importing regions.

# ELEMENTS TO BE AGREED UPON



- What level of performance is needed before export
  - Safety: Approved according to recommended Minimum UN Regulations to make a difference in road safety
  - Environment: Some African regions decided to opt for EURO 4 level (e.g. ECOWAS)

- How to ensure export of quality used vehicles
  - Valid PTI at export for all vehicles: harmonized PTI test (not older than 8 weeks)
  - Random or systematic PTI at import side
  - Digital framework to exchange vehicles specific information is key.

Topic	Passenger cars	PTWs	Commercial vehicles
	UN Regulation	UN Regulation	UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety		R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48

# ACTIVITIES OF WP.29 IN ADDRESSING USED VEHICLES



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WP.29 is the World Forum for Harmonization of Vehicle Regulations and it offers a unique framework for globally harmonized regulations on vehicles and these harmonized regulations are tangible in road safety and environmental protection.

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All vehicles manufactured in line the UN 1958 and 1998 Agreements will meet the minimum safety and environmental requirements necessary for protection of road traffic participants inside and outside of the vehicle.

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The 1997 Agreements for Periodical Technical Inspection (PTI), ensures all vehicles are kept in a healthy and safe condition and makes provision for roadworthiness. PTI is the prerequisite for vehicles to be driven on public roads and/or exported.

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WP.29 recently endorsed the establishment of an Informal Working Group (IWG) to address technical issues related to safety and environmental protection applicable to both new and used vehicles for markets with different economies.

## OTHER ACTIVITIES ON EXPORTING SIDE



UNECE has successfully organized two exporting stakeholders' workshop for sensitization and to introduce expected minimum requirement of used vehicles that can be exported



Activities has commenced to define some minimum requirements before exporting a vehicle



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# MAIN PRINCIPLES



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Importing/Exporting regions and stakeholders should work together to harmonize and adopt minimum requirements for exporting and importing used vehicles

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Implementation of project outcomes should not affect rapidly, the vehicle fleet but gradually phase out the use of poor quality vehicles while making available, quality used vehicles

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Adopted standards should not be too stringent and allow easy transition.

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Vehicles produced in accordance with UN Regulations/UN GTRs will meet these minimum safety and environment requirement

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Related to a Valid Roadworthiness test, the 1997 Agreement makes provision for the expected level of roadworthiness for passing the test

**THANK YOU**