Global efforts to Promote Cleaner Used Vehicles

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My Presentation
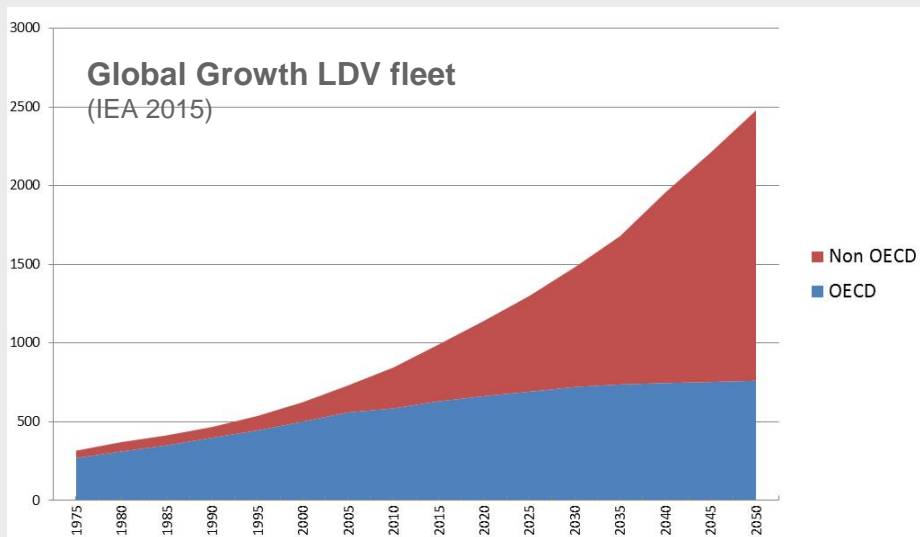
I – the need for cleaner used vehicles

The Need for Cleaner Used Vehicles

- Air Pollution

- Climate

The Need for Cleaner Used Vehicles

- Global vehicle fleet set to increase ~2.5 times

- Almost all growth in developing countries

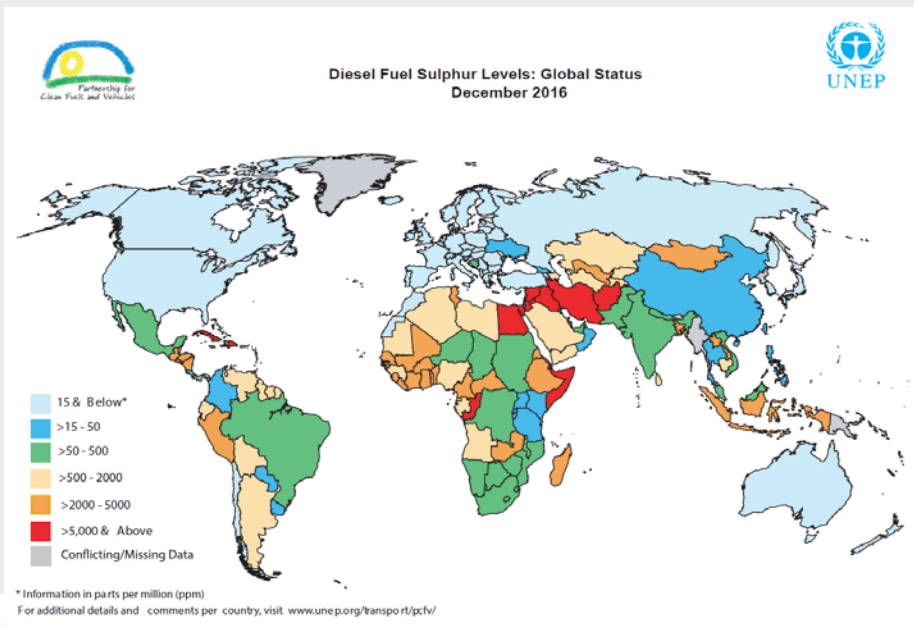- Going from ~300 million to ~1.7 billion

Global Growth LDV fleet
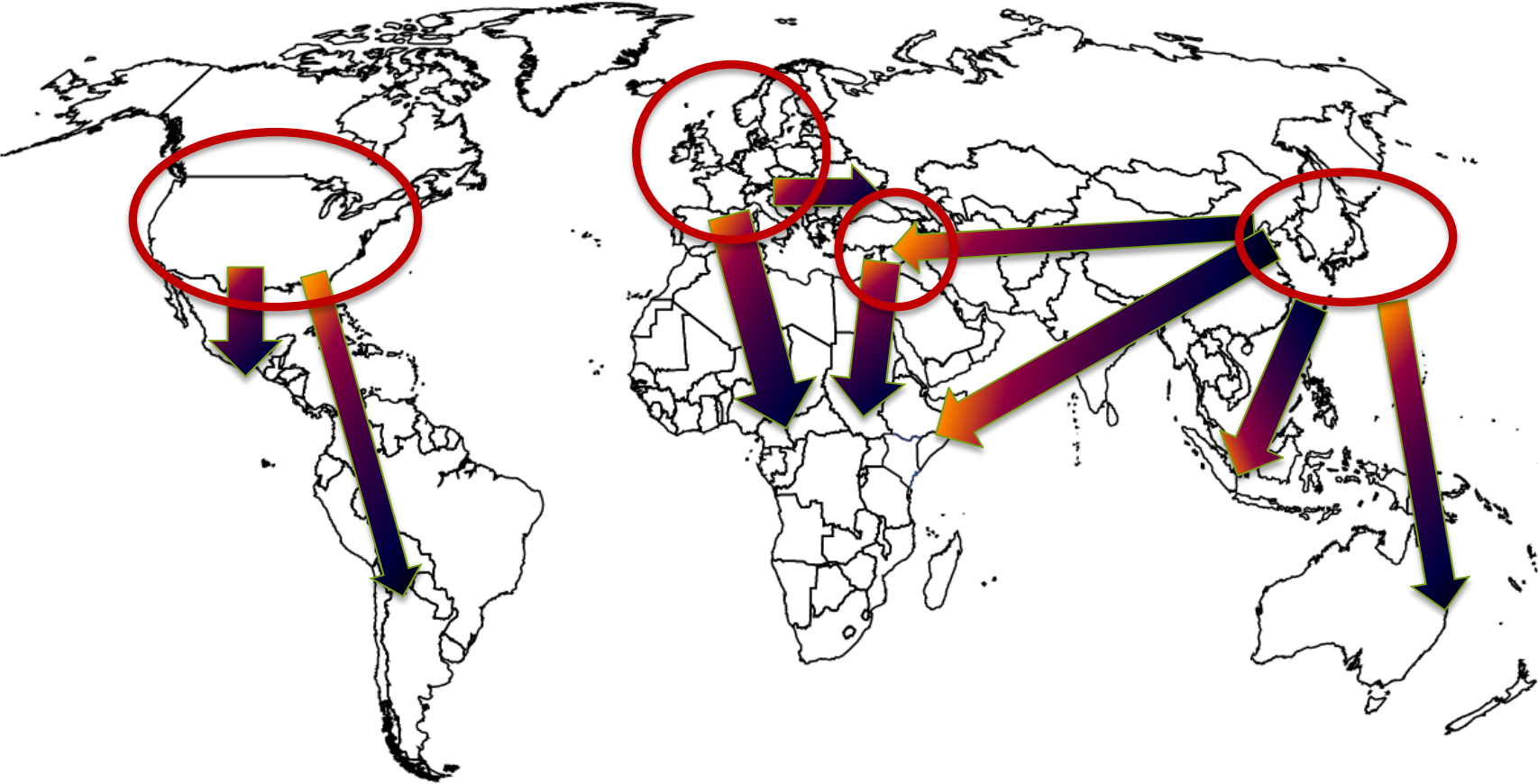(IEA 2015)

The Need for Cleaner Used Vehicles

- Age of imported vehicles – example …..

- Life expectancy imported vehicles – example Tanzania

- Types of vehicles – example …..

The Need for Cleaner Used Vehicles

- Cleaner fuels now available

- Systems approach …. 90% emissions reduction

Diesel Fuel Sulphur Levels: Global Status
December 2016

15 & Below*
>15 - 50
>50 - 500
>500 - 2000
>2000 - 5000
>5,000 & Above
Conflicting/Missing Data

* Information in parts per million (ppm)
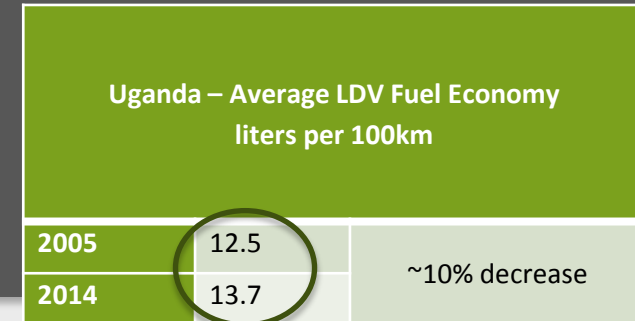For additional details and comments per country, visit www.unep.org/transport/pcfv/

Used Vehicles Flows

Case Study - Uganda

- Used vehicles imports - increasing

- Age increasing – increasing

- Fuel Efficiency - declining

Uganda – Average LDV Fuel Economy liters per 100km		
2005	12.5	~10% decrease
2014	13.7	

Year of Registration	DIESEL				PETROL			
	New	Old	Used	New as % of total	New	Old	Used	New as % of total
2000	533	254	787	67.7	295	367	662	44.6
2001	676	391	1,067	63.4	297	502	799	37.2
2002	788	520	1,308	60.2	252	634	886	28.4
2003	850	678	1,528	55.6	268	769	1,037	25.8
2004	973	942	1,915	50.8	345	1,245	1,590	21.7
2005	1,042	1,227	2,269	45.9	392	2,071	2,463	15.9
2006	1,218	1,543	2,761	44.1	379	2,308	2,687	14.1
2007	1,540	2,306	3,846	40.0	474	3,557	4,031	11.8
2008	1,723	3,034	4,757	36.2	434	4,449	4,883	8.9
2009	1,510	3,354	4,864	31.0	380	5,007	5,387	7.1
2010	1,476	3,632	5,108	28.9	399	6,939	7,338	5.4
2011	2,507	3,274	5,781	43.4	350	7,404	7,754	4.5
2012	3,206	5,029	8,235	38.9	578	13,624	14,202	4.1
2013	4,848	12,620	17,468	27.8	967	28,770	29,737	3.3
2014	5,881	18,176	24,057	24.4	1,094	39,405	40,499	2.7
Total	28771	56980	85751		6904	117051	123955	
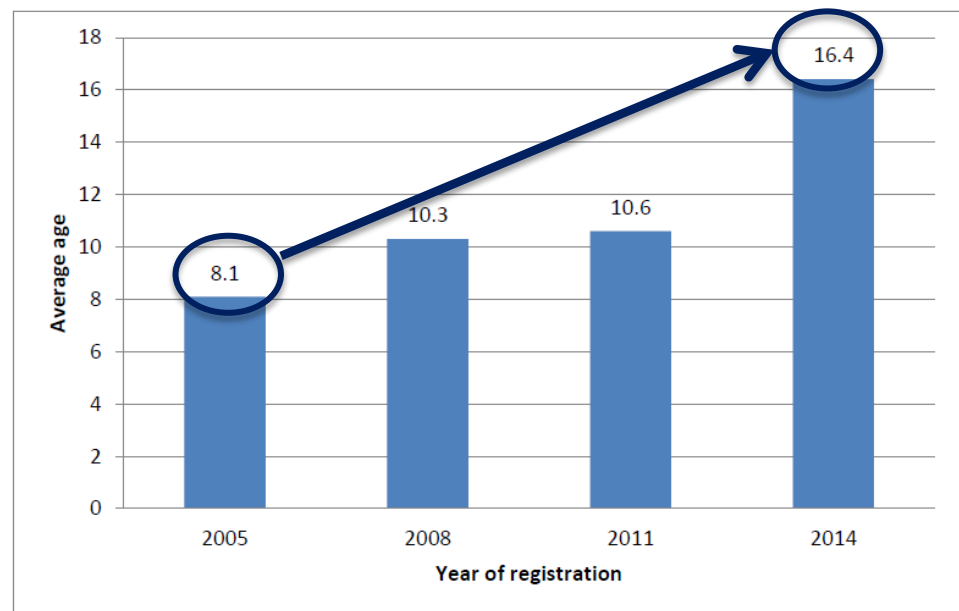
Source: Computations based on combined dataset (URA e-tax dataset and MoW&T dataset)

Summary – Current Challenges

- Used cars imports and exports increasing

- Dispensable income growth – further demand for cheap used vehicles

- So amount, age, emissions increasing

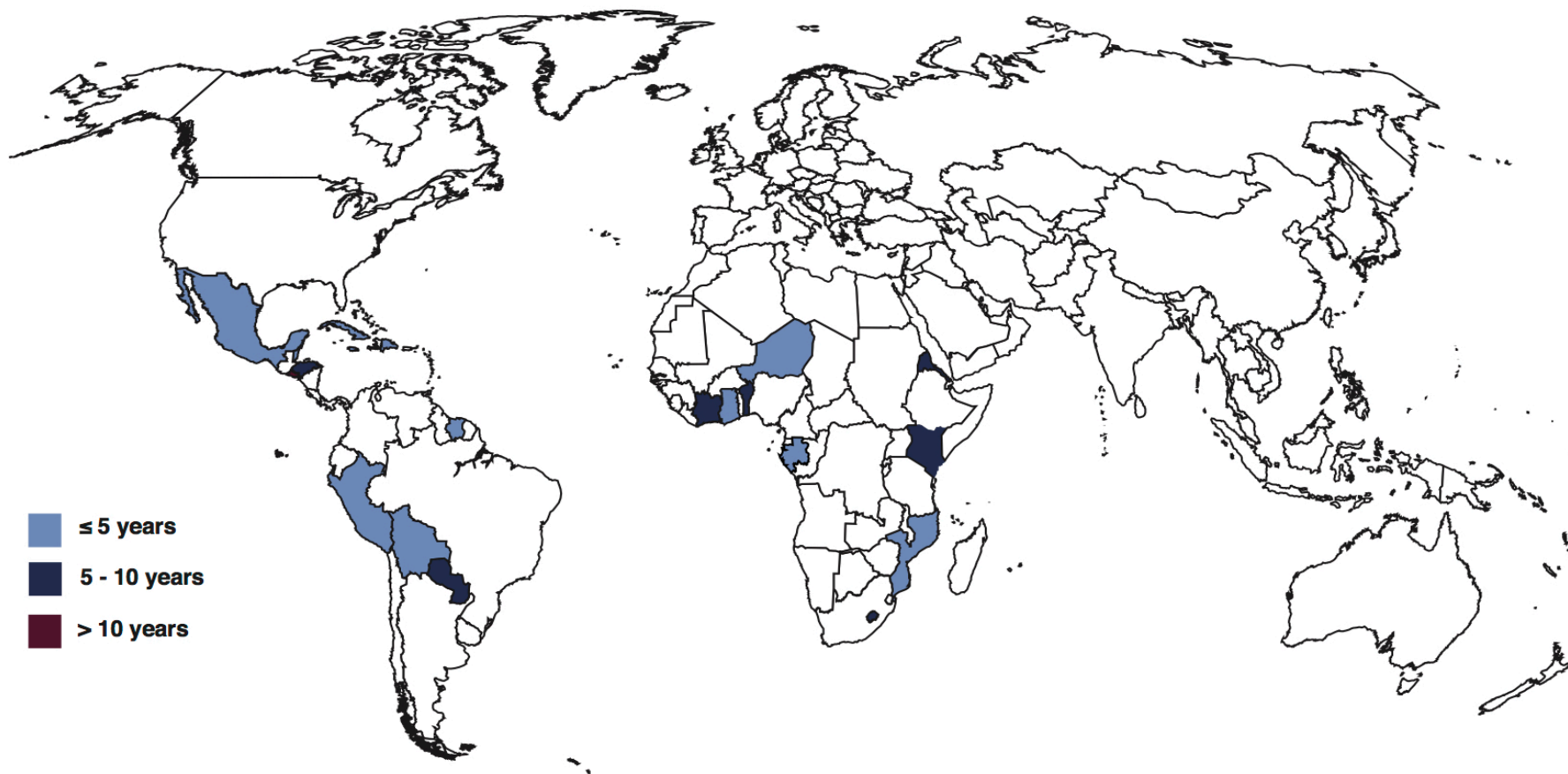UN environment

III – Policy Responses

Policies on Used Vehicles

- Vehicle standards

- Banning used vehicle imports

- Age restrictions

- Fiscal incentives

- Export restrictions

UN environment

Policies – used vehicles import bans

National Used Vehicle Import Ban

February 2017

Import Ban in Place

Conflicting/Missing Data

For additional details and comments per country, visit www.unep.org/transport/pcfv/

Policies – Aged-based policies

Age-Based Used Vehicle Import Policy

February 2017

≤ 5 years

5 - 10 years

> 10 years

For additional details and comments per country, visit www.unep.org/transport/pcfv/

Policies – Vehicles Emissions Standards MAP ELI

Policies – tax incentives

The following 9 countries have specific taxation policies for used vehicles imports:
- Barbados
- Cayman Islands
- Dominica
- St Kitts and Nevis
- The Gambia
- Uganda
- Armenia
- Georgia
- Moldova

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Policies – Vehicles Emissions Standards

Policies – export restrictions
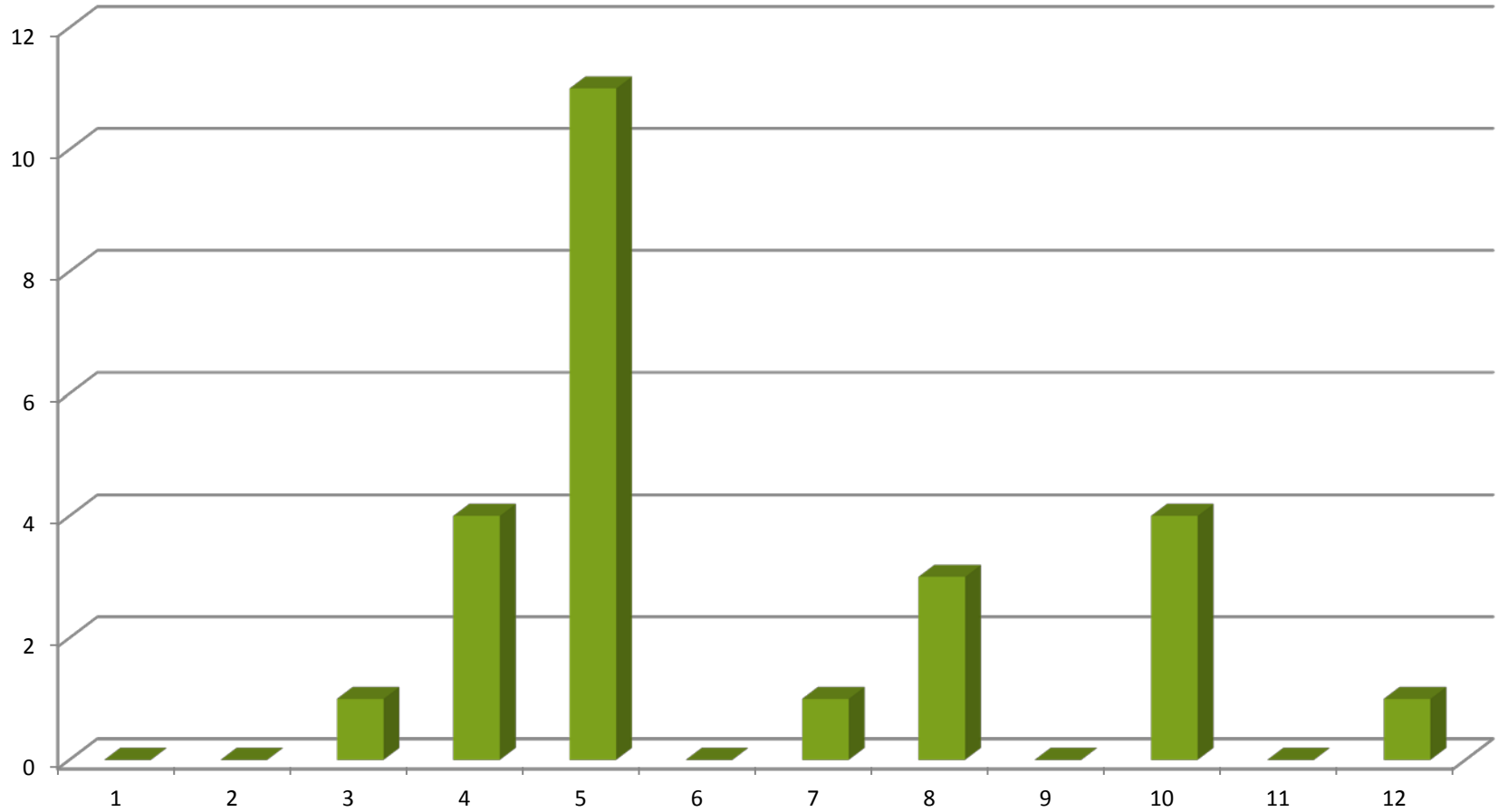
Examples of Successful policies

Uganda – XXXXX

Pre July 2015		Post July 2015	
0-8 yrs	0%	<5 yrs	0%
>8 yrs	20%	5-10 yrs	35%
		>10yrs	50%

Sri Lanka – leapfrogging to clean technology

Third example

IV – Towards a Global Approach

Age Limits

Some examples

- Fuel and car – 5 yrs old combinations

Benefits of global approach

- Harmonization
- Not restricting but shifting to cleaner types
- Cost benefits (fuel, maintenance)
- Health benefits
- Systems approach – avoid mismatches
- EVs, leapfrogging
- Increased or decreased trade and supply

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