



FEDERATION INTERNATIONALE DE L'AUTOMOBILE
REGION I - EUROPE, THE MIDDLE EAST AND AFRICA



SAFER AND CLEANER USED VEHICLES

Roadside assistance



Mobility support



REGION I



Testing



Tourism

ACTA





COMMUNICATION MATERIALS BY FIA REGION I

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- ✓ [Data Inspection & Enforcement](#)
- ✓ Focus on Africa
- ✓ Regulations
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- ✓ Data Inspection & Enforcement
- ✓ Africa: Challenge & Progress

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AMBITION DU PROJET



Faire un pas en avant dans la **réalisation du Programme de développement durable à l'horizon 2030** en garantissant des vies prospères, en promouvant le **bien-être** et en rendant les routes **inclusives, sûres, résilientes** et **durables**.

Un modèle **reproductible dans d'autres régions** confrontées à des défis similaires.



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.



ENVIRONMENT

The global vehicle fleet and air pollution

The global vehicle fleet is a major contributor to air pollution and climate change as vehicle emissions are a major source of small particulates (PM_{2.5}) and nitrogen oxides (NOx). About one quarter of energy related global greenhouse gas emissions are due to the global vehicle fleet. This is set to increase to one-third by 2050, growing faster than any other sector.

THE SHARE OF USED VEHICLES

Used vehicles represent an increasing share of the global fleet and are the major reason for growing fleets in low- and middle-income countries. They therefore play a major role in addressing some of the localised transport issues and help achieving global environmental targets.

Many of the challenges and solutions for used vehicles are not different to new vehicles, but some are specific to used vehicles, especially when minimum national standards are lacking:

- They often do not meet advanced vehicles emissions standards.
- Many of them date back from before the introduction of vehicles emissions standards or only meet the older standards such as Euro 1 to 3.
- Some have damaged or failing emission-control systems which lead to higher emissions of PM, NOx, CO and Hydrocarbons; and because of vehicle wear and bad maintenance, fuel economy and CO₂ emissions are also negatively affected.



THE ROLE OF EXPORTING AND IMPORTING COUNTRIES

Exporting and importing countries have a shared responsibility to improve and regulate used vehicles to minimize their negative impacts. The rapid growth of exports of used vehicles to developing countries represents a major global challenge to:

- Clean and safe road transport
- The mitigation of air pollution
- Climate change

SÉCURITÉ ROUTIÈRE

Défi

- La plupart des pays à revenu faible ou intermédiaire ont des normes limitées, mal appliquées, voire inexistantes, en matière de qualité et de sécurité des véhicules d'occasion importés.
- Peu de pays ont des réglementations sur la qualité des véhicules d'occasion exportés.

Conséquence

- Plus de 80 % des véhicules d'occasion exportés vers l'Afrique sont en dessous de la norme Euro 4/IV et beaucoup ne disposent pas d'un certificat de conformité routière valide.
- Les équipements de sécurité d'un nombre important de ces véhicules ont été retirés ou ne fonctionnent pas.

Problème

En dépit de plusieurs facteurs qui influent sur la sécurité routière et du manque de données fiables sur les accidents de la route, de plus en plus d'informations établissent la preuve d'un lien entre la dégradation de la sécurité routière et les véhicules d'occasion.



1. Les véhicules d'occasion de mauvaise qualité compromettent la sécurité routière en raison de moindres fiabilité sur la route et résilience aux accidents liées à :

- L'âge du véhicule
- Kilométrage
- Degré d'usure naturelle
- Fonctions de sécurité compromises

2. Plusieurs dispositifs de sécurité ne sont pas intégrés dans la conception technique des véhicules d'occasion de mauvaise qualité. En outre, les véhicules d'occasion exportés dont le volant n'est pas installé du même côté que les véhicules du pays de destination, et qui sont ensuite convertis, présentent des risques accrus d'accident de la route.

3. Le caractère informel du commerce de véhicules d'occasion pérennise l'importation de véhicules présentant des défauts mécaniques et de sécurité.

UPDATES & PROGRESS: GLOBAL USED VEHICLES IMPORT AND EXPORT

760,139

hybrid, plug-in hybrid and battery-powered electric used vehicles were exported globally by 4 major used vehicle exporting countries:

- European Union (LDVs)
- Japan (LDVs and buses)
- The Republic of Korea (LDVs)
- USA (Data was unavailable)

to 208 used vehicle importing countries from 7 regions.

HIGHEST SHARES OF IMPORTS

Africa received the highest share of used LDV exports (24%), followed by Eastern Europe, Caucasus, and Central Asia (14%), Asia-Pacific (12%), the Middle East (10%), and Latin America and the Caribbean (8%).

LARGEST EXPORTERS

For the period 2015-2020, the EU remained the largest exporter of used LDVs, considering trade within and outside the EU at (52%) followed by Japan (26%), the USA (18%), and ROK (8%).

23 million used LDVs were exported between 2015 - 2020, around 66% of which were exported to developing and transitional countries.



FACTSHEET: ENVIRONMENT

The global vehicle fleet and air pollution

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THE ROLE OF EXPORTING AND IMPORTING COUNTRIES

Exporting and importing countries have a shared responsibility to improve and regulate used vehicles to minimize their negative impacts. The rapid growth of exports of used vehicles to developing countries represents a major global challenge to:

- Clean and safe road transport
- The mitigation of air pollution
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THE SITUATION IN AFRICA

In Africa, **over 60% of vehicles annually added** to the fleet are imported **used vehicles**. A high percentage of these vehicles are **old and poorly maintained**. Most of them do not have a **valid roadworthiness certificate** at the time of export.

In recent years, African countries have started to **adopt regulations** for used vehicle imports. For example:

- Egypt has banned the import of used vehicles except for electric vehicles up to three years.
- Morocco has an age restriction of five years and requires vehicles to meet a minimum of Euro 4/IV vehicle emission standards.
- Kenya has set a maximum age restriction of eight years.

FACTSHEET: ROAD SAFETY

Problem

Although there are several factors that influence road safety and reliable data on road traffic injuries is scarce, there is increasing evidence in the **link between a decline in road safety and used vehicles.**



1. Poor-quality used vehicles compromise road safety due to lowered roadworthiness and crashworthiness related to:

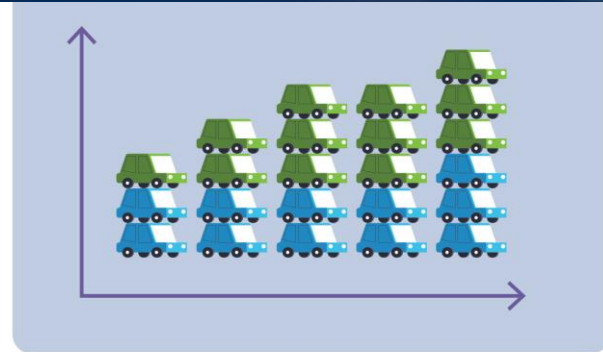
- Vehicle age
- Vehicle mileage
- Degree of wear and tear
- Compromised safety features



2. Technical design of poor-quality used vehicles lacks several safety features. Moreover, exported used vehicles with the steering wheel on the wrong side for the country of destination, which is then converted, present higher risks for road accidents.



3. The informal character of the used vehicle trade further perpetuates the import of vehicles with mechanical and safety defects.



KEY FIGURES ON ROAD SAFETY

- Traffic accidents **kill approximately 1.3 million people each year** and **injure up to 50 million more** (WHO, 2021).
- Road injuries are **the leading cause of death for young people aged 5 to 29** and the **8th leading cause of death globally** (WHO, 2018).
- **93% of these deaths occur in low- and middle-income countries**, although their vehicle fleet accounts for 54% of the fleet worldwide.
- **Africa has the highest road traffic fatality rate** with 26.6 per 100,000 inhabitants (WHO, 2018).
- This number is expected to **increase by 112% in 2030** (UNEP, 2020).



ECONOMIC TOLL OF POOR-QUALITY USED VEHICLES

In addition to loss of lives, road crashes also impose a huge economic toll worldwide.

- Up to **3% loss in the global GDP.**
- Up to **5% loss of GDP in low- and middle-income countries.**
- Each year, road traffic injuries are estimated to **cost the global economy US\$1.85 trillion.**
- In many countries, road traffic injuries are **not mitigated by adequate insurance coverage or social safety nets.**
- In total, **12 to 70 million people are kept in poverty each year** due to road traffic injuries and fatalities.



FACTSHEET: KEY FINDINGS & PROGRESS

LARGEST EXPORTERS



EUROPEAN UNION



JAPAN



USA



REPUBLIC OF KOREA

to **208** used vehicle importing countries from **7** regions.



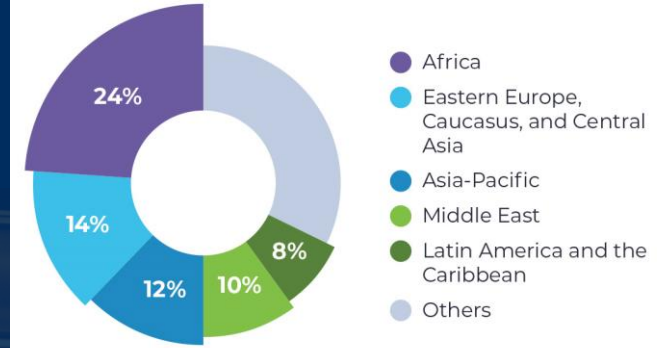
23 million used LDVs were exported between 2015 - 2020, around **66%** of which were exported to developing and transitional countries.



760,139

hybrid, plug-in hybrid and battery-powered electric used vehicles were exported globally by 4 major used vehicle exporting countries :

HIGHEST SHARES OF IMPORTS



PROGRESS ON EMISSION STANDARDS

47 → 62



From **47 to 62 countries** with 'good' or 'very good' policies for better quality used vehicles since 2020.

EURO 4/IV

EcoWas

15 countries of ECOWAS sub-region adopted a Vehicles Directive for Euro 4/IV equivalent emission standards (implementation from Jan 2021).

EURO 6/VI

Peru adopted Euro 6/VI emission standards (implementation from Oct 2024) concurrently with 10 ppm fuels.

Cambodia

EURO 4/IV

Cambodia adopted Euro 4/IV emission standards (implementation by end of 2021).

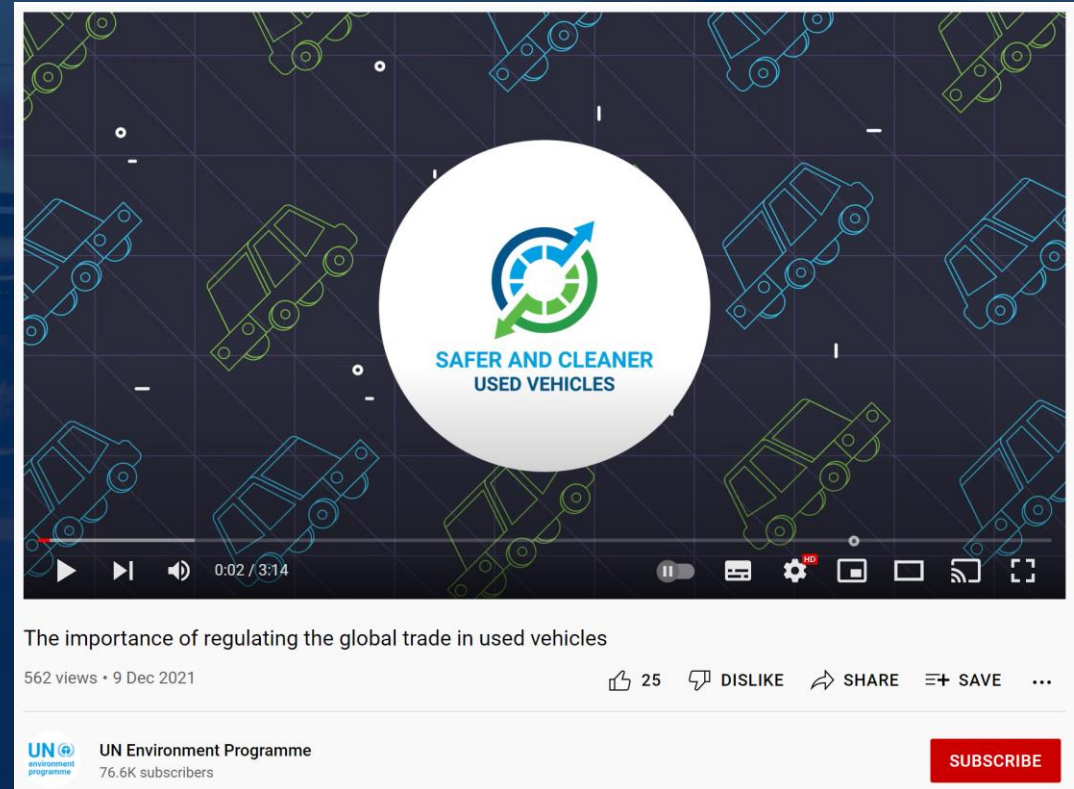
Ethiopia

500% TAX

Ethiopia introduced higher taxation for used LDVs (up to 500%) to discourage import of older used LDVs.



VIDEO PLATFORMS





SOCIAL MEDIA OUTREACH



FIA Region I
@FIARegionI

Exporting and importing countries must have a shared responsibility to improve and regulate used vehicles to minimize their negative impacts. 🚗

Full fact sheet on #RoadSafety available here 📄
unep.org/resources/fact...

Challenge

- Most low- and middle-income countries have **limited, poorly enforced, or no regulations** on the quality and safety of imported used vehicles.
- Few countries have regulations** on the quality of used vehicles exported.

Consequence

- More than **80% of used vehicles exported to Africa** are below the Euro 4/IV standard and many do not have a **valid roadworthy certificate**.
- A significant number of these vehicles have **safety equipment removed or not working**.

Problem

Although there are several factors that influence road safety and reliable data on road traffic injuries is scarce, there is increasing evidence in the **link between a decline in road safety and used vehicles**.

UN Environment Programme and 5 others

2:23 PM · Jan 7, 2022 · Twitter Web App

FIA Region I
@FIARegionI

.@FIARegionI with @UNEP & @UNECE work on the Safer and Cleaner Used Vehicles project to shift the paradigm on used vehicle trade, by promoting harmonised regulations and information sharing systems of used vehicles in Africa. 📄 🚗

youtube.com

The importance of regulating the global trade in used vehicles
More than 90% of road crashes take place in developing countries, with Africa having the highest road traffic ...

11:40 AM · Jan 6, 2022 · Twitter Web App

Fédération Internationale de l'Automobile (FIA) Region I
2,365 followers
1mo · 🌐

As the African vehicle fleet is set to grow 4 to 5 times by 2050, it is forecast that 80% to 90% of this growth will come from the import of used vehicles. Despite the lack of reliable data on road traffic fatalities, there is increasing evidence in the link between a decline in road safety and used vehicles.

Fédération Internationale de l'Automobile (FIA) Region I in cooperation with UN Environment Programme and United Nations Economic Commission for Europe aim to mitigate the major impacts on #RoadSafety by launching the Safer and Cleaner Used Vehicles for Africa project.

It will develop a platform for major exporters, African importing countries and regional bodies to engage on the required minimum standards. Given that more than 80% of used vehicles exported to Africa are below the Euro 4/IV standard and many do not have a valid roadworthy certificate, these regulations will have impactful benefits with regard to road safety by reducing the number of deaths and injuries.

Watch this video to learn more <https://lnkd.in/eXVpy6Y6>

More information about the project <https://lnkd.in/etqrTBPT>





SOCIAL MEDIA OUTREACH IN NUMBERS

- Over 42k impressions
- More than 500 engagements
- Average engagement rate of 2.3%

Impressions	38,691
Media views	8
Total engagements	361

Detail expands	
Likes	
Profile clicks	
Replies	
Media engagements	
Link clicks	
Retweets	

Impressions	1,043
Total engagements	28
Likes	10
Profile clicks	5
Retweets	4
Link clicks	4
Detail expands	4
ements	1

Organic stats ⓘ		
Targeted to: All followers		
1,720	33	2.44%
Impressions	Reactions	Click-through rate
3	8	42
Comments	Shares	Clicks
5%		
Engagement rate		



VIDEOS

✓ VIDEO 1: THE IMPORTANCE OF REGULATING THE GLOBAL TRADE IN USED VEHICLES

✓ VIDEO 2: HOW CAN WE MONITOR THE GLOBAL TRADE IN USED VEHICLES

