UNRSF Project: “Safer and Cleaner Used Vehicles for Africa and Asia”

Central Africa Sub-Regional Workshop on Import of Safer and Cleaner Used Vehicles

Used Vehicles Compliance Schemes

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Safer and Cleaner Used Vehicles For Africa

- UNRUF - Funding
- Global partners
- CITA
- FIA - Region 1
- UNECE
- UNEP
- Africa Region
- UNECA
- AUC
- ECOWAS Commission
- East Africa Community Secretariat
Approved and published reports
1. Benny Örnerfors Consultant for CITA. Twenty Years in VI.

2. Located in Sweden a deregulated market since 2010

3. Inspections based on EU and UN-regulations
1. CITA-Who we are
2. The whole vehicle’s life
3. The Scheme
4. Conclusions
1. Who we are
2. The whole vehicle’s life
3. The Scheme
4. Conclusions
We are the worldwide association of authorities and authorized companies active in the field of vehicle compliance.

We gather more than 140 organizations in over 50 countries.
CITA-OUR VISION

“WE BELIEVE THAT SUSTAINABLE MOBILITY MAKES THE WORLD BETTER”
CITA-OUR MISSION

“WE ARE THE IMPARTIAL PARTNER TO ENABLE PROGRAMS AND POLICIES FOR SAFE AND CLEAN VEHICLES”
CITA-WHAT WE DO (1)

• We dedicate our daily efforts to improving road safety and protecting the environment.

• We provide a global forum for best practice exchange. Our members find a unique place to share knowledge and participate global activities related to vehicle compliance.

• We facilitate best practice recommendations and draft international standards. For our members, we coordinate studies, research and investigation.
CITA-WHAT WE DO (2)

• We organise conferences and seminars on inspection methods, standards and equipment. We create awareness on quality control, assurance and accreditation

• We provide training to stakeholders, capacitate authorities and facilitate on information systems used to improve inspection consistency and effectiveness.
CITA-WHAT WE DO (3)

• We work all over the world with members and stakeholders:
  • Authorities
  • Inspection companies
  • Equipment manufacturers etc.

• In the different continents we have established Regional forums and working groups.

• In the African Continents there are a number of members and different stakeholders.

• Our mission and aim are to share experiences between the different continents, but also to give advice and training based on the specific status in an individual country.
1. Who we are
2. The whole vehicle’s life
3. The Scheme
4. Conclusions
The whole vehicle’s life

New vehicles

Imported used vehicles

Change of ownership

Modifications

Breakdowns

Repairs

Change of use

Maintenance

Crashes

…

End of life

Export to a 3rd country
1. Who we are
2. The whole vehicle’s life
3. The Scheme
4. Conclusions
Responsibilities – recipient countries

- Defining the vehicles they accept
- Managing the system
The framework

Responsibilities – exporting countries

- Preventing the ship of waste
- Facilitating data
- Sharing experience and knowledge
- Supporting countries to design, implement and operate their vehicle compliance schemes
Responsibilities – traders and carriers

- Accountability
- Liability
Instrumental

Reliable data are indispensable to ensure that only good vehicles reach Africa
The example of The Netherlands: www.rdw.nl (60PJR3)
Questions to solve

➢ What to check?
➢ How to check it?
Questions to solve – what?

1. The original features \(\rightarrow\) Conception
2. The current status \(\rightarrow\) Fitness
Questions to solve – what?

UNECE’s WP.29 has set up the “Informal Working Group on Safer and Cleaner New and Used Vehicles” to define an international reference.
Questions to solve – what?

The original features of the vehicle

✓ The emissions level

✓ Safety related requirements

✓ E.g. Front/side crash

✓ Electronic Safety related system
  E.g Stability Control - ESC
Questions to solve – what?

The current status:
To be checked in comparison with the original features
Questions to solve – how?

1. On departure
2. On arrival
3. With which information?
Questions to solve – how?

How? – on departure

✓ Anything that can’t be fixed
✓ Original features → Conception
✓ Severe damages
✓ ....

Preventing waste moving around
Questions to solve – how?

How? – on departure

✓ Validity of inspection
✓ Identification
✓ Traceability
✓ ...

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Questions to solve – how?

How? – on arrival

✓ Identification
✓ Traceability
✓ What can be fixed on arrival
✓ …
The main frame

- Inspection on departure
- Data transfer
- Inspection on arrival
New Zealand: the benchmark

1. Who we are
2. The whole vehicle’s life
3. The scheme
4. Conclusions
Recipients countries shall set acceptance criteria
Exporting countries shall prevent the shipping of waste and facilitate data and knowhow
Traders and freighters shall be accountable
Used vehicles from abroad must be:
  Properly designed ➤ approval
  In good shape ➤ roadworthiness
Thank you for your attention!