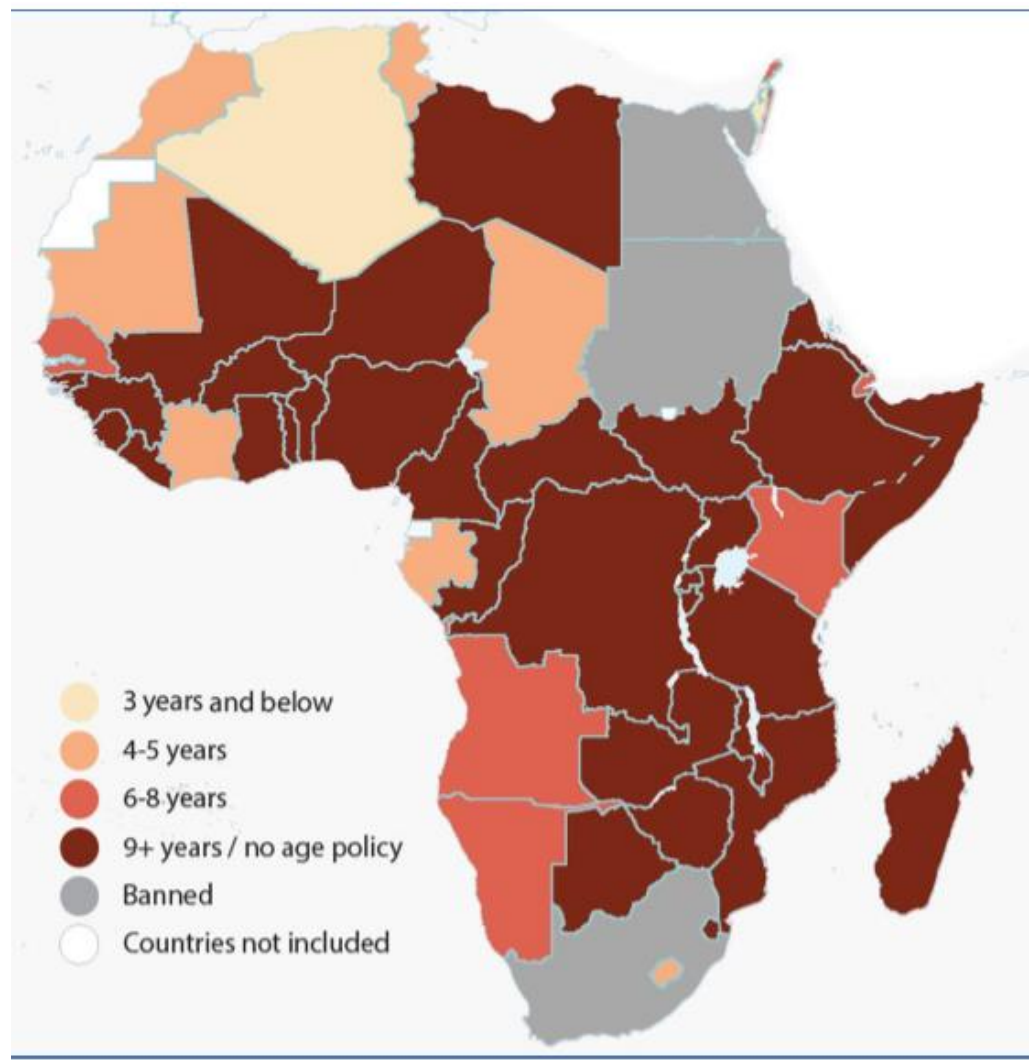


# Need for cleaner, safer used vehicles for sustainability

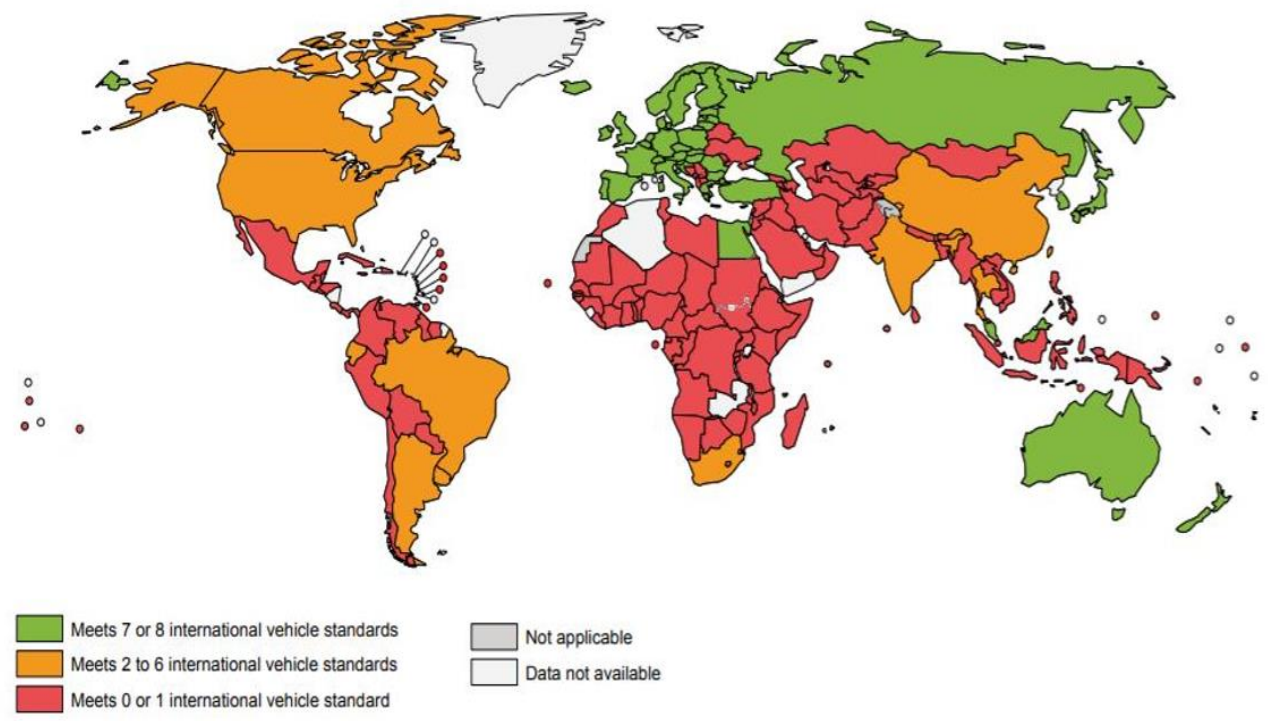
Placide Badji, African Union Commission



## Average age of newly imported vehicles

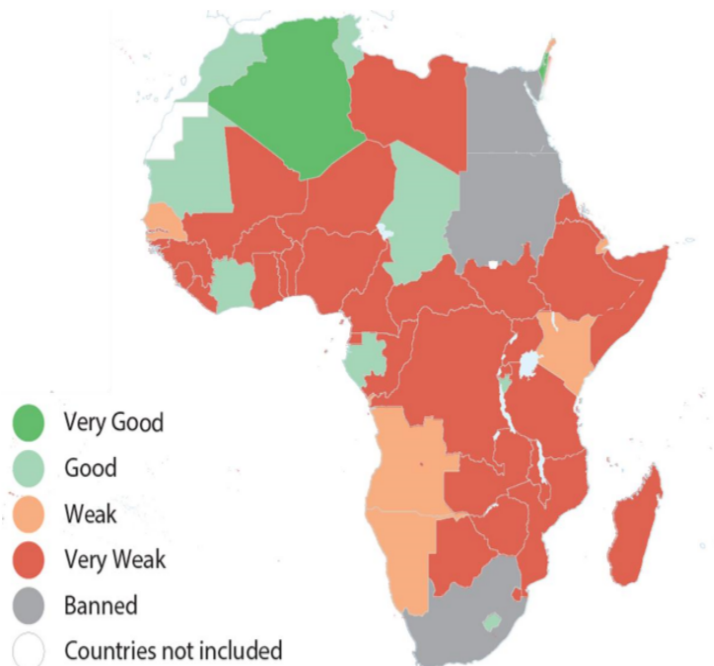


**Figure 13: Countries applying UN vehicle safety standards, 2018**



WHO Global status report on road safety 2018

## Most countries have weak LDV regulatory framework



Regulatory Environment Ranking (UNEP)	Countries	Region
<b>Very Good</b>	Algeria, Mauritius	2
<b>Good</b>	Chad, Côte d'Ivoire, Gabon, Lesotho, Mauritania, Morocco, Rwanda, Tunisia	8
<b>Weak</b>	Angola, Djibouti, Kenya, Namibia, Senegal	5
<b>Very Weak</b>	Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Comoros, Congo, Democratic Republic of Congo, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Libya, Madagascar, Malawi, Mali, Mozambique, Niger, Nigeria, Sao Tome & Principe, Sierra Leone, South Sudan, Somalia, Tanzania, Togo, Uganda, Zambia, Zimbabwe	35
<b>Banned</b>	Egypt, South Africa, Seychelles, Sudan	4

## 1. Road safety: Key facts

- Africa: only 3% of the worldwide vehicle fleet
- About 296,000 people die on African roads each year as a result of road traffic crashes.
- Leading cause of death among people aged between 15 and 29 years.
- 90% of the world's fatalities on the roads occur in low- and middle-income countries,
- Africa has the highest road traffic fatality rates in the world: 2.6.6 per 100,000 people.

## 2. RS as Development issue

- 3% of countries GDP.
- TARGET: halve the global number of deaths and injuries from road traffic crashes by 2020.



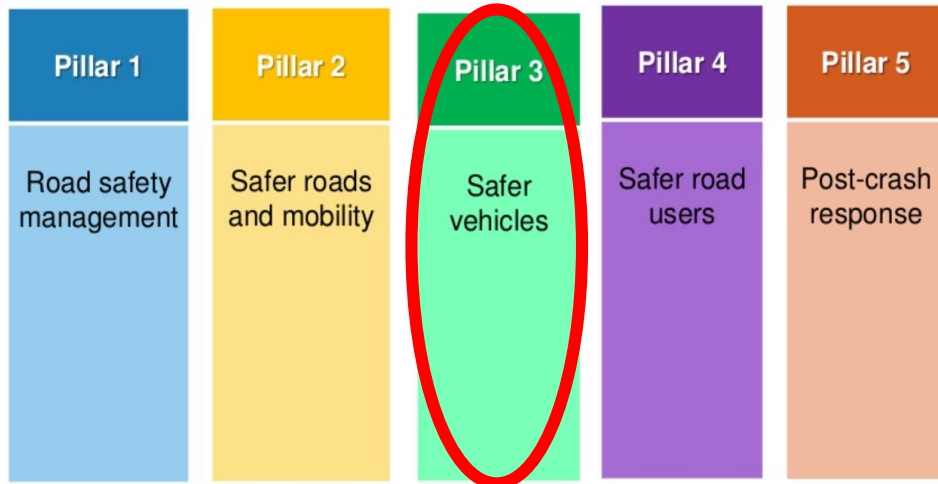
### 3. How different factors of Roads contribute in Accidents:

- **Drivers:** Over-speeding, rash driving, violation of rules, failure to understand signs, fatigue, alcohol.
- **Pedestrian:** Carelessness, illiteracy, crossing at wrong places moving on carriageway, Jaywalkers.
- **Passengers:** Projecting their body outside vehicle, by talking to drivers, alighting and boarding vehicle from wrong side travelling on footboards, catching a running bus etc.
  
- **Vehicles:** Failure of brakes or steering, tyre burst, insufficient headlights, overloading, default of seatbelt, projecting loads., default of airbags, default of stability, etc
  
- **Road Conditions:** Potholes, damaged road, eroded road merging of rural roads with highways, diversions, illegal speed breakers.
- **Weather conditions:** Fog, snow, heavy rainfall, wind storms, hail storms.



# 4. Initiatives on Road safety / inclusion of safer cars

## i- Global road safety action plan / African Road safety action plan



## ii. UN Voluntary targets

<b>1</b> 2020	<b>2</b> 2030	<b>3</b> 2030	<b>4</b> 2030
<b>5</b> 2030	<b>6</b> 2030	<b>7</b> 2030	<b>8</b> 2030
<b>9</b> 2030	<b>10</b> 2030	<b>11</b> 2030	<b>12</b> 2030

**Target 5**  
By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

- Number of countries implementing high quality safety standards for new vehicles
- Number of countries using systematic approaches for vehicle assessments
- Number of countries implementing high quality safety standards for export of used vehicles



### iii. Recommendations of the EU – AU Task force

- Improvements in vehicle safety can contribute around 40-50% to the reduction of deaths and serious injuries on the roads.
- When dealing with vehicle safety, the socio-economic consequences of the trade of both new and used cars also need to be taken into account.
- The European Union is the second largest exporter of used vehicles in Africa after Asia.
- Apply vehicle standards and safety ratings for new and used vehicles
- Technical defects of used vehicles contribute heavily to road crashes and their severity. Roadworthiness testing is, therefore, an important part of road safety.
- The exporting countries should ensure that all exported vehicles are roadworthy,
- The importing countries need to ensure that nothing has been modified en route.

### Environmental challenges / Health challenges

- Vehicular emissions are a significant source of fine, inhalable particles with diameters of 2.5 micrometres or less: PM2.5.
- A 2019 UNICEF report found that deaths in Africa from outdoor air pollution increased by almost 60% between 1990 and 2017
- Vehicles emit significant quantities of nitrogen oxides, sulphur oxides, particles, carbon monoxide and hydrocarbon.
- All responsible for strokes, chronic respiratory diseases, lung cancer, ischemic heart disease, diabetes, and other non-communicable diseases (HEI,2018).
- In 2012, the World Health Organization International Agency for Research on Cancer classified diesel exhaust Particulate Matter (PM) as a Group 1 carcinogen (= causing cancer).

## **For the business sector:**

- The "safe harbor" - Harmonized requirements – Simpler export (less/no technical barrier) - Less uncertainty about market acceptance

## **For Communities / Countries and their citizens:**

- Better trade - Interoperability - Facilitated border crossing - Save and protect lives (accidents, injuries)- protect environment – preserves climat – protect people (health)

**Thank you**  
**Merci**  
**شكرا**  
**Obrigado**

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