



Human Environment and Transport Inspectorate
Ministry of Infrastructure and Water Management



First African Used Vehicles Importers Meeting

DATE: 25 June 2021
TIME: 12:00 - 3:00pm [east african time]

#cleanervehiclesforAfrica
#safervehiclesforAfrica

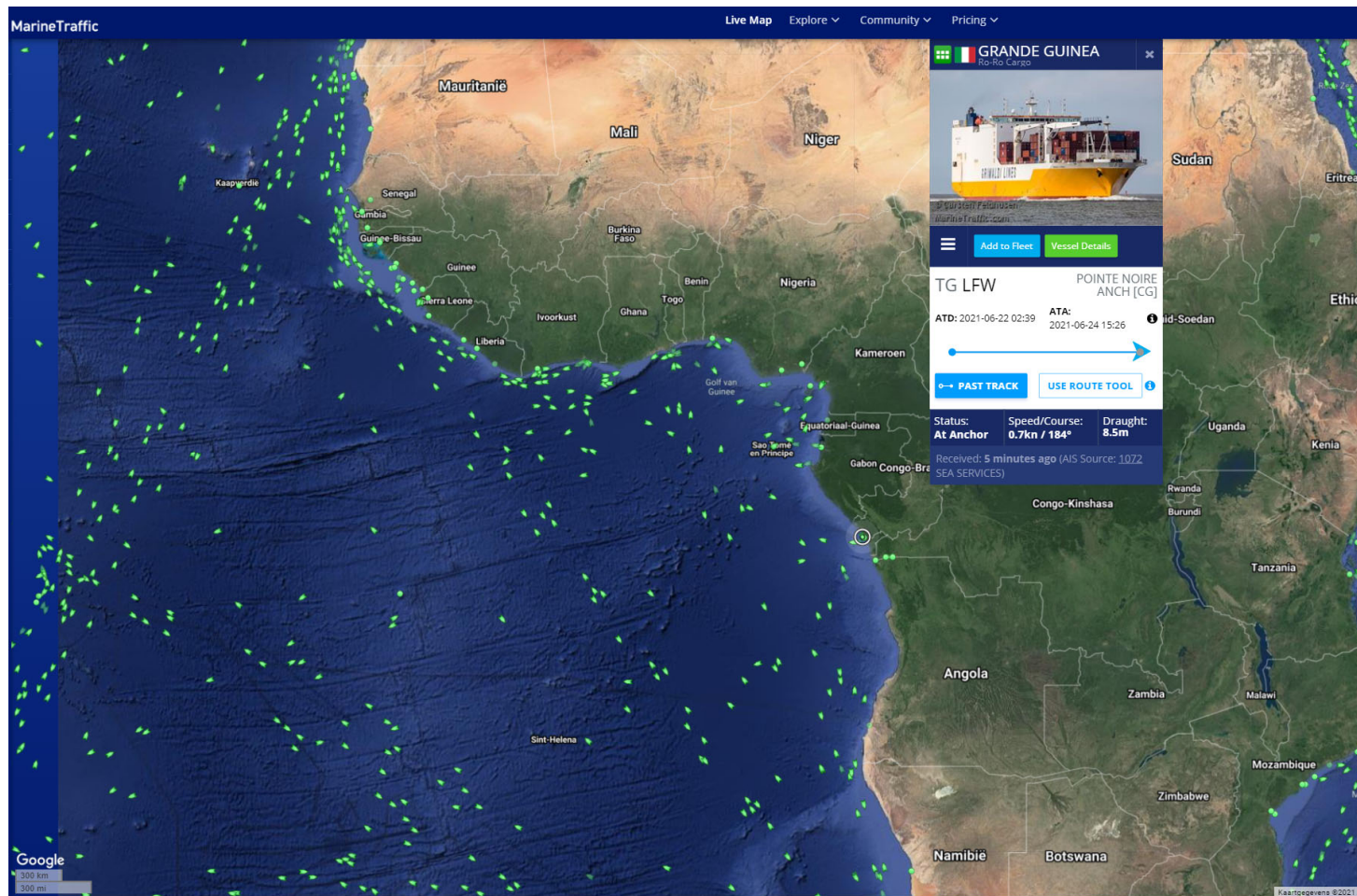
SAFER AND CLEANER USED VEHICLES
RSF THE ROAD SAFETY FUND
UNECE
FIA
GTA
UN environment programme
ECA
African Union

Netherlands Ministry of Infrastructure and Water Management

Case study export of
used vehicles from
Dutch ports to
African countries



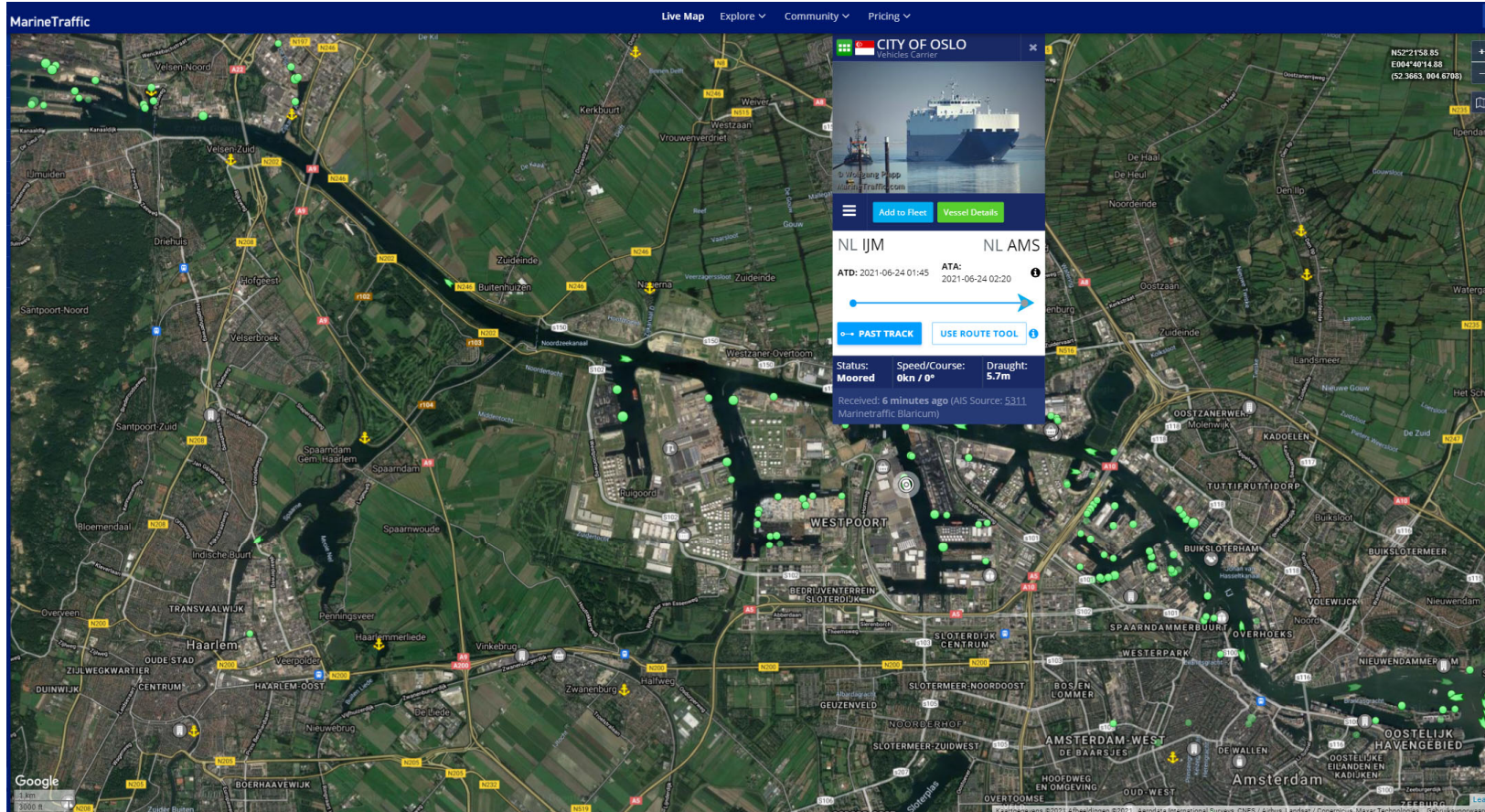
Grande Guinea: Dakar (16/6), Lomé (21/6), **Pointe Noire (25/6)**, Douala (29/6) San Pedro (1/7), Antwerp (14/7), Hamburg (17/7), Le Havre (20/7), Tilbury (23/7)



© Marine Traffic



City of Oslo: Antwerp (22/6), Amsterdam (25/6),
Misurata (1/7) Benghazi (4/7); Antwerp (2/8), Amsterdam (6/8),
Misurata (12/8), Benghazi (15/8); Antwerp (12/7), Amsterdam (14/7), Misurata (21/7), Benghazi (24/7),



© Marine Traffic


Topic with huge benefits for:

- health
- road safety
- climate





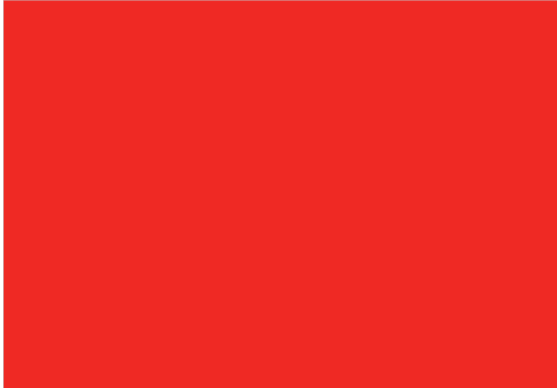
Series of 3 connected reports


 Inspectie Leefomgeving en Transport
 Ministerie van Infrastructuur en Waterstaat

Heavy fuel oil for sea-going vessels

On-road fuels for West Africa

Blended in the Netherlands




July 2018



 Human Environment and Transport
 Inspectorate
 Ministry of Infrastructure
 and Water Management

Used vehicles exported to Africa

A study on the quality of used export vehicles



October 2020


 innovation
 for life

TNO report
 TNO 2020 R11950
 Petrol fuel quality and its effects on the vehicle technology and the environment

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24 June 2021

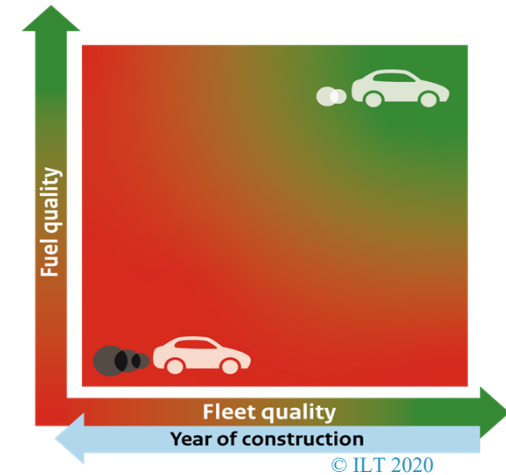


Why a 2nd and 3rd study?

- Follow-up on fuel report from 2018
- Pro-active & to anticipate



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New report on quality of petrol in relation to vehicles

- Stresses the need for standards on fuels and vehicles
- More information & to download the report:

<https://english.ilent.nl/documents/reports/2021/04/24/petrol-fuel-quality-and-its-effects-on-the-vehicle-technology-and-the-environment>

Petrol fuel quality and its effects on the vehicle technology and the environment

TNO has written the report 'Petrol fuel quality and its effects on the vehicle technology and the environment' for the Human Environment and Transport Inspectorate (Inspectie Leefomgeving en Transport, ILET). The report shows the effects of using fuels exported to Africa. These fuels are unsuitable by European standards. TNO investigated the effects on humans and the environment of using high-sulphur, high-benzene petrol containing manganese. This summary contains the most important parts of the report.

Download "Petrol fuel quality and its effects on the vehicle technology and the environment"

PDF document | 25 pages | 413 kB
Report | 24-06-2021

Main conclusions

- Fuels blended in the Netherlands harm people's health and pollute the environment when used in African countries.
- The composition of the fuels causes, among other things, catalysts to stop working. Sometimes, this even leads to unfiltered emissions. This also occurs when the fuel is used in relatively young and 'clean' vehicles.
- Countries that aim to use fewer 'old' and more 'younger' cars and vans to tackle air pollution and smog will not achieve their goal if these fuels are used.
- The public is thus exposed to extra and unnecessary levels of carcinogenic benzene, sulphur dioxide, and particulate matter. This quality of fuel is not permitted in Europe, but it is transported to countries where legislation is less strict than in Europe.



NOS Nieuws - Sport - Uitzendingen

NOS NIEUWS • BINNENLAND • VANDAAG, 24:47 • AANGESLOTEN VANDAAG, 10:34

Laatste waarschuwing aan oliebedrijven: stop met export giftige benzine



Verkeer in Lagos in Nigeria, een van de grootste steden ter wereld. [4/11](#)

Helen Esker
Nieuwsredacteur en Dinsdag

Nieuw onderzoek door TNO bevestigt dat Nederlandse oliebedrijven milieuvriendelijke en kankerwekkende benzine exporteren naar arme landen. De Inspectie Leefomgeving en Transport (ILT) waarschuwt de bedrijven al jaren dat ze hiermee moeten stoppen en zegt nu ook juridische handvatten te hebben om de bedrijven aan te pakken. Het gaat om brandstoffen die in Europa al lang verboden zijn.



Human Environment and Transport
Inspectorate
Ministry of Infrastructure
and Water Management

Used vehicles exported to Africa

A study on the quality of used export vehicles



FINDINGS OF STUDY ON USED VEHICLES

THE WAY FORWARD: WHAT COULD BE DONE

Link to report:

<https://english.ilent.nl/latest/news/2020/10/26/ilt-older-vehicles-no-longer-welcome-in-west-africa>



DESK STUDY matching data from customs and vehicle register

3-DAY FIELD INSPECTION with vehicle authority

AangID	AanAangDat	AanAangArti	LVB	LVV	GoedOmsch	GdnCod	Brutogewic	Nettogewic	RefZe	LevVoc	LevLo	DouaneW	Statwrd	
18NLIJ515	1 08Jun2018 12:08:03,809	043	ADAN	1	NG	NL	used truck	87042299k	10550,000	10550,000	18201	Antwei FAS 42	17900,00	17900,00
18NLIJTYN	1 25Jun2018 9:48:47,853	043	ADAN	1	GH	NL	Bedrijfswagen, diesel, 5-20 ton, gebruikt	87042299k	10025,000	10025,000		Koopm FCA 65	6450,00	6450,00
18NLIJCHL	1 16Jan2018 13:14:50,829	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN: CHEVROLET	87032390k	1980,000	1980,000		AMSTE FOB 10	750,00	750,00
18NLIJCKE	1 18Jan2018 9:53:32,482	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN: MERCEDES	87032390k	1380,000	1380,000		AMSTE FOB 10	750,00	750,00
18NLIJTV6	2 20Jun2018 12:51:08,759	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN:	87032390k	1700,000	1700,000		AMSTE FOB 10	750,00	750,00
18NLIJMAF	1 #####	043	ADAN	1	SL	NL	DAF TRUCK 4x4 CARGO CHASSISNR. 292036	87042299k	7000,000	7000,000		NIEUW FCA 95	9250,00	9250,00
18NLIJ79k	12 #####	043	ADAN	9	ZA	NL	DEEL VAN COLLO SHS049 T/MSHS049 ANDERE	87082900k	19,010	11,100	2018K	AMSTE FCA 10	280,00	280,00
18NLIJKNX	31 #####	043	ADAN	20	ZA	NL	SHT340 T/M SHT340 VERSNELLINGSBAKKEN VO87084050	87082900k	63,194	47,400	2018K	AMSTE FCA 10	895,00	895,00
18NLIJF92	1 #####	039	MAA	1	ML	NL	NIEUWE PICK-UP CHNRS.: INITESY6120573645	87042191k	4726,000	4726,000	1800K	NIEUW EXA 29	52266,00	52266,00
18NLIJG01	1 #####	043	ADAN	1	SL	NL	Personenauto, benzine, 1500-3000 cc, gebruikt	87032390k	1370,000	1370,000		Douan FCA 39	1050,00	1050,00
18NLIJHLO	1 25May2018 9:55:51,846	039	MAA	1	ZA	NL	ONDERDELEN EN TOEBEHOREN VOOR TRUCKS	87082900k	325,400	287,800		EINDH EXA 56	21167,00	21167,00
18NLIJCB5	1 12Jan2018 11:52:25,576	043	ADAN	1	DZ	NL	DFSK V21 CHASSIS 1.3 2WD CHASSISNR LVZBN2	87043191k	923,000	923,000	27355	HAFFT EXA 41	3250,00	3250,00
18NLIJG88	2 26Apr2018 9:46:07,495	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN: MERCEDES	87032390k	1350,000	1350,000		AMSTE FOB 10	750,00	750,00
18NLIJBT1	12 27Aug2018 7:12:58,554	043	ADAN	5	LY	NL	AUTOMOBIEL VOOR PERSONEN VERVOER OPEL	87032390k	1000,000	1000,000	W567	AMSTE FOB 10	500,00	500,00
18NLIJBZ6	1 03Jan2018 15:45:59,134	043	ADAN	1	GA	NL	Personenauto, benzine, 1500-3000 cc, gebruikt	87032390k	1537,000	1537,000		Apeldo FCA 73	2800,00	2800,00
18NLIJGF5	1 30Aug2018 7:56:17,425	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGENS:	87032390k	3441,000	3441,000		AMSTE FOB 10	2250,00	2250,00
18NLIJDI7	1 04Jun2018 15:38:34,349	043	ADAN	1	NG	NL	Tank oplegger / aanhanger Merk: OMSP	MACC87163100k	13000,000	13000,000		AMSTE DAT 76	23300,00	23300,00
18NLIJDTV	1 30Jan2018 16:38:12,242	043	ADAN	1	SN	NL	Gebruikte personen auto	TOYOTA AVENS87032390k	1200,000	1200,000		amster FOB 10	2500,00	2500,00
18NLIJETM	1 16Mar2018 8:30:14,928	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN: OPEL ASTRA	87032390k	1150,000	1150,000		AMSTE FOB 10	750,00	750,00
21NLIJGOT	2 #####	043	ADAN	1	MA	NL	andere l Delen en toebehoren van motorvoert	87082990k	30,514	29,850	5979E	Schipch CPT 11	183,00	183,00
21NLIJCW3	1 26Jan2018 16:44:07,360	043	ADAN	1	LY	NL	AUTOMOBIEL VOOR PERSONEN VERVOER	HYU87032390k	1000,000	1000,000	W567	AMSTE FOB 10	500,00	500,00
21NLIJFOP	1 #####	043	ADAN	1	NG	NL	Soort: Bedrijfswagen 5/20T Merk: MERCEDES	87042299k	10600,000	10600,000		LELYST EXA 82	43500,00	43500,00
24NLIJCX2	2 17Jan2018 11:20:47,817	043	ADAN	2	MA	NL	POMPEN LUCHT, REST ONDERDELEN	87089997k	18000,000	18000,000		WOUTI EXA 91	9750,00	9750,00
25NLIJEGZ	3 #####	043	ADAN	2	MA	FR	andere l van motorrijwielen l Delen en toebeh	87141090k	17,406	12,540	5938E	SAINT CPT 38	290,00	290,00
26NLIJEXY	1 19Mar2018 9:03:42,418	043	ADAN	1	LY	NL	GEBRUIKTE PERSONENWAGEN: OPEL ZAFIRA	87032390k	1300,000	1300,000		AMSTE FOB 10	750,00	750,00

5YJSA10G9DFP14705

#	KENTEK	VRTG_ID	NR	EERSTE_I	EERSTE_TO	VR_EEG	MERK	BESCHR	HABR/BRANEMISEM	EM	VERV_DAT	KE	STAT_VR	STATUS	HERK_L	TYPE	EXPO	WOI	REG_D	TELLER_S	EE	TELLERSTAND	T
2	00HVSI	WWWZZ26Z2XW004266		2E+07	19990715	1	M1	VOLKSWAGEN		1 B	20170325	2E+07	51		Nee	2E+07	198605 K						Geen Oordeel L
3	00IBFI	VF1DZ0G0T41125980		2E+07	20090409	1	M1	RENAULT		ME 2 G	20190226	2E+07	52	POL	OREH	Nee	2E+07	229383 K					Logisch A
4	00IBFI	VF1DZ0G0T41125980		2E+07	20090409	1	M1	RENAULT		ME 1 B	20190226	2E+07	52	POL	OREH	Nee	2E+07	229383 K					Logisch A
5	00IFIT	WDB2010241A112182		2E+07	19840816	1	M1	MERCEDES-BENZ		1 G		2E+07	51		Nee	2E+07	238840 K					Geen Oordeel	
6	00IGIH	WDB2011221A289411		2E+07	19860319	1	M1	MERCEDES-BENZ		1 D		2E+07	52	ROU	OREH	Nee	2E+07	342000 K					Onlogisch 1
7	00IID5	WLO00033D5179441		2E+07	19830624	1	M1	OPEL		1 B	20180830	2E+07	52	NLD	RDW	Nee	2E+07	7592 K					Onlogisch K
8	00IKP1	WWWZZ23CAE005450		2E+07	20090624	1	M1	VOLKSWAGEN	PA	1 D 0.00015	20190119	2E+07	52	POL	Export Dier Nee	2E+07	414065 K						Logisch P
9	00IKX2	SAJAA0620AKR48187		2E+07	20090626	1	M1	JAGUAR	JAK	1 D 0.00030	20190703	2E+07	52	HUN	OREH	Nee	2E+07	249486 K					Logisch J
10	00JNK4	WWWZZ1KZAW001867		2E+07	20090707	1	M1	VOLKSWAGEN	GC	1 D 0.00006	20180705	2E+07	52	BEL	Export Dier Nee	2E+07	263435 K						Geen Oordeel G
11	00JSF6	WWWZZ3CZ7E223195		2E+07	20070430	1	M1	VOLKSWAGEN	PA	1 D 0.00100	20190202	2E+07	52	ROU	Export Dier Nee	2E+07	275932 K						Geen Oordeel P
12	00JXD8	JN1TDSV61U0318765		2E+07	19991229	1	M1	NISSAN		1 D	20181009	2E+07	52	NLD	RDW	Nee	2E+07	241397 K					Logisch P
13	00JXN3	WAUZZZ4L2D022586		2E+07	20060907	1	M1	AUDI	AU	1 D 0.00200	20171012	2E+07	52	LTU	OREH	Nee	2E+07	379787 K					Geen Oordeel A
14	00JZH9	WBACM11030LF04417		2E+07	19990512	1	M1	BMW		1 B	20191025	2E+07	52	BEL	Export Dier Nee	2E+07	147890 K						Geen Oordeel Z
15	00KDN7	WWWZZ9CZXM902889		2E+07	19990107	1	M1	VOLKSWAGEN		1 B	20181027	2E+07	51		Nee	2E+07	163377 K						Geen Oordeel N
16	00KKB6	ZL8430002069007		2E+07	20040630	1	M1	LANCIA	LAI	1 D 0.02400	20180120	2E+07	52	SRU	Export Dier Nee	2E+07	225117 K						Geen Oordeel L
17	00KLB4	WDB168032J562344		2E+07	20020228	1	M1	MERCEDES-BENZ		1 B		2E+07	51		Nee	2E+07	68496 K						Geen Oordeel A
18	00KLD1	UU1KSDAM541562528		2E+07	20100115	1	M1	DACIA		LO 2 G	20190607	2E+07	52	MDA	OREH	Nee	2E+07	269557 K					Logisch L
19	00KLD1	UU1KSDAM541562528		2E+07	20100115	1	M1	DACIA		LO 1 B	20190607	2E+07	52	MDA	OREH	Nee	2E+07	269557 K					Logisch L
20	00KNG7	SB1ED76LX0E01443		2E+07	20100114	1	M1	TOYOTA	TO	1 D 0.00121	20181105	2E+07	52	LTU	Export Dier Nee	2E+07	292908 K						Logisch T
21	00KPT1	UU1KSDOM541997064		2E+07	20100212	1	M1	DACIA		LO 2 G	20181114	2E+07	52	SRU	Export Dier Nee	2E+07	744571 K						Logisch L
22	00KPT1	UU1KSDOM541997064		2E+07	20100212	1	M1	DACIA		LO 1 B	20181114	2E+07	52	SRU	Export Dier Nee	2E+07	744571 K						Logisch L
23	00KVF8	YV1SWR14272669039		2E+07	20070420	1	M1	VOLVO	VZl	1 D 0.00200	20190117	2E+07	52	UKR	Export Dier Nee	2E+07	269000 K						Onlogisch V
24	00LGB6	KM1WAH71P8U018188		2E+07	20071213	1	M1	HYUNDAI		1 D	20170704	2E+07	52	DEU	OREH	Nee	2E+07	244216 K					Geen Oordeel G
25	00VLV9	WDB9026621R899371		2E+07	20060530	3	N1	MERCEDES-BENZ		1 D	20180309	2E+07	52	HUN	OREH	Nee	2E+07	196501 K					Geen Oordeel Z
26	00VNI2	WV1ZZ2Z7X107505		2E+07	20070402	3	N1	VOLKSWAGEN		1 D	20180510	2E+07	52	SRB	Export Dier Nee	2E+07	375345 K						Geen Oordeel C



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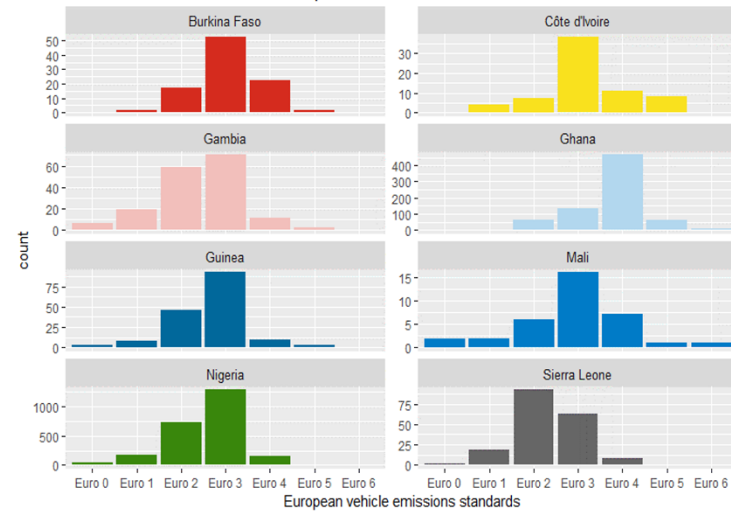


Age, emission standards and roadworthiness

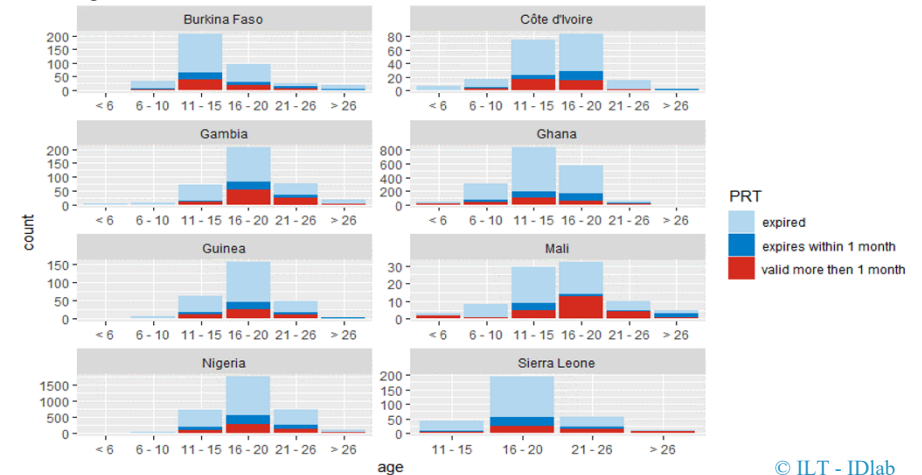
Age distribution retrieved LDV

Country	count	mean	Q1	Median	Q3
Burkina Faso	122	15.3	12.8	15.4	17.2
Côte d'Ivoire	77	14.2	12.5	14.9	17.0
Egypt	230	13.8	12.6	14.3	15.5
Ethiopia	113	12.6	9.8	13.2	15.1
Gambia	359	18.8	15.9	18.4	20.8
Ghana	987	12.4	10.2	11.7	14.2
Guinea	219	17.2	15.3	17.2	19.0
Libya	638	17.8	15.8	17.6	19.6
Mali	49	14.9	12.5	14.8	17.8
Morocco	257	4.7	3.5	4.3	4.9
Nigeria	2526	17.7	15.4	17.4	19.6
Sierra Leone	246	18.1	16.5	18.2	19.5

Emissions standards of retrieved petrol vehicles, West Africa



Age and PRT of retrieved vehicles, West Africa



© ILT - IDlab



Mileage

LDV mileage (km x 1000) retrieved vehicles

Country	count	Mean	Q1	Median	Q3
Nigeria	2508	250	199	241	286
Ghana	984	207	148	193	240
Libya	633	220	163	205	245
Gambia	358	270	208	262	317
Sierra Leone	244	245	185	229	283
Egypt	229	209	168	204	238
Guinea	217	247	193	234	294
Morocco	210	208	166	194	232
Burkina Faso	121	247	191	236	303
Ethiopia	113	202	133	188	261
Côte d'Ivoire	76	230	182	218	264
Mali	49	228	189	220	275

HDV mileage (x 1000) retrieved vehicles

Country	count	Mean	Q1	Median	Q3
Ghana	802	257	172	231	303
Nigeria	600	274	196	253	321
Ethiopia	169	219	147	201	283
Sierra Leone	78	234	163	230	293
Gambia	67	286	186	233	308
Burkina Faso	60	303	219	274	357
Morocco	52	317	223	295	388
Guinea	41	306	204	273	334
Côte d'Ivoire	31	277	208	279	333
Mali	17	306	242	301	366
Libya	7	252	208	245	278

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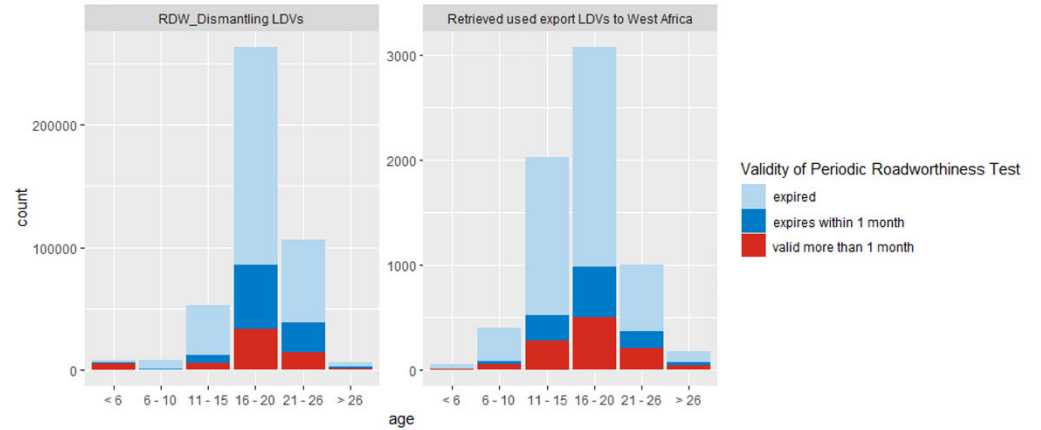


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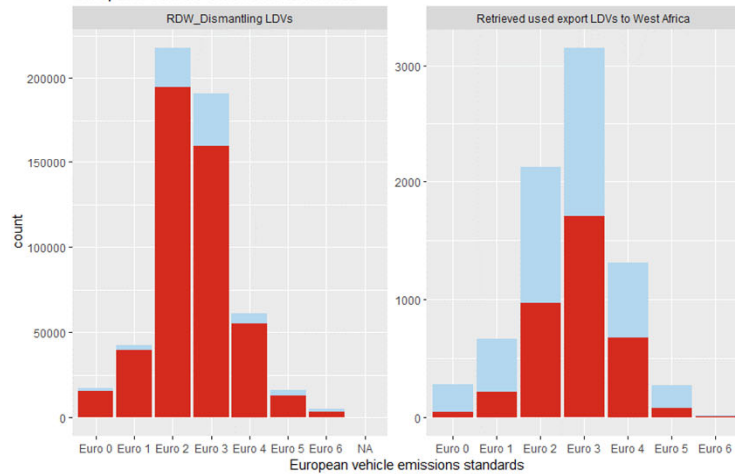


Used vehicles to WAF comparabe to End of Life Vehicles

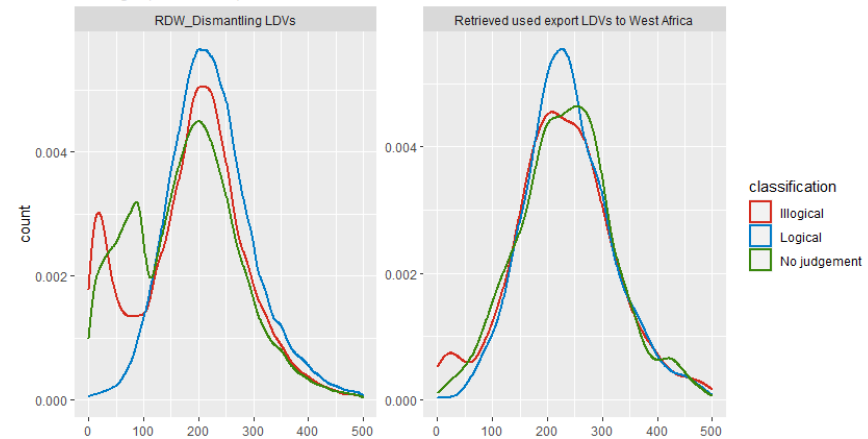
Age vehicles



European vehicle emissions standards



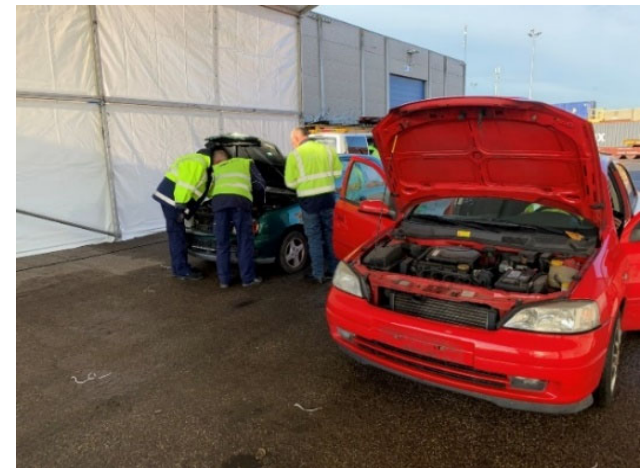
Mileage (km x 1000)



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3-DAY FIELD INSPECTION: 160 vehicles



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Overall technical state of vehicles

- A group of vehicles in reasonable state
- At least 56% of petrol vehicles and 48% of the diesel vehicles would fail a periodic roadworthiness test (have one or more deficiency)
- These also included vehicles that still had a valid roadworthiness certificate
- One out of 8 airbags had a malfunction



HDV high mileages, examples



from 1994, to Lagos, 896.650 km © ILT Dec 2019



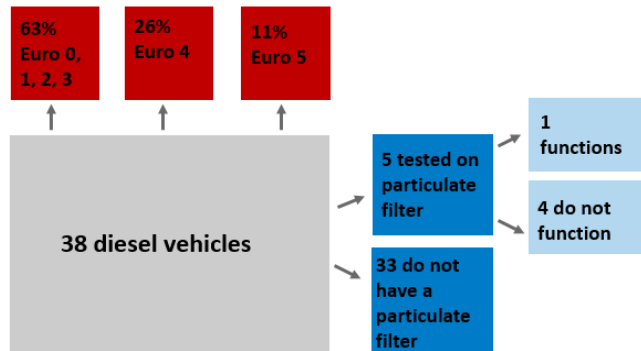
German truck from 2002, to Benghazi, 820.789 km © ILT Dec 2019



Testing emissions (diesel)



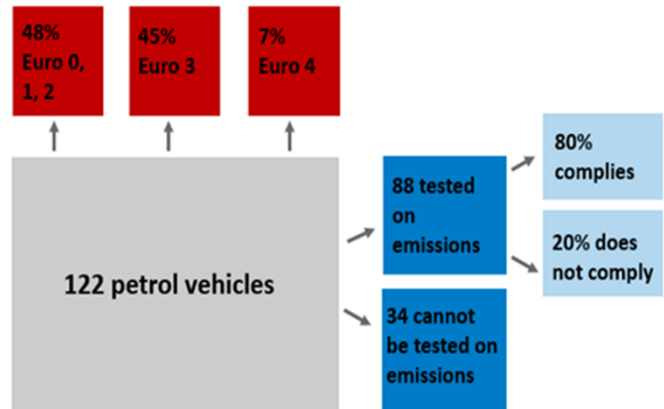
© ILT Dec 2019



Risk of highly emitting diesel vehicles entering the export market?



Testing emissions (petrol cars)



© ILT Dec 2019



A GROUP OF VEHICLES UNABLE TO CONTROL

- empty battery
- completely worn out, too dirty to enter
- doors that don't open, stack on each other or "sandwiched"
- we stopped some vehicles (as waste) in a very bad state ->see next slides



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© ILT Dec 2019



© ILT Dec 2019



A Nissan Micra from 2003 for Benghazi, Libya



© ILT Dec 2019



© ILT Dec 2019

A Volkswagen from 1988 for Nigeria



A VOLVO TRUCK from POLAND from 2000 for NIGERIA



© ILT Dec 2019

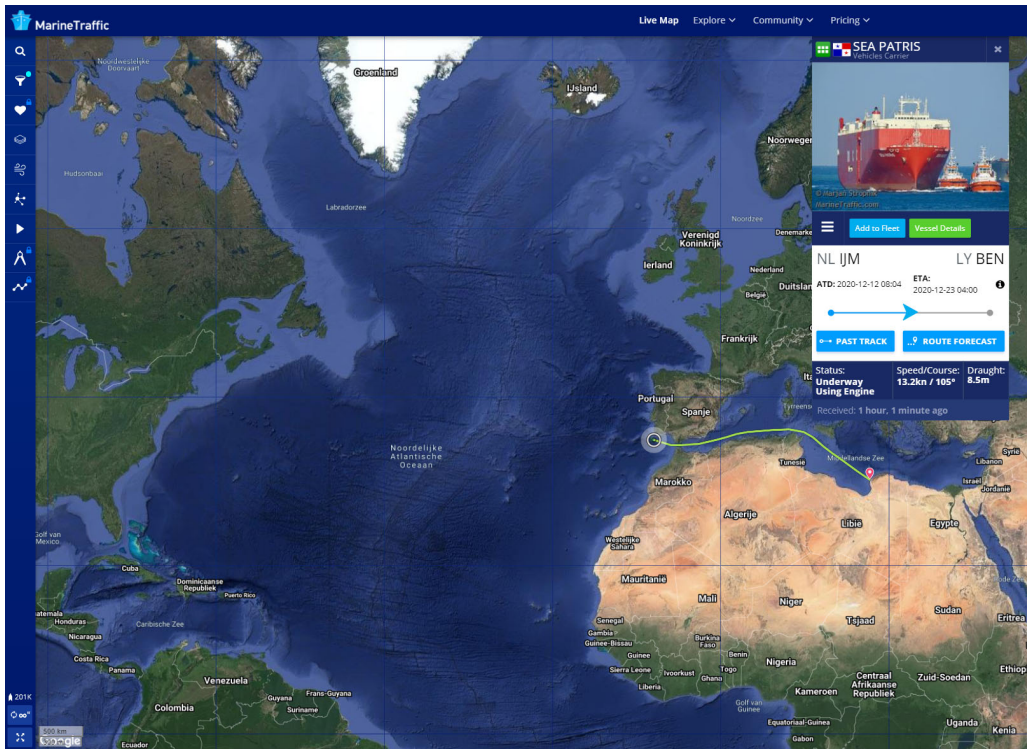
VIN unreadable, lights and battery removed, exhaust system incomplete, fuel tank missing, air tanks hanging loose, smooth tyres



Our study showed: regulation works!

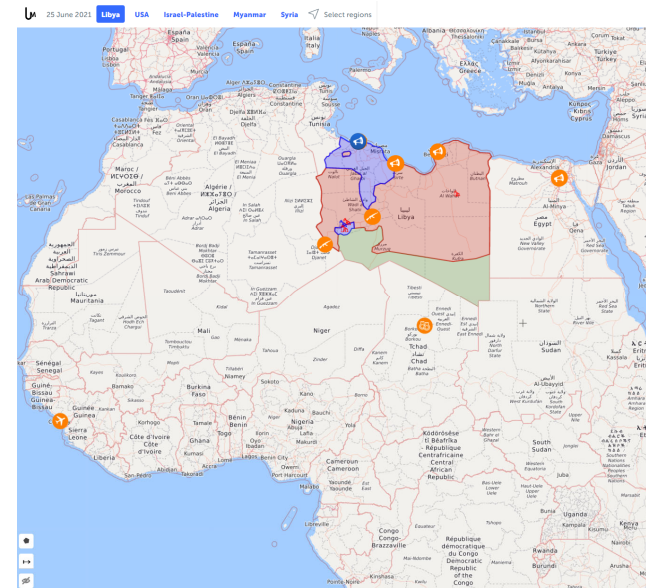
ECOWAS countries	Mean age LDV exported in 2017/2018	Mean age HDV exported in 2017/2018	Current national regulations and policies Note: ECOWAS countries have decided on new regulation for vehicles by 2021: import vehicles max 10 years, recommendation max 5 years for LDVs, minimum euro 4/IV emission standards
BURKINA FASO	15.3	14.8	No import restrictions, no tax incentives, no euro emissions standards
CÔTE D'IVOIRE	14.2	15.7	Passenger vehicles and taxis imported < 5 years. Minicars (9-34 seats) and vans (< 5 tons) imported < 7 years. Cars (>34 seats), vans (>5 tons) imported < 10 years. Note the decree (no 2017-792) on age restriction of used import vehicles) was adopted on 6 Dec 2017 and was applied since 1 st of July 2018. (This means that the new age standard was not into force during a long period of our deskstudy covering export data of 2017 and 2018.)
GAMBIA	18.8	17.1	No import restrictions. No emissions standards.
GHANA	12.4	14.5	Customs Act, 2015 (Act 891) established a penalty system with graduated fees to serve as disincentive for importing LDVs and HDVs over 10 years. Taxes are based on the Customs Freight and Insurance (CFI) value. New regulations came into effect in April, 2020 (Customs Amendment Bill, 2020) as a revision to Customs Act of 2015. This law seeks to ban the import of LDV's older than 10 years. Implementation is set to commence in October, 2020.
GUINEA	17.2	17.5	No import restrictions.
MALI	14.9	16.4	Encouragement of import of new vehicles: incremental tax on age.
NIGERIA	17.7	18.9	LDVs and HDVs < 15 years, Euro 2/II emission standards.
SIERRA LEONE	18.1	20	No import restrictions. No incentive for cleaner vehicles: use vehicles pay less tax than new vehicles.
Other countries	Mean age LDV exported in 2017/2018	Mean age HDV exported in 2017/2018	Current national regulations and policies
EGYPT	13.8	8.4	Ban on import of used vehicles except electric vehicles up to an age of 3. Regulations allow for entering used cars into the country for exceptional cases (most likely returning residents), provided the Egyptian national bought it new abroad (first owner) and documentation is verified by Egypt embassy at the concerned country.
ETHIOPIA	12.6	12.0	No import restrictions. New regulation prepared to limit the age of import vehicle to 5 years
LIBYA	17.8	14.3	LDVs and HDVs < 10 years. Tax of 800-1000 LD for each car imported. Decree No 148 was implemented in May 2019. Government enforcement is difficult due to the political situation in the country. The Government of National Accord has only control in ports on the west side of the country. (This means that the new age standard was not into force in the period of our desk study covering export data of 2017/2018. However the ILT field inspections in December 2019 showed that none of the 110 passenger cars that were inspected and destined for Libya was younger than 10 years. Their average age was 18.8.)
MOROCCO	4.7	7.7	LDVs and HDVs < 5 years since 2010. Minimum Euro 4 emission standards for import vehicles since 2015.

however not complete, and



Example of a vehicle carrier loading used vehicles in Antwerp (1/12/20) and Amsterdam (7/12/20) for unloading in Misurata (19/12/20) and Benghazi (21/12/20)

- Libya gateway for used vehicles to African countries?
- Threat to effective implementation of ECOWAS new regulation?





Human Environment and Transport Inspectorate
Ministry of Infrastructure and Water Management



**joint action between
exporting and importing
countries needed**



Benefits of clean fuels and a fleet consisting of vehicles in good technical state

- clean fuels => immediate reduction of emissions and no damaging of emission control systems
- vehicles with working emission control system
=> less polluting emissions: cleaner air
- more road safety => less accidents
- well maintained (and younger) vehicles consume less fuel
=> cheaper to drive
=> less climate emissions



NEEDS FOR THE WAY FORWARD

EXPORT COUNTRIES: TO AGREE TO ONLY EXPORT VEHICLES THAT ARE ROAD WORTHY &

IMPORT COUNTRIES: FUEL AND VEHICLE STANDARDS

HARMONISED



this will greatly enhance implementation at export and import



OTHER NEEDS FOR THE WAY FORWARD? your views

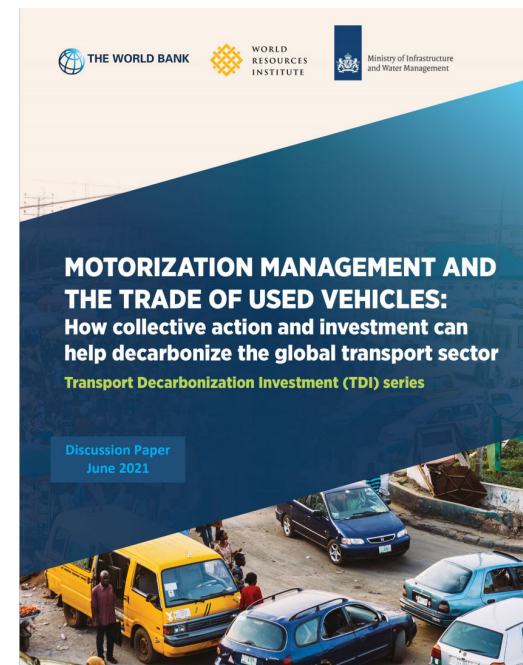
- Promoting **implementation** of used vehicles import regulation, more inspectors?
so that used vehicles arrive as required
- Promoting vehicle roadworthy **Inspection and Maintenance programs?**
so that vehicles remain in the condition as arrived
- Setting up safe **recycling** networks?
so that end of life vehicles are safely disposed off with a high recycling rate
- **Desulpherization capacity?**
- Focus on promoting **sustainable** (urban) transport systems and mobility?

for health, road safety and climate benefits



What investments alongside setting fuel and vehicle standards most helpful to achieve benefits for health and road safety?

please send ideas, questions
and comments to:
marietta.harjono@ilent.nl





Thank you! Merci!



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