

UNRSF – Safer and Cleaner Used Vehicles for Africa Joint Importers & Exporters Meeting

1 September 2022, Kigali, Rwanda.

The Joint importers & exporters meeting was held in hybrid format with 70 in-person and virtual participants. There was active participation from both importing and exporting stakeholders from West Africa, East Africa, Europe and the Americas. The meeting was officially opened by the Chief technical advisor in charge of Transport from the Ministry of Infrastructure, Rwanda, and was followed by an opening statement from the secretary of the East African Community (EAC) and a Keynote address delivered by the UN Secretary-General's Special Envoy on Road Safety

The meeting had several presentations on the recommended technical international regulations (see table below), in-depth studies carried over the years and a description of current inspection situations at the port of export and the destination port. After several discussions, and deliberations the principles for minimum used vehicles standards for Africa, were established by consensus, as reproduced in appendix:

Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety	R 100/GTR 20	R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48

Conclusion:

There are several frameworks and agreements that have been established at regional and international levels however, for a more coordinated approach there needs to be unique harmonization of these framework subject to the international vehicle regulatory framework.

African delegates are thereby welcomed to actively participate at the international level of technical deliberations where this harmonization process will take place.

APPENDIX

Principles for Minimum Used Vehicles Standards for Africa

- **Main Principle:**
 - Vehicles should be safe for passengers in the vehicle and to road users
 - Vehicles should not unnecessarily harm environment and climate

 - **Shared Responsibility:**
 - All stakeholders involved (exporters, carriers, and importers) should take responsibility of vehicles in their jurisdiction
 - Regulators and governments shall set the necessary legal framework
 - Implementation of legal framework in the form of Regulations will be done at national level
 - Private sector and vehicle operators shall comply with established legal framework

 - **Necessary Inspection Criteria:**
 - At the export before shipping
 - At the point of destination

 - **Minimum Safety and Environmental Criteria to be Defined**
 - Based on international vehicle regulatory framework or equivalent national/regional standards.
 - Regulatory framework to cover active, passive, and general safety as well as emission requirements.

 - **Information Exchange and Vehicle Compliance to be Put in Place**
 - Sharing of technical vehicle data between exporting and importing side
 - Vehicle compliance regime (e.g., PTI) to safeguard the safety and environmental performance imported and in-use vehicles for further use.
-