

## **SADC SUB-REGIONAL WORKSHOP ON HARMONIZATION OF LOW SULPHUR FUELS STANDARDS AND USED VEHICLES REGULATION**

**18 - 19 December 2023**

**Birchwood Hotel and OR Tambo Conference Centre  
Johannesburg, South Africa**

### **RESOLUTIONS, RECOMMENDATIONS AND ROAD MAP**

On 18 -19 December 2023, 58 government officials responsible for energy, transport, environment and standardization from 14 Southern African Development Community (SADC) Member States, as well as SADC Secretariat, SADCSTAN Secretariat, United Nations Environment Programme (UNEP) and experts from Private Sector, met in Johannesburg, South Africa for the SADC sub-regional workshop on harmonization of low sulphur fuels standards and used vehicles regulation.

#### **Day 1- Monday 8 December 2023**

1. The first day of the workshop focused on cleaner fuels in the sub-region.
2. Delegates at the workshop were taken through expert presentations covering the following:
  - (a) The shift to cleaner fuels in Africa;
  - (b) Sharing of experiences on migration to low sulphur diesel in Mozambique;
  - (c) Sub-regional progress to harmonize fuel standards;
  - (d) SADC Harmonization Procedures and processes;
  - (e) Presentation of draft regionally harmonized petrol and diesel standards.

3. Following the expert presentations and deliberations by Delegates, the following resolutions and road map for development and finalization of the draft harmonized petrol and diesel standards was agreed upon:
  - i. The draft harmonized petrol and diesel standards shall be treated as draft working documents.
  - ii. A Task Team comprising of the following SADC Member States was established to review and finalize the Working Drafts:
    - Botswana
    - Malawi (Convenor/ TC 16 Secretariat)
    - Tanzania
    - South Africa
    - Zambia
    - Zimbabwe.
  
4. The Terms of Reference of the Task Team are as follows:
  - i. To align the draft standards (draft working documents) with Member States' requirements and specifications as per national standards.
  - ii. To look into and address any gaps in the draft standards (draft working documents) that have been identified by Member States.
  
5. Member States agreed to submit their national fuel standards and/or parameters to the Convener/TC 16 Secretariat by end of day on Tuesday 19<sup>th</sup> December 2023.
  
6. The Convener/Secretariat shall collate the submissions from Member States, develop a summary matrix with country requirements/specifications and submit the same to the Task Team for consideration by Wednesday 20<sup>th</sup> December 2023.
  
7. The Task Team will consider the submissions from Member States, revise and update the draft standards, and submit the same to Member States for comments by 22<sup>nd</sup> January 2024.
  
8. Member States will review the draft standards (draft working documents) and submit comments by 15<sup>th</sup> February 2024.

9. A virtual meeting to review and discuss the draft standards with a view to adopting the same as committee drafts (CD) will be convened tentatively on 22<sup>nd</sup> February 2024.
10. Upon adoption of the draft standards as Committee Drafts (CD), the SADC procedures and processes for harmonization shall be followed with a view to adopting the drafts as harmonized regional standards.
11. There was recommendation to accelerate harmonisation of regional petrol and diesel standards based on progress made by 11 out of 16 Member States and to target the pre-determined dates of the statutory meetings from May 2024.

### Day 2- Tuesday 19 Dec 2023

1. The second day of the workshop focused on the need to regulate used vehicles imports into the sub-region.
2. Delegates were taken through expert presentations covering the following:
  - (a) Introductory video on cleaner and safer used vehicles;
  - (b) Why cleaner and safer used vehicles;
  - (c) Regional progress to harmonization of vehicle standards: EAC experience;
  - (d) Soot-free Road Transport in South Africa: A cost-benefit analysis of Euro VI heavy-duty vehicle standards;
  - (e) International best practices:
    - i. Stricter vehicle regulations
    - ii. Used Vehicles Inspection
    - iii. Model Law on Transportation of Hazardous Goods for EAC-COMESA-SADC region
    - iv. Towards a Global Harmonized Framework for Safer Vehicles
  - (f) Case Study: Vehicle import regulation in Mauritius.
3. Following the expert presentations and deliberations by Delegates, the following observations were made and recommendations were agreed upon:
  - v. Used vehicle imports contribute a significant component of new vehicle registrations in majority of SADC Member States.

- vi. Vehicle emissions contribute significantly to the overall air pollution in SADC Member States, especially in cities.
- vii. Safety, environmental and climate change considerations need to be taken into account in the design of used vehicle importation policies, standards and regulations, including end-of-life vehicles and batteries.
- viii. There is need for capacity building and training on inspection and monitoring of the quality of used vehicles imported into the sub-region.
- ix. There is need for enhanced advocacy at both national and sub-regional levels on the harmonization of standards for importation of cleaner and safer used vehicles.
- x. All relevant stakeholders, including the private sector, should be engaged and involved in the process for harmonization of standards for importation of cleaner and safer used vehicles, and fuel standards to ensure wider support for implementation and enforcement.
- xi. The need for closer cooperation and coordination within the sub-region on cleaner vehicle regulation given the transboundary movement of people and goods.
- xii. Socio-economic implications of the proposed sub-regional harmonization of standards for the importation of cleaner and safer used vehicles should be considered, taking into account the different levels of development of SADC Member States.
- xiii. There is need to carry out cost-benefit analysis of the sub-regional harmonization of standards for the importation of cleaner and safer used vehicles for the purpose of informed decision by policy makers in respective SADC Member States.
- xiv. There is need to reach a consensus and harmonisation of regulation for importation of used vehicles such as age limit taking into consideration socio-economic factors.
- xv. The sub-region to also take into account global trends and progress to cleaner fuels and vehicle standards, to ensure that the sub-region is not left behind in the shift to cleaner vehicle technologies.
- xvi. There was recommendation from private sector to accelerate harmonisation of regional fuel standards as they are part of enablers for harmonisation of standards for the importation of cleaner and safer used vehicles.

4. Following the above observations and recommendations, the Delegates agreed upon the following resolution:  
**THAT** SADCSTAN and SADC Secretariats are hereby mandated to initiate the process of harmonization of used vehicle standards in the SADC sub-region.
  
5. Member States will submit their national vehicle standards to the SADCSTAN Secretariat to collate the submissions from Member States, develop a summary matrix with country specifications and present the same for discussion at a virtual workshop in 2024.