



United Nations
Economic Commission for Africa

An African Perspective on Used Vehicles



Addis Ababa, Ethiopia

Outline

- ECA's engagement and perspectives on used vehicles
- Current situation of used vehicles in Africa
- Trends with the cars fleet: Growth of the middle class resulting in growing need of mobility
- Current situation: Evolution of registered vehicles from 2009 to 2018 and vehicle standards in EAC countries
- Implications of the African Continental Free Trade Area (AfCFTA) for importation of used vehicles
- African Road Safety Action Plan (2021-2030) and used vehicles
- Ongoing efforts to address challenges related to used vehicles
- Conclusions

**ECA's
engagement and
Perspectives on
used vehicles**

- Growing number of used vehicles in Africa poses road safety and environmental challenges
- Major preoccupation of ECA over the years
 - Component of Road Safety Performance Reviews
 - Addressed through Decades of Action for Road Safety
 - Africa's Post-2020 Strategic Directions for Road Safety
 - Kofi Annan Road Safety Award
- Collaboration on UN Road Safety Fund Project

Current situation:

Share of used
vehicle in Africa
is large and
growing

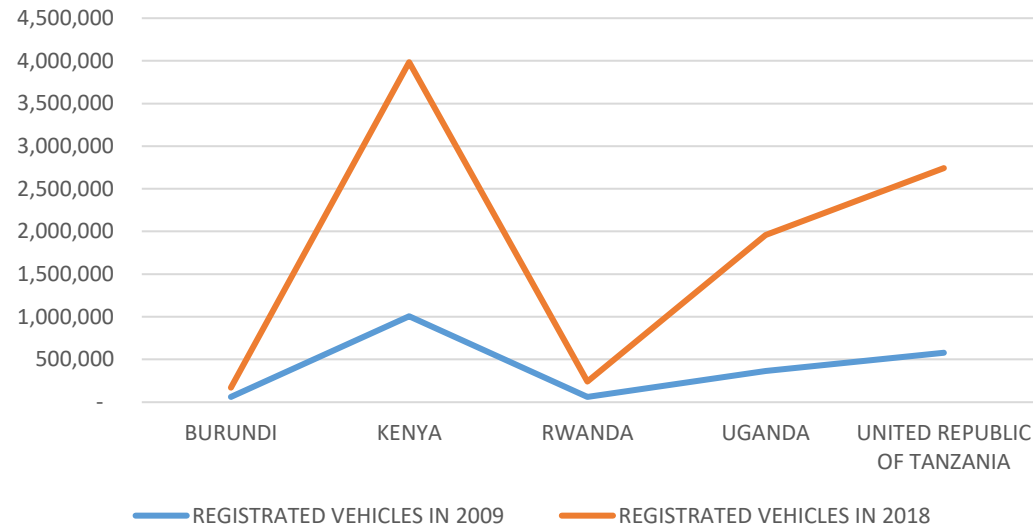
- **Cameroon:** vehicle fleet increased from 210,000 in 2010 to 675,000 in 2014 (more than tripled)
- **Uganda:** 95% of fleet consists of relatively inexpensive used vehicles imported from Asia
- **Ethiopia:** used cars constitute 85% of vehicle fleet
 - Country imported 135,457 vehicles in 2019, 30,834 more vehicles than in 2018.
 - Average age of imported vehicle rose from 15.5 years in 2000 to about 20 years in 2016 (> 25 %)
- **Zimbabwe:** No. of registered vehicles increased by 33.3% between 2010 and 2014, from 800,000 to 1, 2 million
 - Rose by 47.5% between 2010 and 2019, from 800,000 to 1,524,523.



Current situation:

Evolution of registered vehicles from 2009 to 2018 and vehicle standards in EAC countries

EVOLUTION OF REGISTERED VEHICLES FROM 2009 TO 2018



	Vehicle standards							
	Seat belts	Seat-belt anchorages	Frontal impact	Side impact	Electronic stability control	Pedestrian protection	Child seats	Motorcycle anti-lock braking system
BURUNDI	No	No	No	No	No	No	No	No
KENYA	No	No	No	No	No	No	No	No
RWANDA	No	No	No	No	No	No	No	No
UGANDA	No	No	No	No	No	No	No	No
UNITED REPUBLIC OF TANZANIA	No	No	No	No	No	No	No	No



Trends in vehicle fleet: Growth of the middle class resulting in growing need of mobility

- Africa's population has grown to 1 billion since 2010, and **the continent's middle class has grown to 350 million**, according to an African Development Bank estimate.

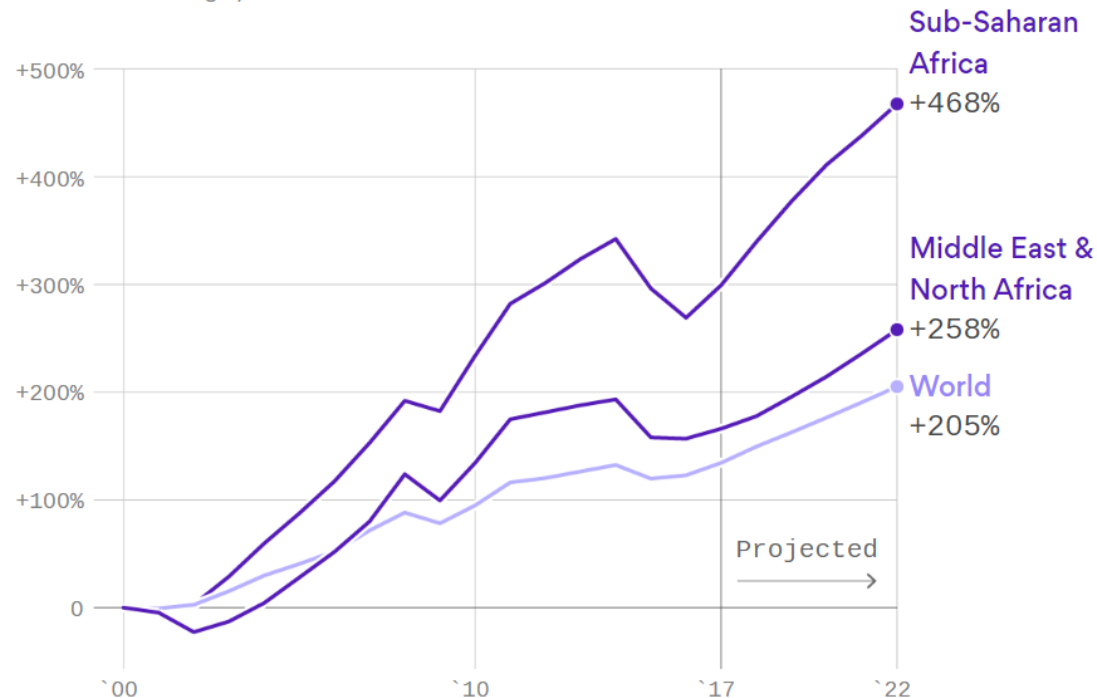
- Private consumption has risen an average of 3.7%** year-to-year since 2010, and that growth is expected to hold in 2018. It has been the **most significant factor** in the GDP growth of sub-Saharan Africa since the beginning of the century.

- Consumer spending accounts for 50–60%** of the growth of Africa's economy, with the second more impactful factor being investment in infrastructure.

- As the population keeps growing, consumer spending is projected to rise from \$680 billion in 2008 to **\$2.2 trillion by 2030**.

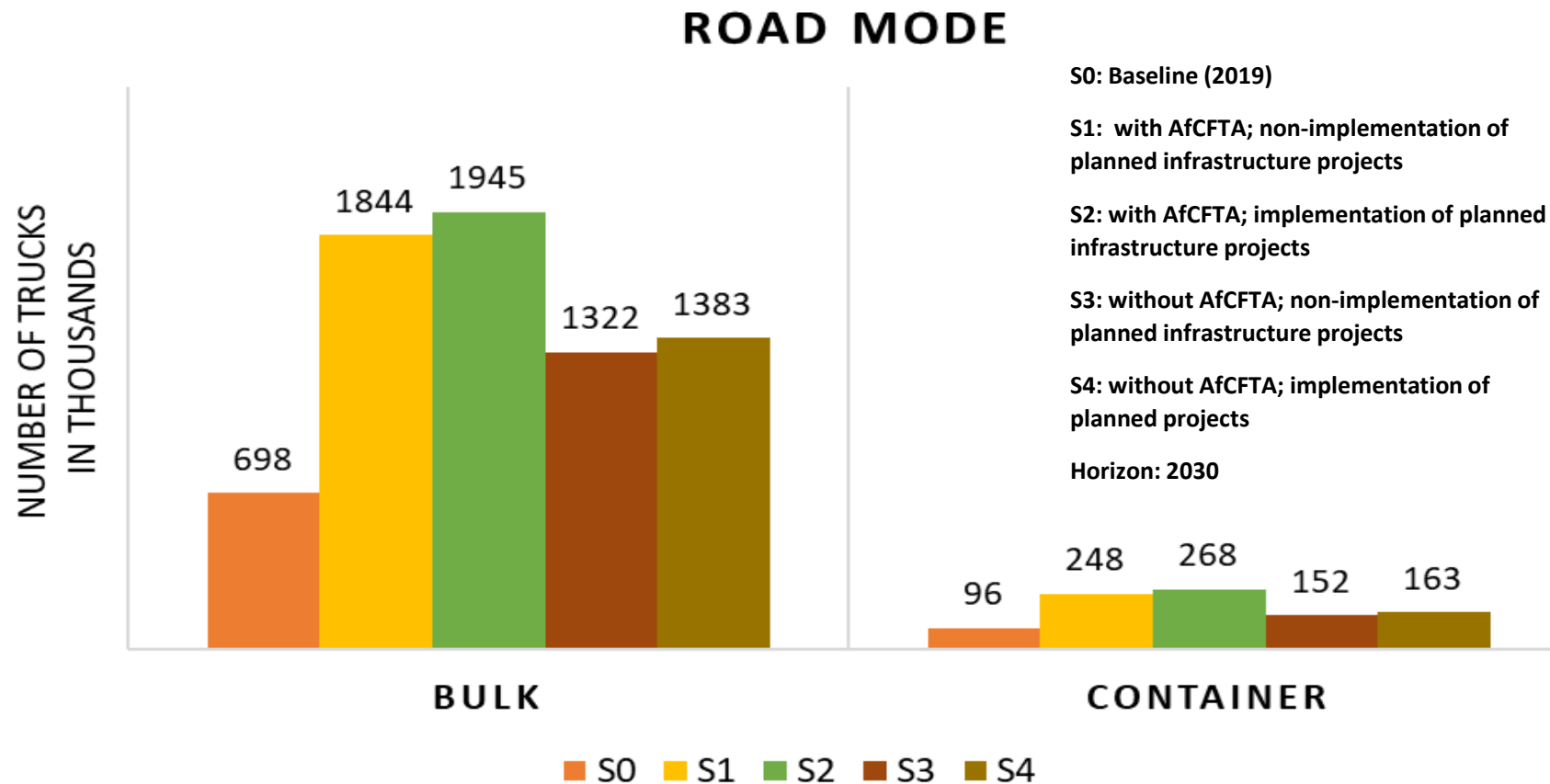
GDP growth in Africa and the world

Percent change, 2000-22



Trends in vehicle fleet:

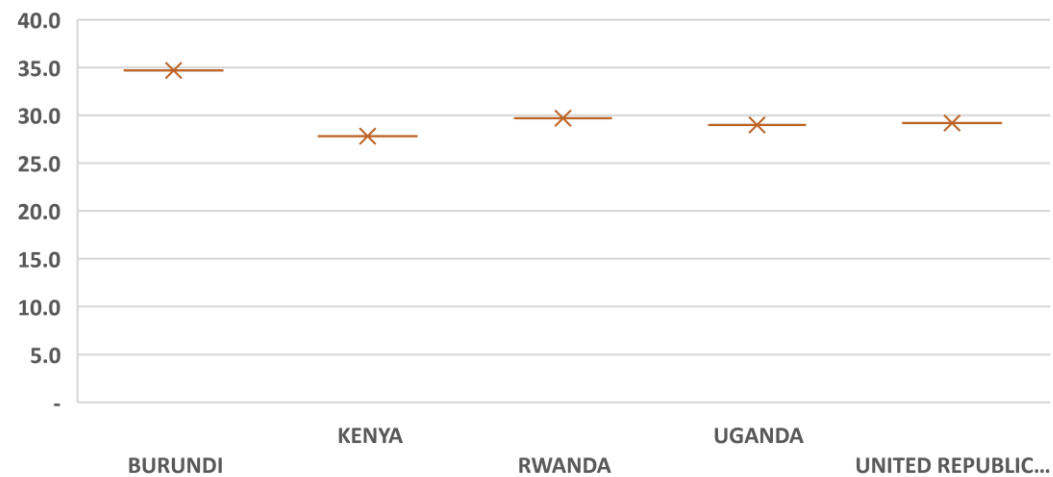
AfCFTA requires over 2 million trucks. This would have serious road safety and environmental implications, in the absence of strong regulation on used vehicles (Source: ECA, 2022)



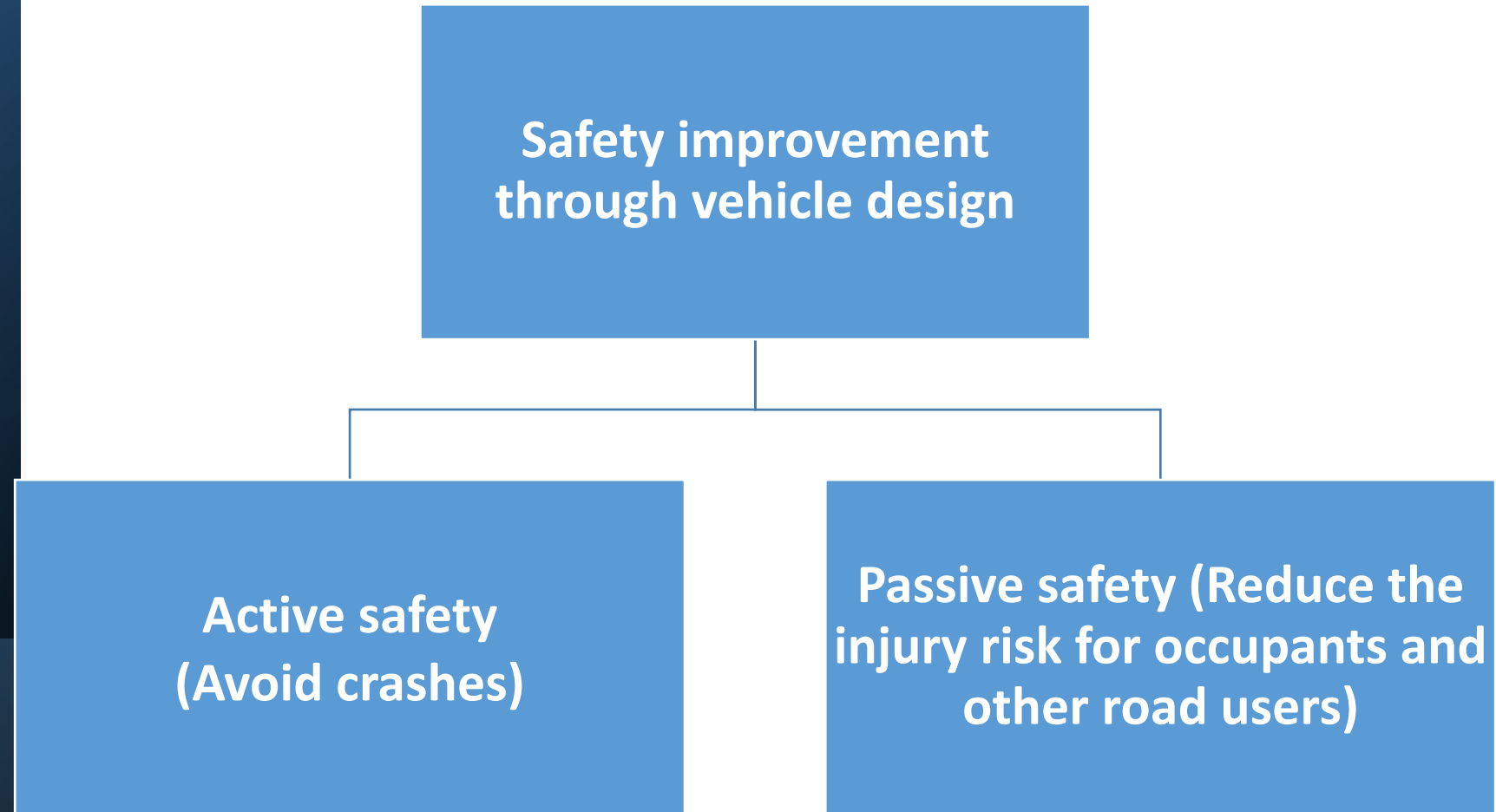
Number of trucks in thousands according to the scenario by type of load

Road safety situation in EAC countries

NUMBER OF ROAD TRAFFIC DEATH RATE PER 100 000 POPULATION IN 2018



Objective of Vehicle safety



**African Road
Safety Action Plan
has
recommended
actions on used
vehicles**

- Introduce incentives for importation of safer vehicles
- Vehicle standards and safety ratings for new and used vehicles
- Establish a reliable system for regular technical controls and inspections
- Vehicles produced for every market should be equipped with recommended levels of safety performance, and incentives should be provided for use of vehicles with enhanced safety performance
- Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles
- Promotion of mass transit transport systems (to limit personal cars use)
- Building demand for safer vehicles by encouraging independent new car assessment programs



Ongoing efforts to address vehicle safety in Africa

- Vehicle inspection stations exist in African countries
 - But rural areas are not sufficiently covered
- Frequency of inspections differs for private and public service vehicles, generally
 - Higher for public service than private vehicles
 - Commercial vehicles tested every six months in several countries
- Private sector increasingly involved in vehicle inspections
- Many countries (Uganda, Ghana, South Africa, Cameroon, etc.) introduced policies to involve the private in vehicle inspection.

Incentives for importation of used vehicles

- Age limits on imported vehicles
 - Senegal (5 years for cars/8 years for trucks); DRC (10 years); Botswana and Namibia (5 years).
- Tax policies also used to discourage importation of old vehicles (Ethiopia)
- Vehicles that fail tests elsewhere not allowed to enter Nigeria
- Vehicles tested before being imported to Swaziland
- SADC developed vehicle inspection standards for member States; used in Zambia.
- Regional harmonization of rules
- North-South collaboration
- Experience/Knowledge sharing among countries/regions



Adopt a Euro standard in Africa?

STANDARD	YEAR	COMMENTS
Euro 1	1992	Also for passenger cars and light lorries—93/59/EEC.
		For passenger cars 91/441/EEC
Euro 2	1996	For passenger cars—94/12/EC (& 96/69/EC)
		For motorcycle—2002/51/EC (row A)—2006/120/EC
Euro 3	2000	For any vehicle—98/69/EC
		For motorcycle—2002/51/EC (row B)[8]—2006/120/EC
Euro 4	2005	For any vehicle—98/69/EC (& 2002/80/EC)
Euro 5	2009	For light passenger and commercial vehicles—715/2007/EC
Euro 6	2014	For light passenger and commercial vehicles—459/2012/EC and 2016/646/EU
Euro 7	N/A	Probably 2025

Global plan 2021-2030 perspectives: “There is a need to apply harmonized legislative standards for vehicle design and technology to ensure a uniform and acceptable level of safety worldwide”

Reconciling adoption of Euro 4 in Africa with Global Plan for the Decade of Action for Road Safety 2021-2030



Conclusions

- Regulating sale of used vehicles must be accompanied by strong enforcement regime
 - Useless to have strong regulations that are not enforced
- Regulating sale of used vehicles strengthens cooperation between road safety and environmental stakeholders
 - Creates “win-win” partnership towards achievement of SDGs
- Seek to apply harmonized legislative standards for vehicle design and technology to ensure a uniform and acceptable level of safety worldwide



THANK YOU!