

Regional Training on the Inspection and Monitoring Framework for Used Vehicles Imported Into the East Africa Sub Region held on 30-31 August 2022 at Park Inn by Radisson Kigali



Background

Over 50 participants attended a regional training on inspection and monitoring framework for used vehicles in the East Africa sub region following the recently gazetted EAS 1047:2022 standards on Air Quality – Vehicular exhaust emission limits. The participants both in person and virtually came from the East Africa Community (EAC) Secretariat, Bureaus of Standards and agencies responsible for transport and environment in the 7 East Africa Community Partner States, the United Nations Environment Programme (UNEP), the United Nations Economic Commissions for Europe (UNECE) and for Africa (UNECA) as well as other vehicle industry stakeholders. The meeting was held at the Park Inn by Radisson, Kigali, Rwanda and was officially opened by Fidele Abimana, the Permanent Secretary, Ministry of Infrastructure Rwanda.

Participants noted that:

- Transport is one of the major contributors to ambient air pollution in African cities and a key contributor to greenhouse gas emissions globally;
- A multipronged approach to addressing the transport emissions needs to be adopted by all considering for example non-motorized transport, public transport, cleaner fuels, vehicle emissions standards, fuel efficiency and zero emissions mobility etc.;
- All partner states have institutional set ups and measures to regulate the transport sector though at various points of implementation;

- Electric mobility is a suitable and viable option to achieve both air pollution reduction and climate change mitigation;
- it is important for all EAC Member States to work towards cleaner fuel options and support investments for electric mobility;
- While used vehicles are acquired through trade, there are varying responsibilities for importing countries, exporting countries and traders in ensuring safe and cleaner vehicles are imported into the region;
- Importing countries are sovereign and have the responsibility in setting minimum standards for imported vehicles;
- There is need to seal loopholes where pollutive vehicles from neighboring countries are able to operate in countries with strict regulations within the sub region;
- It is necessary to regulate the requirements/specifications for vehicle technology to promote clean and safer imported vehicles. Focus on age limits or new vehicles without corresponding advanced emission limits is not enough;
- It is important to have reliable and credible open data sharing to track vehicles imported into the region;
- Adequate and competent maintenance and servicing centres are necessary in ensuring vehicle emissions are minimized and that the vehicles that fail inspections are able to be repaired or condemned;
- Spare parts used for maintenance need to meet certain minimum criteria to ensure continuity in safety and exhaust emission limits for in use vehicles;
- The capacity of different players in the automotive industry in relation to vehicle emissions is very important and mechanisms to increase it for ease of enforcement while ensuring sustainability is needed; and
- There is need for closer coordination and collaboration with institutions dealing with importation of vehicles in the Member states.

Key Recommendations:

1. Legal framework

All member states are encouraged to adopt and fully implement the East African standard on vehicle emission limits.

The region can consider the harmonization of legal requirements for EAC member states by enacting a law enforcing their implementation so that each Member State domesticates the provisions of the standards.

There is need to ensure availability of harmonized standards at regional level that will specify vehicle safety requirements such as braking systems, performances, safety belts, steering etc.

For the seamless implementation adopted of the vehicle emission standards, it is necessary that the region develops implementation guidelines for the importation of used vehicles. These may include

guidelines for importation registration, de-registration, service centres, garages, inspection, spare parts etc.

To ensure that vehicles remain safe and environmentally sound, the region will need to establish technical regulations covering the quality, safety and sale of spare parts to be used for vehicle maintenance servicing. Such a regulation will provide a clear objective for control and key aspects that could facilitate realization of the objective.

Where possible the region should consider developing a regionally harmonized certificate of compliance.

The region needs to consider adopting or developing a compliance scheme to facilitate compliance to the regulations and standards.

The region should consider institutional, policy, fiscal and non- fiscal Incentives to attract zero emission/electric vehicles

The region should ensure that zero emissions mobility initiatives already being implemented in the region are not hindered since effects of pollution from transport are cross boundary and affect all member states

Member states should provide hefty penalties for importers who do not comply to the standards and regulations on vehicle import.

Consider licensing used vehicle importers, garage operators and spare part dealers for better control of the quality of imported used vehicles

2. Capacity Enhancement

Capacity enhancement of all stakeholders on the importance of inspection and maintenance will be necessary to ensure success for inspection and compliance systems. The capacity building may take the form of training and Capacity building needs for the implementors of the standards
Capacity building and support for the new member states in the EAC to establish relevant institutions and fully adopt EAC standards.

Relevant regulators require to be equipped with the knowledge and equipment for random inspection.

3. Awareness campaigns

Consumer awareness campaigns to the general public are necessary for the success of the full implementation of the standards. This can be through various platforms including education days, social media etc.

Awareness creation and sensitizations for the importers and exporters to elucidate the importance of adhering to the set standards.

4. Monitoring

There is need to continue with regular in use inspection of vehicles after they have been imported to the destination country.

The region will need to continue with monitoring of the implementation of the standards leveraging on the monitoring framework in place within East Africa Community Agreement. This will also allow for revision or updating standards and regulatory tools.

The establishment of up-to-date inspection centers and inspection infrastructure at the ports of entry that encompasses all aspects of motor vehicle inspections is recommended.

5. Coordination/collaboration

To provide assurance of the safety and quality of imported vehicles, the region needs to ensure proper coordination among member states and relevant agencies involved in the vehicle inspection, registration, and environment management/ emission pollution control in imported vehicles.

Partnerships between public and private sector players need to be developed and strengthened in order to have efficient inspection systems

Knowledge management within the institutions dealing with inspection is encouraged.

A common portal for East Africa Partner States to help verify vehicle documents is recommended.