

UNRSF NARRATIVE FINAL REPORT
REPORTING PERIOD: 9 JUNE 2020 – 1 DECEMBER 2022

<p align="center">Project Title & Project Number</p> <ul style="list-style-type: none"> Project Title: Safer and Cleaner Used Vehicles for Africa – Phase 1 MPTF Office Project Reference Number:² 	<p align="center">Country, Locality(s), Priority Area(s) / Strategic Results¹</p> <p><i>(if applicable)</i> Country/Region: Regional project with African countries</p>
<p align="center">Participating Organization(s)</p> <p><i>Organizations that have received direct funding from the MPTF Office under this project:</i></p> <ul style="list-style-type: none"> UN Environment Programme UN Economic Commission for Europe 	<p><i>Priority area (UNRSF pillar(s)) / strategic results:</i> Road Safety</p>
<p align="center">Project Cost (US\$)</p> <p>Total approved budget as per project document: MPTF Contribution³:</p> <ul style="list-style-type: none"> by Agency <i>(if applicable)</i> <p>Agency Contribution</p> <ul style="list-style-type: none"> by Agency <i>(if applicable)</i> <p>UNEP USD 296,700 UNECE USD 203,300</p> <p>Government Contribution <i>(if applicable)</i></p>	<p align="center">Implementing Partners</p> <p><i>National counterparts (government, private, NGOs & others) and other International Organizations:</i></p> <p align="center">Project Duration</p> <p>Overall Duration: 24 months</p> <p>Start Date⁴: 9 Jun 2020</p> <p>Original End Date⁵: 6 Jun 2022</p>

¹ Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document.

² The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as “Project ID” on the project’s factsheet page the [MPTF Office GATEWAY](#)

³ The MPTF or JP Contribution, refers to the amount transferred to the Participating UN Organizations, which is available on the [MPTF Office GATEWAY](#)

⁴ The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the [MPTF Office GATEWAY](#)

⁵ As per approval of the original project document by the relevant decision-making body/Steering Committee.

Other Contributions (donors) <i>(if applicable)</i>
USD (US Dollar) 241,000 co-financing estimated over the time of the full project
TOTAL: USD 741,000
Project Assessment / Review / Evaluation
Assessment/Review - if applicable <i>please attach</i> <input type="checkbox"/> Yes, <input type="checkbox"/> No Date: <i>dd.mm.yyyy</i>
Evaluation Report – <i>if applicable, please attach</i> <input type="checkbox"/> Yes, <input type="checkbox"/> No Date: <i>dd.mm.yyyy</i>

Current End Date ⁶ : 1 December 2022
Report Submitted By
Name: Rob de Jong Title: Head, Sustainable Mobility Unit Participating Organization (Lead): UNEP Email address: rob.jong@un.org

⁶ If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities.

NARRATIVE REPORT

ACRONYMS:

CCAC - Climate and Clean Air Coalition
HDV – Heavy Duty Vehicles
LDV – Light Duty Vehicles
UNEP – United Nations Environment Programme
UNECE – United Nations Economic Commission for Europe
UNRSF - United Nations Road Safety Fund
FIA - Federation Internationale d’Automobile
CITA - International Motor Vehicles Inspection Committee
ITF - International Transport Forum
AMU - Arab Maghreb Union
ECOWAS - The Economic Community of West African States
EAC - The East African Community
SADC - The Southern African Development Community
ECCAS - The Economic Community of Central African States

EXECUTIVE SUMMARY

The project has had several important achievements, between 2020 and 2022, and addressed all areas under the "Safe Vehicle" pillar detailed in the Global Framework Plan of Action for Road Safety (GFPA), including legislation, enforcement, education, technology, and international regulatory support.

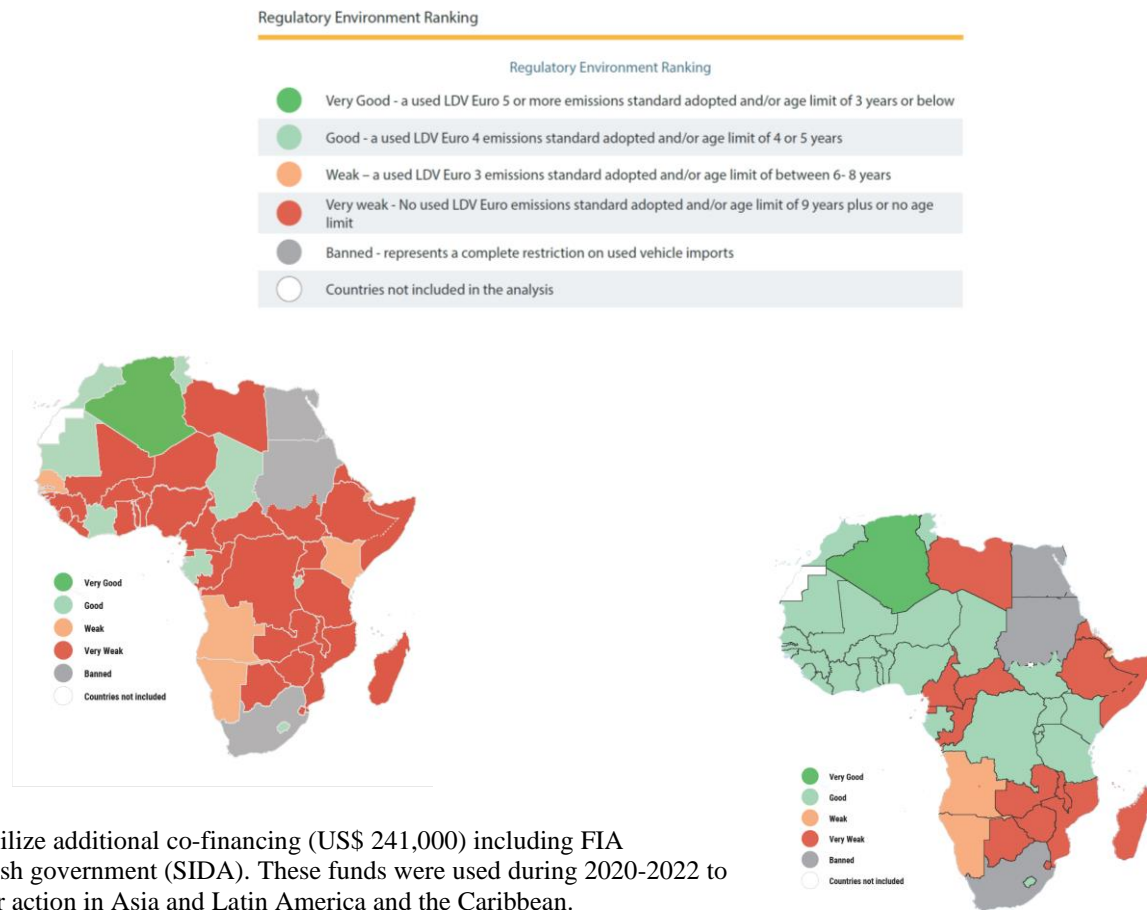
The project aimed at promoting the import of safer and cleaner used vehicles in Africa, prioritizing two sub-regions, i.e. West and East Africa. The project also aimed at sensitizing used vehicles exporting countries towards a minimum set of criteria to ensure exports of quality used vehicles only. With funding from this project and other co-funding, the two sub-regions - West Africa and East Africa – were supported to adopt vehicles standards. In September 2020, the 15 member states of the Economic Commission of West African States (ECOWAS) adopted the first regionally harmonized vehicle regulation for both new and used vehicles in Africa. This Directive requires that vehicles that are imported, both new and used, petrol and diesel, will need to comply with a minimum of EURO 4/IV equivalent vehicle emissions standards from January 2021. An age limit of 5 years on light duty vehicles and 10 years on heavy duty vehicles is also required and the countries have a period of 10 years to implement the age restrictions. Additionally, in 2022, the 7 East Africa Community (EAC) countries adopted similar EURO 4/IV vehicle emissions standards, also for new and used vehicles and for petrol and diesel, and in-use vehicles. Some countries are already applying these standards, others are in the process of adopting them into national standards.

At the same time, several knowledge products to support used vehicles importing and exporting countries ensure only safer and cleaner vehicles are imported/exported were developed and disseminated to stakeholders. The UNECE compiles a report based on adopted UN regulations outlining a minimum set of criteria requirements for safer used vehicles import/export. The criteria seek to improve the behaviours, handling, and equipment of vehicles to decrease the possibility of road crash and to better protect occupants and other participants in road traffic in case of a crash. To support the implementation and enforcement of the quality used vehicles standards, CITA prepared two key reports “Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System” and “Used Vehicles Information Sharing Systems with Data Support”. To complement these knowledge products, UNEP published two reports on Used Vehicles, which gave background data for the project's implementation. The [UNEP report on the global trade on used vehicles](#) was released in 2020. and the [updated report of 2021](#) was launched at the COP26. The 2021 report has a specific focus on progress in Africa. The UNEP reports provided data on used vehicles exports for the period 2015-2020, showing 23 million used light duty vehicles (LDVs) being exported to 208 countries, from four major exporting countries/regions (USA, EU, Japan, and South Korea). With Africa importing the highest share of used LDVs.

On communication, several awareness products in English, French and Spanish were prepared by FIA and widely disseminated to raise awareness on the need for safer and cleaner used vehicles. A project [website](#) hosted by UNEP to disseminate project outputs was also developed. During the project period, more than ten virtual and in-person trainings and workshops were organized on used vehicles in Africa.

Africa has the highest road traffic fatality rate with 26.6 per 100,000 inhabitants and without action this number is expected to increase by 112% in 2030 (WHO, 2018). In 2020, during the covid-19 pandemic, 900,191 used light duty vehicles were imported into Africa: with Western and Central Africa countries importing 52% (464,518 units) and Eastern Africa 17% (148,581 units) (UNEP, 2021). Following the project outcome of adoption of legislation to regulate these incoming used vehicles, we expect to see the quality of vehicle imports improving. Safe and cleaner used vehicles are now a higher priority for action by the importing countries in Africa, as well as exporters. The UNEP map below shows that in 2020, at the start of the project, only a handful countries in Africa had good standards and regulations to regulate the quality of used vehicles. Following the Safer and Cleaner Used Vehicles project, an additional 21 countries in Africa have now adopted harmonized regulations which have major road safety benefits, for both car drivers and other road users, and co-benefits on the environment and economy. UNEP is supporting countries to adopt and implement these at national level.

Used Light Duty Vehicle Regulatory Environment Progress in Africa from 2020 to 2022



UNEP was also able to mobilize additional co-financing (US\$ 241,000) including FIA Air Coalition and the Swedish government (SIDA). These funds were used during 2020-2022 to project and pave the way for action in Asia and Latin America and the Caribbean.

Foundation, Climate and Clean contribute to activities of this

I. Purpose

The main objective of the project was to *ensure that only safer and cleaner used vehicles are imported/exported into Africa* with major road safety, health, climate, pollution and economic benefits. The project was to bring exporters (mainly the EU and Japan) and African importing countries together *on minimum standards/criteria for used vehicles*. The project was also to support two African sub-regions with developing *used vehicle standards and regulations*.

The project focused on creating awareness of the used vehicles issue with exporting developed countries and importing African countries through meetings, training and communication products. It also supported the development of minimum requirements for safer and cleaner used vehicles import/export, and knowledge products on compliance and enforcement mechanisms.

II. Results

i) Narrative reporting on results:

• Outcomes:

Outcome 1. Exporting and importing countries agree on the minimum requirements for used vehicles for Africa

The project target was met. Through two meetings held, exporting and importing countries discussed and agreed on the minimum requirements for used vehicles for Africa, the main findings include the need for minimum criteria, such as a valid roadworthiness certificate at the point of export, a certificate of conformity, and a framework to support sharing of data on the used vehicles between exporting and importing countries.

Exporting and importing countries were engaged throughout the project to raise awareness of the issue at a political high level with decision makers, as well as at a technical level. Stakeholders have been engaged to discuss the development of agreed minimum requirements of used vehicles for Africa. Based on the project timeline, noteworthy activities took place, including dialogues focused on the current situation, the challenges, and the way forward. The proposal for minimum requirements on used vehicles for Africa was developed and shared with the key stakeholders for discussion. Key recommendations to African countries are to regulate the import of used vehicles by a) only importing Euro 4/IV or better vehicles, b) introducing an age limit c) special incentives should be introduced for used low and no emissions vehicles (including HEV, PHEV and EVs) d) ensuring all imported used vehicles have a valid road worthiness certificate at point of export. Exporting governments should put in place regulation systems to ensure that used vehicles exported to Africa comply with the agreed requirements.

In September 2022, participants from used vehicles importing and exporting countries took part in a meeting hosted in Kigali. The aim was to discuss the proposed minimum environmental and vehicle safety requirements that could be used to regulate used vehicles by both importers and exporters. The UNECE took participants through the proposed requirements and received feedback for finalization. Key outcomes of the deliberations were: importers and exporters have shared responsibility for ensuring transfer of quality vehicles; minimum safety and environmental criteria should be clearly defined; and information exchange and vehicle compliance systems need to be put in place.

The project plans to scale up to the next phase where both importing and expiring countries harmonize their agreed minimum set of requirements for the transfer of used vehicles from one country to another.

Outcome 2. Importing African governments will develop and adopt national and sub-regional standards and policies. These will ensure the implementation of the agreed minimum requirements for used vehicles. Similarly, exporting governments will put in place regulation systems to ensure that used vehicles exported to Africa comply with the agreed requirements.

Importing African governments were supported to develop and adopt national and sub-regional standards and policies (*Outcome 2*). The project planned to support at least two sub-regions and 4 countries at national level, this target was met.

The ECOWAS subregion (15 member countries) was supported to develop harmonized vehicle standard regulations for safer and cleaner used vehicles. In September 2020, these regulations were adopted and directed all member countries that all vehicles to be imported, both new and used, and petrol and diesel, will need to comply

with a minimum of EURO 4/IV vehicle emissions standard from 1 January 2021. A five-year age limit for light duty vehicles was also agreed with a 10-year implementation period. Final implementation of agreed new regulations adopted at regional levels were supported for implementation at country national levels. For successful implementation, each country is required to ensure that regulations adopted nationally are transposed into legislation and enforced over time. The ECOWAS Commission was supported through training on inspection, monitoring, and compliance frameworks for used vehicles imported into the region in 2022.

The East Africa sub-region was supported to draft harmonized vehicle regulations, this targets Euro 4/IV equivalent vehicle emission standard for new and used light and heavy-duty vehicles. The sub-regional standardization committee was supported to incorporate the final technical comments on 19 November 2021 after which the standard was sent back to the countries for consensus. On 26-28 January 2022, the regional body edited the standard for approval by the sub-regional council of Ministers in May 2022. The standard was adopted by all member states in May 2022.

At national level, and as part of the implementation of the ECOWAS Directives, the Gambia, Nigeria, and Togo were supported to revise and align their national clean fuels and vehicle standards to the regionally agreed directives. In February 2022, Nigeria was facilitated to develop a national roadmap to operationalize the ECOWAS Fuels and Vehicles Directives. New agreements to initiate safer and cleaner vehicles activities were also signed with Cameroon, that is carrying out a vehicle imports inventory and development of policies to promote import of clean vehicles, the draft policy was submitted in June 2022.

On the exporting side, the project engaged with used vehicles exporting countries from Europe. The EU is a major exporter of used vehicles globally. From 2015 to 2020 the EU traded around 11.5 million used LDVs, 58% of which remained within the EU and 42% being exported outside the EU. The project partners worked together with the EU Commission to review existing and planned regulations. The end-of-life vehicles (Directive ELV Directive) sets clear targets for ELVs and their components, aiming to make the dismantling and recycling of end-of-life vehicles more environmentally friendly. The Commission is reviewing the ELV Directive and presented a legislative proposal for this in 2022. The Commission's proposal for the review of the ELV Directive will take place in 2023 and this presents an opportunity to regulate the quality of the used vehicles exported from the EU. UNEP is already engaging with the EU Commission on this issue.

Outcome 3. An inspection and monitoring framework established, and countries supported to use compliance systems that ensure used vehicles meet agreed standards and policies.

To support the implementation of the used vehicles standards, an inspection and monitoring framework was established, and countries were supported to use compliance systems to ensure used vehicles meet agreed standards and policies (*Outcome 3*). To support this, CITA, the International Motor Vehicle Inspection Committee, participated in the project by providing its experience and knowledge on whole-life vehicle compliance in general and vehicle inspection. CITA developed two reports that provide information and recommendations on used vehicles for African vehicle inspection authorities.

The report “Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System” established that to improve the situation with a safer and more environmentally friendly vehicle fleet in African countries, it is essential to impose requirements on the technical status of imported vehicles in the respective countries. In support of these import rules, it is also essential to set up exporting countries’ laws. The report “Used Vehicles Information Sharing Systems with Data Support” is an analysis of information sources, reference and benchmarks, and a proposal for an information-sharing system at the conceptual level. A review of best practice and sources of information has been carried out with the focus on light duty vehicles. Principles, in general, are applicable to other types and categories. To improve the situation with a safer and more environmentally friendly vehicle fleet in African countries, requirements on the technical status of imported vehicles in the respective countries are essential. As support of these import regulations, it is also important to set up exporting countries’ rules

The project target was to further support subregions/countries to implement compliance systems, to achieve this, CITA hosted online seminars and trainings. In 2020, global representatives from vehicle inspections and compliance bodies, governments, public agencies, private sector from all continents were gathered, with the objective of creating awareness on road safety issues and the importance of the subject. The online seminar resulted in the identification of the type of data needed to develop an efficient compliance and inspection system from both importing and exporting countries and the best way to facilitate information sharing between them. In 2021, a second event included more than 150 participants worldwide. The experts in the meeting shared views on the most efficient ways to ensure that only safe and clean used vehicles reach the continent. At further trainings, the reports were shared with countries, together with best practice procedures and requirements for exporting and importing countries.

Outcome 4. Training, information, and communication to support national/regional capacity building for policy development, inspection, and enforcement

All targets were met between 2020 and 2022. A Safer and Cleaner Used Vehicles project website was developed and is hosted on the UNEP website. The project developed knowledge products to support capacity building amongst stakeholders for the implementation of regulations, and to raise awareness about the issues and promote a harmonized approach. The communications materials included videos, factsheets, infographics, and social media cards available in French and English. Additionally, through co-funding, these were also produced in Spanish. The project website hosts all knowledge products developed. More than 10 trainings and workshops and 4 awareness raising events for exporting and importing country decision makers and key stakeholders (virtual and in-person) were organized where these communications materials were disseminated. The awareness raising events included virtual events in 2020 to launch and disseminate the UNEP Global Used Vehicles Report, together with the Dutch Ministry of Infrastructure and Water Management report on the quality of Used Vehicles exported to Africa. The report calls for action to fill the current policy vacuum with the adoption of harmonized minimum quality standards that will ensure used vehicles contribute to cleaner, safer fleets in importing countries. A further event took place in December 2020, that brought together importers and exporters, with more than 50 participants. Regulatory frameworks were discussed to regulate the cross-border exchange of vehicles. International instruments such as the Basel Convention were discussed in detail, together with knowledge sharing on local regulations in the Netherlands, as well as the rest of Europe. A second part of the workshop focused on the digital exchange of vehicle information to prevent falsification of vehicle documentation. In 2021, at the COP 26, in Glasgow, UK, the updated UNEP Used Vehicles report 2021 was published and released at a side event with the Netherlands government and the World Bank, and in February 2022, a side event on used vehicles was organized at the hybrid event for the 75th anniversary of Inland Transport Committee (ITC). An Informal Working Group on New and Used Vehicles composed of importing and exporting countries was established.

- **Outputs:**

Output 1

(Output 1.1) Meetings with Exporters and Importer representatives and regional bodies carried out

The output target was met and two meetings with exporters and importer representatives and regional bodies were carried out. All reports, with presentations, and agendas are available on the project website.

The first meeting took place on the 22nd of February 2021. Exporting countries focused on the minimum performance requirement of vehicles at the time of construction, and the minimum performance requirements at the time of export. Key vehicle requirements at the time of export were identified, including a valid roadworthiness package and certificate to confirm the condition of a vehicle. These workshops highlighted the current state of regulation in both importing and exporting zones while expanding on existing frameworks like the End-of-life Vehicle Directive (ELV) and the Basel convention and the role they play in the transfer of used vehicles. The importance of authentic data highlighting the history of vehicle, as well as the sharing of information between countries were discussed extensively and encouraged contributions to the ongoing work of the project. Both exporting stakeholder workshops, organized by UNECE and partners, brought together over 80 experts (48% female and 52% male) from the automotive industry, academia, governmental, and non-governmental organizations (NGO) from the major exporting zones of the EU (European Union), USA (United States of America) and Japan. These discussions fed into the development of a proposal for minimum requirements on used vehicles.

From the importing side, the meeting took place on the 25th of June 2021. The meeting brought together 27 African countries and African regional bodies, namely the Africa Union Commission (AUC), the UN Economic Commission for Africa (UNECA), the Economic Community of West African States (ECOWAS) and the East Africa Community (EAC). Participants to this virtual meeting were drawn from government, industry, and non-governmental agencies. While giving his keynote address, Jean Todt, United Nations Secretary General's Special Envoy for Road Safety and President of Federation Internationale de Automobile (FIA) pointed out that addressing the used vehicles issue was timely in line with the second decade of action for road safety. Highlighting that improving the quality of used vehicles was a shared responsibility between the exporters and importers, he proposed a two-prong approach where exporters of used vehicles introduce minimum export standards and importers of used vehicles introduce minimum import standards. The current state of used vehicles imported into Africa was presented by UNEP and the Netherlands Government, from the activities carried out in the region and research finding. Through the meeting discussions, the importance of applying a regional approach to harmonization of standards and having a vehicle data sharing system was emphasized. Moving forward, the African regional bodies committed to

spearhead the development and introduction of minimum emissions and safety standards for the continent through the support of the “Safer and Cleaner Vehicles for Africa” project. There was consensus on the need for minimum safer and cleaner vehicle standards at national and regional level.

(Output 1.2) Proposal for minimum requirements on used vehicles developed

The proposal for minimum requirements on used vehicles for Africa was developed and shared with the key stakeholders for discussion. The key recommendations are minimum requirements, including a valid roadworthiness certificate at the time of export. This was shared at a meeting in Kigali, Rwanda on the 1st of September 2022.

Output 2 National and sub-regional policies and standards developed for African countries and sub-regions

Output (2.1.1) Number of countries that have developed standards and policies

The project planned to support at least 4 countries develop national policies, this target was met. At national level, and as part of the implementation of the ECOWAS Directives, the Gambia, Nigeria, and Togo were supported to revise and align their national clean fuels and vehicle standards to the regionally agreed directives. In February 2022, Nigeria was facilitated to develop a national roadmap to operationalize the ECOWAS Fuels and Vehicles Directives. New agreements to initiate safer and cleaner vehicles activities were also signed with Cameroon, that is carrying out a vehicle imports inventory and development of policies to promote import of clean vehicles, the draft policy was submitted in June 2022.

Output (2.1.2) Number of subregions that have developed standards and policies

- The ECOWAS subregion (15 member countries) was supported to develop harmonized vehicle standard regulations for safer and cleaner used vehicles. In September 2020, these regulations were adopted and directed all member countries that all vehicles to be imported, both new and used, and petrol and diesel, will need to comply with a minimum of EURO 4/IV vehicle emissions standard from 1 January 2021.
- The EAC developed regionally harmonized sub-regional vehicle standards. The standard was adopted by all 7 member states in May 2022.

(Output 2.2) Used Vehicle Regulations agreed for exported vehicles with exporting and importing representatives

The project planned at least 10 exporting representatives were sensitized on used vehicles regulations. The EU is a major exporter of used vehicles globally. From 2015 to 2020 the EU traded around 11.5 million used LDVs, 58% of which remained within the EU and 42% being exported outside the EU. The Directive on end-of-life vehicles (ELV Directive) set clear targets for ELVs (End of Life Vehicles) and their components. EU rules aim to make the dismantling and recycling of end-of-life vehicles more environmentally friendly. The Commission is reviewing the ELV Directive and presented a legislative proposal for it in 2022. The Commission’s proposal for the Review of the ELV Directive will take place in 2023 and is considering regulating the quality of the used vehicles exported from the EU. UNEP is engaged the EU on this issue.

Output 3

(Output 3.1) Used vehicle systems for sharing information in place for African vehicle inspection authorities

Number of sub-regions/countries with access to used vehicle information. The project target was to support 2 sub-regions /4 countries.

Two reports that give information and recommendations were developed and disseminated.

- Report on Used Vehicles Information Sharing Systems with Data Support
- Report on Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System

(Output 3.2) Inspection and monitoring framework developed, and compliance systems supported

The project target was to support subregions/countries to implement compliance systems.

- The 15 member states of the ECOWAS were supported as a follow up to the enactment of the Directives, the ECOWAS Commission in collaboration with the Ministry of Environment and Sustainable Development of the Republic of Côte d’Ivoire and UNEP organized a training on the framework for inspection and monitoring of used vehicles imported into the ECOWAS region on 12-14 April 2022, in Abidjan Cote d’Ivoire. The three-day training provided the participants with theoretical and practical knowledge of the key elements for vehicle inspection and monitoring. The participants also provided input to the draft guideline for the inspection of imported used vehicles to ensure they comply to the ECOWAS directives and are cleaner and safer. The final day provided participants with a practical demonstration of car inspection at the SICTA inspection site in Abidjan.

- The member states (7 countries) of the East Africa Sub Region were supported through a sub-regional training event on the Inspection and Monitoring Framework for Used Vehicles Imported. This was held on 30-31 August 2022, in Kigali, and was opened by Fidele Abimana, the Permanent Secretary, Ministry of Infrastructure Rwanda. Over 50 participants attended the regional training, both in person and virtually. Representatives from the East Africa Community Secretariat, Bureaus of Standards and agencies responsible for transport and environment in the 7 East Africa Community Partner States, the United Nations organizations as well as other vehicle industry stakeholders were engaged in the training and made recommendations for improvements on the legal framework, increased capacity building, awareness raising, proper monitoring, and better collaboration and coordination within the sub region

Output 4

(Output 4.1) Knowledge Products developed

The project developed a project website hosted on the UNEP website. More than 10 communication tools (the initial target) were produced, by FIA, to share information on used vehicles in English and French. These are all available on the project website and include:

Infographics (available in 8 languages: English, Spanish, French, Russian, Chinese, Arabic, Kiswahili, and Portuguese) and social media cards [Link here](#)

Five videos in English and French

1. Safer and Cleaner Vehicles
2. Information Sharing Systems
3. Africa Impact and Outlook
4. Used Vehicle Inspection and Monitoring Framework
5. Used Vehicle Information Sharing with data support

Five factsheets in English and French

1. Environment
2. Road Safety
3. Global Used Vehicle Import & Export
4. Used Vehicle Inspection and Monitoring
5. Information Sharing with Data Support

Ten visuals in English and French

1. Project Ambition
2. Information sharing system with data support
3. Monitoring Framework and Implementation Compliance System
4. Updated UV LDV report 2021
5. Road Safety
6. Environment
7. Regional Overview (Africa)
8. Electric Used Vehicles
9. Heavy Duty Used Vehicles
10. Implementation guide

(Output 4.2) Trainings and workshops for decision makers and key stakeholders delivered

At least 10 trainings/ workshops organized and awareness raising campaigns on used vehicles in Africa were implemented. These included virtual and in-person events from mid-2020 to end of 2022.

2020:

- 16th December - CITA member and institutional stakeholders meeting on the control of used vehicles (virtual)
- 18th December - Exporters workshop for Safer and Cleaner Used Vehicles (virtual)

2021:

- 17th February - Nigeria was supported to develop an implementation roadmap for the ECOWAS clean fuels and vehicle Directives
- 22nd February - Exporters workshop for Safer and Cleaner Used Vehicles
- 8th April - the Africa Transport Policy Program (SSATP) and African Road Safety Observatory (ARSO) partnered with the United Nations Environment Programme (UNEP) to organize a webinar, to advocate for the import of safer and cleaner used vehicles to Africa while also delving into the issue of vehicle maintenance across the continent. Ultimately, the event provided a platform for African authorities, NGOs, leaders, and experts on vehicle inspection, road safety, and sustainable mobility to share their perspectives on the used vehicles market, and the need to regulate and manage it. (virtual)
- 18 May - the East Africa sub-region was supported to review the regionally harmonized vehicle emissions standards at a sub-regional event
- 10th June - CITA Webinar, Safer and Cleaner Used Vehicles for Africa
- 25th June - the 1st African Used Vehicles Importers meeting was held - twenty-seven African countries, regional bodies and UNRSF partners participated. The Keynote address was given by Jean Todt who pointed to the link between used vehicles and the second decade of action on road safety. There was consensus on the need for minimum safer and cleaner vehicle standards at national and regional level (Nairobi, Kenya)

2022:

- January - the East Africa sub-region was supported by UNEP in a follow-up meeting which was a closed session to edit the final draft standards
- 12-14 April - ECOWAS training on inspection framework for used vehicles
- 30 – 31 Aug East Africa Community Sub Region training on inspection and monitoring framework for used vehicles imported (Kigali, Rwanda)
- 1 Sep - Used vehicles importers and exporters meeting at the East Africa Community Sub Region event in Kigali, Rwanda
- 13 October - Cameroon was supported to analyze their vehicle fleet by developing a vehicle baseline
- 29-30 November – A High-Level African Petroleum Ministers Meeting on Cleaner Fuels (Nairobi, Kenya).

(Output 4.3) At least 4 awareness campaigns organized for countries.

The project organized various events to raise awareness of the issue by bringing together relevant stakeholders to address safer and cleaner used vehicles.

- UNEP organized several virtual events to launch and disseminate the UNEP Global Used Vehicles Report, together with the [Dutch Ministry of Infrastructure and Water Management report](#) on the quality of Used Vehicles exported to Africa. On the 20th of October 2020, a press event was organized by UNEP where the global media were briefed on the key findings of the [UNEP Report](#) “Used Vehicles and the Environment: A Global Overview of Used Light Duty Vehicles: Flow, Scale and Regulation”. UNEP coordinated the official launch of the report included the participation as speakers Inger Andersen, Executive Director, UN Environment Programme, Prof. Kwabena Frimpong-Boateng, Minister for Environment, Science, Technology & Innovation, the Republic of Ghana, Stientje Van Veldhoven, Minister for the Environment, the Kingdom of the Netherlands. The report shows that between 2015 and 2018, 14 million used light-duty vehicles were exported worldwide. Some 80 per cent went to low-and middle-income countries, with the majority going to Africa (40 per cent), followed by countries in Eastern Europe (24 per cent), Asia-Pacific (15 per cent), the Middle East (12 per cent) and Latin America (9 per cent). The report calls for action to fill the current policy vacuum with the adoption of harmonized minimum quality standards that will ensure used vehicles contribute to cleaner, safer fleets in importing countries.
- On the 18th of December 2020, a meeting was organized with importers and exporters. More than 50 participants took part. Regulatory frameworks were discussed to regulate the cross-border exchange of vehicles. International instruments such as the Basel Convention were discussed in detail, together with knowledge sharing on local regulations in the Netherlands, as well as the rest of Europe. A second part of the workshop focused on the digital exchange of vehicle information to prevent falsification of vehicle documentation.
- In November 2021, at the COP 26, in Glasgow, UK, the updated UNEP Used Vehicles report 2021 was published and released at a side event with the Netherlands government and the World Bank.

- On the 21st of February 2022, a side event on used vehicles at was organized at the hybrid event for the 75th anniversary of Inland Transport Committee (ITC). An Informal Working Group on New and Used Vehicles composed of importing and exporting countries was established.

- **Describe any delays in implementation, challenges, lessons learned & best practices:**

The Safer and Cleaner Used Vehicles project for Africa started in June 2020 and was due to end June 2022 but was extended until December 2022. Progress was slower than anticipated and was affected by the Covid-19 pandemic. In the project proposal, several activities were planned to take place in person, including dialogues, and capacity building events. These were amended to take place virtually for international and continent-wide events and in-person for sub-regional and national level events where possible. These changes required more engagement of sub-regional partners and additional personnel time for the implementing partners. Therefore, we requested an amendment to the project budget to adjust travel funds, staff, and contractual budget lines accordingly. This was approved and allowed the activities to continue, with the additional support of implementing subcontractors on the ground and staff time of partners.

- **Cross-cutting issues and development markers:**

The project contributed to several cross cutting issues, including SDG's, environment and air pollution. Key partnerships have been created and strengthened through the project. The World Bank and the Netherlands Government have been engaged in supporting activities, such as co-organizing a side event on used vehicles during the COP26. The project has led to close collaboration and coordination amongst various UN agencies, particularly UNRSF, UNEP, UNECE, and UNECA.

ii) Indicator Based Performance Assessment:

Planned Indicator Targets	Achieved Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 1 ⁷ Exporting and importing countries agree on the minimum requirements for used vehicles for Africa	Completed		
Output 1.1 Meetings with Exporters and Importer representatives and regional bodies carried out	Completed		
Indicator 1.1.1: Number of Meeting/Forum organized with exporters and importers Baseline: 0 Target: 2 Meetings organized	Targets met: 2 meetings organized		Exporters meeting Link here Africa Importers meeting Link here
Output 1.2 Proposal for minimum requirements on used vehicles developed	Completed		
Indicator 1.2.1: Importers and Exporters agree on minimum requirements Baseline: 0 Target: 1 minimum requirements on used vehicles	Targets met: 1 minimum requirements on used vehicles	The proposal for minimum requirements on used vehicles for Africa was developed by UNECE.	Proposal of the minimum requirements Link here
<u>Planned</u> Indicator Targets	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 2 ⁸ Importing African governments will develop and adopt national and sub-regional standards and policies. These will ensure the implementation of the agreed minimum requirements for used vehicles. Similarly, exporting governments will put in place regulation systems to ensure that used vehicles exported to Africa comply with the agreed requirements.	Completed		

⁷ Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

⁸ Note: Outcomes, outputs, indicators, and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

Output 2.1 National and sub-regional policies and standards developed for African countries and sub-regions	Completed		
Indicator 2.1.1: Number of countries that have developed standards and policies Baseline:0 Target: 4 countries supported to develop national policies	Target: 4 countries supported to develop national policies The Gambia, Nigeria, and Togo. Cameroon		National standards and policies ECOWAS: (Clause 38 - ii) Link here Cameroon was supported to analyze their vehicle fleet by developing a vehicle baseline Link here Report here The Gambia was supported to carry out a vehicle inventory and develop fuel Economy baseline - Report here Nigeria discusses domestication of ECOWAS directives – Link here Baseline assessment for 2&3 wheelers – Report here
Indicator 2.1.2: Number of subregions that have developed standards and policies Baseline: 0 Target: 2 sub-regional bodies develop standards	Targets met: 2 sub-regional bodies develop standards		ECOWAS: (Clause 38 - ii) Link here EAC: Link here
Output 2.2 Used Vehicle Regulations agreed for exported vehicles with exporting and importing representatives	Completed		
Indicator 2.2.1 Number of exporting representatives (governments and partners) that are sensitized on used vehicles regulations Baseline:0 Target:10 exporting representatives	Target met: exporting representatives of the EU review used vehicles regulations		EU countries draft used vehicles export regulations proposal ELV Directive Link here
<u>Planned</u> Indicator Targets	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification

<p>Outcome 3⁹ An inspection and monitoring framework established, and supported countries to use compliance systems to ensure used vehicles meet agreed standards and policies.</p>	Completed		
<p>Output 3.1 Used vehicle systems for sharing information in place for African vehicle inspection authorities</p>	Completed		
<p>Indicator 3.1.1: Number of sub-regions/countries with access to used vehicle information Baseline: 0 Target: 2 sub-region /4 countries</p>	Target met: sub-regions and countries supported with access to guideline reports on used vehicles		<p>1. Report on Used Vehicles Information Sharing Systems with Data Support Link here</p> <p>2. Report on Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System Link here</p>
<p>Output 3.2 Inspection and monitoring framework developed, and compliance systems supported</p>	Completed		
<p>Indicator 3.2.1 Number of compliance systems supported by subregion/countries Baseline: 0 Target: 4 subregion/country supported to implement compliance systems</p>	Target: sub-regions and countries supported with capacity building on used vehicles		<p>2022 12-14 April ECOWAS training on inspection framework for used vehicles Link here</p> <p>30 -31 Aug East Africa Community Sub Region training on inspection and monitoring framework for used vehicles imported Link here</p>

⁹ Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

<u>Planned</u> Indicator Targets	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 4¹⁰ Training, information, and communication to support national/regional capacity building for policy development, inspection, and enforcement	Completed		
Output 4.1 Knowledge Products developed	Completed		
Indicator 4.1.1: Number of communication tools developed to share information on used vehicles in English and French Baseline:0 Target: 10 communications tools	Target met: 10 communications tools		Used Vehicles Website Link here Infographics Link here Communications products Link here
Output 4.2 Trainings and workshops for decision makers and key stakeholders delivered	Completed		
Indicator 4.2.1 Number of training/workshop session organized for countries Baseline:0 Target: 10 trainings/ workshops organized	Target met: 10 trainings/ workshops organized		2020 16 December CITA member and institutional stakeholders meeting on the control of used vehicles Link here 18 December 1st Exporters workshop for Safer and Cleaner Used Vehicles Link here 2021 17 February Nigeria was supported in to develop an implementation roadmap for the ECOWAS clean fuels and vehicle Directives. Link here

¹⁰ Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

			<p>22 February 2nd Exporters workshop for Safer and Cleaner Used Vehicles Link here</p> <p>8 April Consultation meeting and capacity building events carried out. Find more information in the link here and presentations below</p> <p>https://www.ssatp.org/sites/ssatp/files/publication/presentation%20used%20vehicles_SSATP_ARSO.pdf</p> <p>https://www.ssatp.org/sites/ssatp/files/publication/SSATP%20WB%20%20-ILT%20presentation%208%20April%202021.pdf</p> <p>https://www.ssatp.org/multimedia/webinar-safer-and-cleaner-used-vehicles-africa-482021</p> <p>18 May 2021 East Africa sub-region was supported to review the regionally harmonized vehicle emissions standards at a sub-regional event- link here</p> <p>10 June CITA Webinar, Safer and Cleaner Used Vehicles for Africa Link here</p> <p>25 June First African Used Vehicles Importers Meeting Link here</p>
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			<p>2022</p> <p>January the East Africa sub-region was supported by UNEP in a follow-up meeting (closed session to edit the final draft standards)</p> <p>12-14 April ECOWAS training on inspection framework for used vehicles Link here</p> <p>30 -31 Aug East Africa Community Sub Region training on inspection and monitoring framework for used vehicles imported</p> <p>1 Sep Used vehicles importers and exporters meeting. The aim of the meeting was to discuss the proposed minimum environmental and vehicle safety requirements Link here</p> <p>13 October Cameroon was supported to analyze their vehicle fleet by developing a vehicle baseline Link here</p> <p>29-30 November High-Level African Petroleum Ministers Meeting on Cleaner Fuels Link here</p> <p>Related links below: https://www.unep.org/news-and-stories/press-release/new-un-report-details-environmental-impacts-export-used-vehicles</p>
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			https://www.unep.org/news-and-stories/story/used-vehicles-get-second-life-africa-what-cost https://www.ilent.nl/documenten/rapporten/2020/10/26/rapport--used-vehicles-exported-to-africa
Output 4.3 At least 4 awareness campaigns organized for countries.	Completed		
Indicator 4.1.3 Number of awareness campaigns organized for countries Baseline:0 Target: 4 awareness campaigns organized	Target met: 4 awareness campaigns organized		20th of October 2020 Press event organized by UNEP where the global media were briefed on the 2020 Key findings of the UNEP Report “Used Vehicles and the Environment: A Global Overview of Used Light Duty Vehicles: Flow, Scale and Regulation” Link here December 2020 meeting Link here November 2021 COP 26, UK An updated UNEP Used Vehicles report 2021 was published and released at a side event Link here 21 February 2022 Side event on used vehicles at 75th anniversary of Inland Transport Committee (ITC) Link here

ii) Communications Impact Story

In July 2022, the East Africa Community (EAC) published a gazette notice which brought into effect the first edition of EAS 1047:2022 standards on Air Quality – Vehicular exhaust emission limits. This is one of the measures the region has adopted to allow for the import of safer, cleaner, and more fuel-efficient vehicles. Countries in the sub region have six (6) months from the date of gazette to implement the standards as per the EAC statutes. Implementation of the standard will ensure that the EAC attracts benefits from advanced vehicle emission technologies for climate and health benefits. Notably, the sub region has had clean low sulphur fuels (since 2015) suitable for supporting the vehicle emission standards adopted. In addition, approximately 90% of vehicles registered are imported used and the standard would form the basis of pre-verification of conformity before vehicles are imported.

Towards supporting the implementation of the standards, the East Africa Community Secretariat in conjunction with the United Nations Environment Programme (UNEP) and the United Nations Economic Commission for Europe (UNECE) organized a regional training on inspection and monitoring framework for used vehicles imported in the East Africa Community Sub Region. This event formed part of the outputs of the “Safer and Cleaner Vehicles for Africa” project. The training event was held on 30-31 August 2022 and was opened by Fidele Abimana, the Permanent Secretary, Ministry of Infrastructure Rwanda. Representatives from the East Africa Community Secretariat, Bureaus of Standards, and agencies responsible for transport and environment in the 7 East Africa Community Partner States, the United Nations organizations as well as other vehicle industry stakeholders were engaged in the training and made recommendations for improvements on the legal framework, increased capacity building, awareness raising, proper monitoring, and better collaboration and coordination within the sub region.

On 01 September 2022, additional participants drawn from used vehicles importing and exporting countries virtually joined the in-person participants in a used vehicles importers and exporters meeting. The meeting's aim was to discuss the proposed minimum environmental and vehicle safety requirements that could be used to regulate used vehicles by importers and exporters. The UNECE took participants through the proposed requirements and received feedback for finalization. Key outcomes of the deliberations were: importers and exporters have shared responsibility for ensuring transfer of quality vehicles; minimum safety and environmental criteria should be clearly defined; and information exchange and vehicle compliance systems need to be put in place.

Link to East Africa training [Photos](#)

III. Other Assessments or Evaluations (if applicable)

The project followed standard UN monitoring and evaluation practices. A detailed activity plan, with time frame and detailed budget was developed. This was used for substantive and financial monitoring and reporting. UNEP, as project lead, developed and signed standard UN cooperation agreements with FIA and CITA with standard UN requirements on monitoring and reporting. Upon completion of the project, an end-of-project narrative and financial reporting was conducted following standard UN procedures and practices.

IV. Programmatic Revisions (if applicable)

Due to Covid-19, the project has been impacted. Meetings and trainings originally planned to take place physically had to be adapted to virtual events. For the exporting countries, this was not much of a negative impact, as several events were able to successfully proceed with good participation and dialogue, within the planned timelines. From the importers' side, however, the countries had more challenges with connectivity and technical issues. In 2021 of implementation, some of the travel funds were re-assigned to enhance virtual participation. This amendment was approved by the UNRSF (United Nations Road Safety Fund).

V. Upcoming priorities and activities

Phase I of the project ended in December 2022.

Phase II of the project was approved by UNRSF and will start in the first quarter of 2023. This will focus on two additional sub-regions in Africa, (SADC (Southern African Development Community) and ECCAS (Economic Community of Central African States)) and two countries in Asia, (Cambodia and Mongolia).

VI. Resources

- Small-scale funding agreements (SSFA) were signed by UNEP with CITA to support the implementation of Outcome 3: *inspection and monitoring framework* and with FIA to support the implementation of Outcome 4: *communications and training*.
- UNEP managed to obtain funds to complement the UNRSF Safer and Cleaner Used Vehicles project to close the current knowledge gap of the global trade in used light duty vehicles with that of used heavy duty vehicles trade flow.

Additional Resources mobilized by UNEP

Total: US\$287,464

Climate and Clean Air Coalition (CCAC) US\$50,000

Sweden (SIDA) 2021-2022: US\$138,092

FIA Foundation for 2021-2022: US\$99,372

The Climate and Clean Air Coalition (CCAC) signed an agreement with UNEP to fund a project ‘The Global Status of Used Heavy-Duty Vehicles (HDV) Trade Flows.’ This was a 1-year project up to the end of 2021 for US\$50,000. The project aimed at qualifying and quantifying the trade flows of used HDVs from developed to developing countries, review the existing regulations relating to used HDV flows in exporting and importing countries, and propose policies and incentives for cleaner, more energy efficient and safer HDVs. The findings from this project will address the scarcity of data and limited understanding on used HDVs flows, thus helping in analyzing their impacts in developing and transitional economies.