Global efforts to Promote Cleaner Used Vehicles

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My Presentation

I – Need for Cleaner Used Vehicles
II – Examples
III – Policy Responses
IV – Towards a Global Approach
I – the need for cleaner used vehicles
The Need for Cleaner Used Vehicles

- Air Pollution
- Climate
The Need for Cleaner Used Vehicles

- Global vehicle fleet set to increase ~2.5 times
- Almost all growth in developing countries
- Going from ~300 million to ~1.7 billion
The Need for Cleaner Used Vehicles

- Age of imported vehicles – example ..... 
- Life expectancy imported vehicles – example Tanzania 
- Types of vehicles – example .....
The Need for Cleaner Used Vehicles

- Cleaner fuels now available
- Systems approach .... 90% emissions reduction
Used Vehicles Flows
Case Study - Uganda

- Used vehicles imports - increasing
- Age increasing – increasing
- Fuel Efficiency - declining

Uganda – Average LDV Fuel Economy

<table>
<thead>
<tr>
<th>Year</th>
<th>2005</th>
<th>2014</th>
<th>~10% decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average LDV Fuel Economy (liters per 100km)</td>
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<tr>
<td>2005</td>
<td>12.5</td>
<td></td>
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<tr>
<td>2014</td>
<td>13.7</td>
<td></td>
<td>~10% decrease</td>
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Source: Computations based on combined dataset (URA e-tax dataset and MoW&T dataset)
Summary – Current Challenges

• Used cars imports and exports increasing
• Dispensable income growth – further demand for cheap used vehicles
• So amount, age, emissions increasing
III – Policy Responses
Policies on Used Vehicles

- Vehicle standards
- Banning used vehicle imports
- Age restrictions
- Fiscal incentives
- Export restrictions
Policies – used vehicles import bans

National Used Vehicle Import Ban
February 2017

For additional details and comments per country, visit www.unep.org/transport/pcfv/
Policies – Aged-based policies

Age-Based Used Vehicle Import Policy
February 2017

For additional details and comments per country, visit www.unep.org/transport/pcfv/
Policies - bans & age based together MAP ELISA
Policies – Vehicles Emissions Standards MAP ELIS
The following 9 countries have specific taxation policies for used vehicles imports:

- Barbados
- Cayman Islands
- Dominica
- St Kitts and Nevis
- The Gambia
- Uganda
- Armenia
- Georgia
- Moldova
Examples of Successful policies
Uganda – XXXXX

<table>
<thead>
<tr>
<th></th>
<th>Pre July 2015</th>
<th>Post July 2015</th>
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<tbody>
<tr>
<td>0-8 yrs</td>
<td>0%</td>
<td>&lt;5 yrs</td>
</tr>
<tr>
<td>&gt;8 yrs</td>
<td>20%</td>
<td>5-10 yrs</td>
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<tr>
<td></td>
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<td>&gt;10 yrs</td>
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<tr>
<td></td>
<td></td>
<td>50%</td>
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Sri Lanka – leapfrogging to clean technology
Third example
IV – Towards a Global Approach
Some examples

• Fuel and car – 5 yrs old combinations
Benefits of global approach

- Harmonization
- Not restricting but shifting to cleaner types
- Cost benefits (fuel, maintenance)
- Health benefits
- Systems approach – avoid mismatches
- EVs, leapfrogging
- Increased or decreased trade and supply