

**Working Party on Transport Statistics**  
**Geneva, room XXV**  
**12 – 14 June 2019**  
**Agenda Item 5(d)**



# *Data collection on international used vehicle flows*

## **ECE/TRANS/WP.6/2019/5**

*Francois Cuenot*

Secretary of the Working Party on Pollution and Energy of the World Forum  
for Harmonization of Vehicle Regulations



# Background – The (increasing) issue



- Owner change sometimes leads to country change
- To avoid demanding inspection tests, export is sometimes more cost effective
- Political landscape in developed countries tends to exclude older vehicles
  - Eg. Low emission zones in many cities
- Concerns raised over polluting and unsafe vehicles being exported to lower income countries

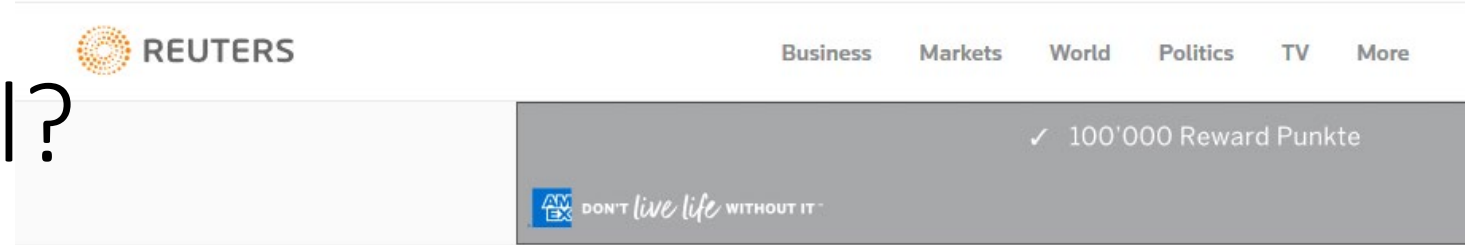


## Dirty diesels heading East: Polish edition

New evidence shows 350,000 polluting 2<sup>nd</sup>-hand diesels were exported to Poland in 2017. There are measures to restrict the influx, says legal analysis.

# Problem getting global?

- China the next big exporter?
- Topic is becoming politically sensitive
- Statistics necessary for proper policy implementation and monitoring
- To WP.6, **What is the magnitude of the problem?**



BUSINESS NEWS MAY 6, 2019 / 10:47 AM / A MONTH AGO

## China greenlights second-hand car exports to boost sales

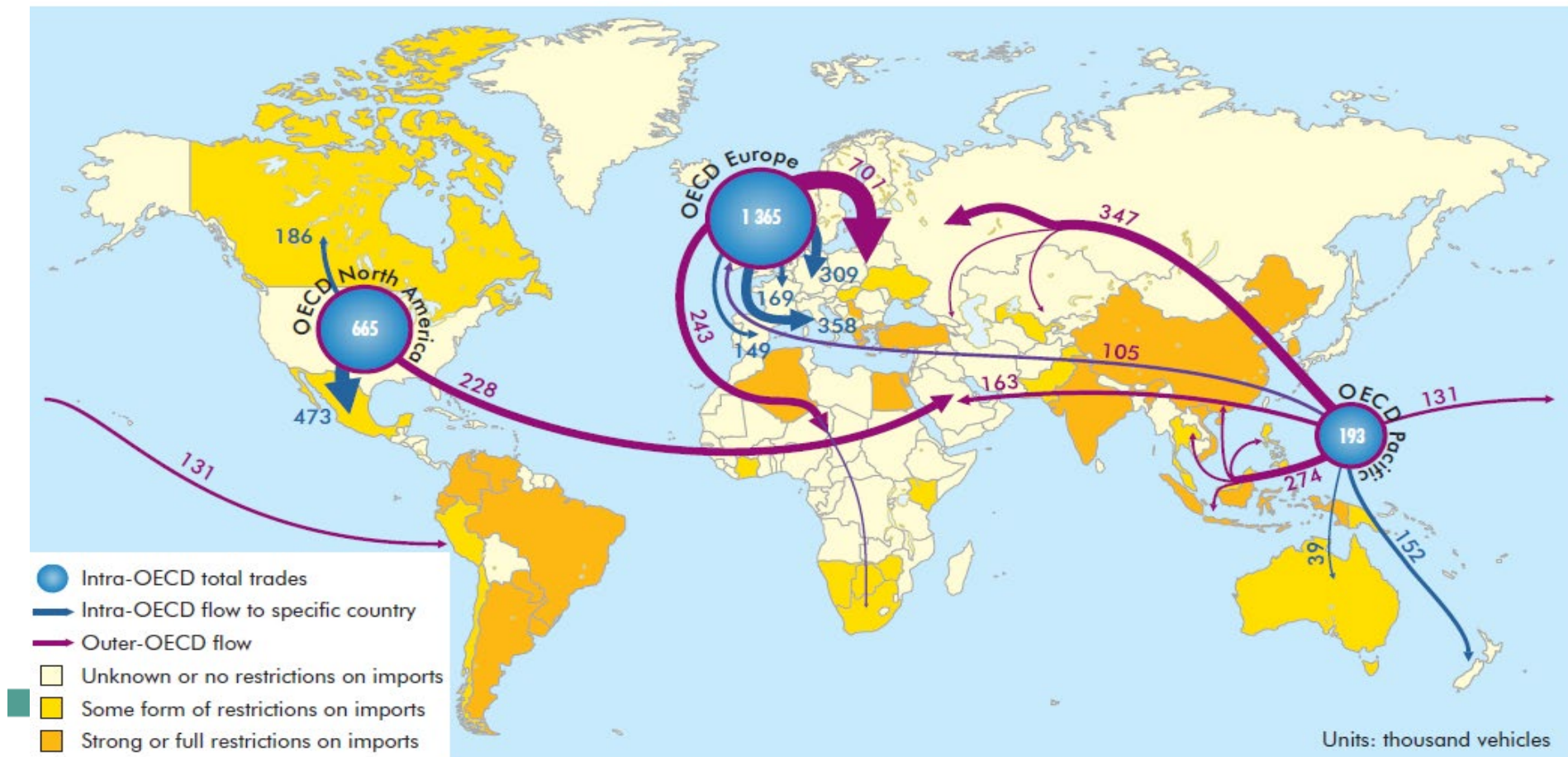
2 MIN READ



# Background II – existing statistics



- Data not available in trade statistics
- Research level data availability



# 6-digit HS codes not enough



- 6-digit HS codes not able to segregate used from new vehicles
  - Engine type and size the only disaggregation

6-digit HS Code	Engine Type	Cylinder Capacity
870321	Spark Ignition	<1000cc
870322	Spark Ignition	between 1000 and 1500cc
870323	Spark Ignition	between 1500 and 3000cc
870324	Spark Ignition	> 3000cc
870331	Compression Ignition	<1500cc
870332	Compression Ignition	between 1500 and 2500cc
870333	Compression Ignition	> 2500cc

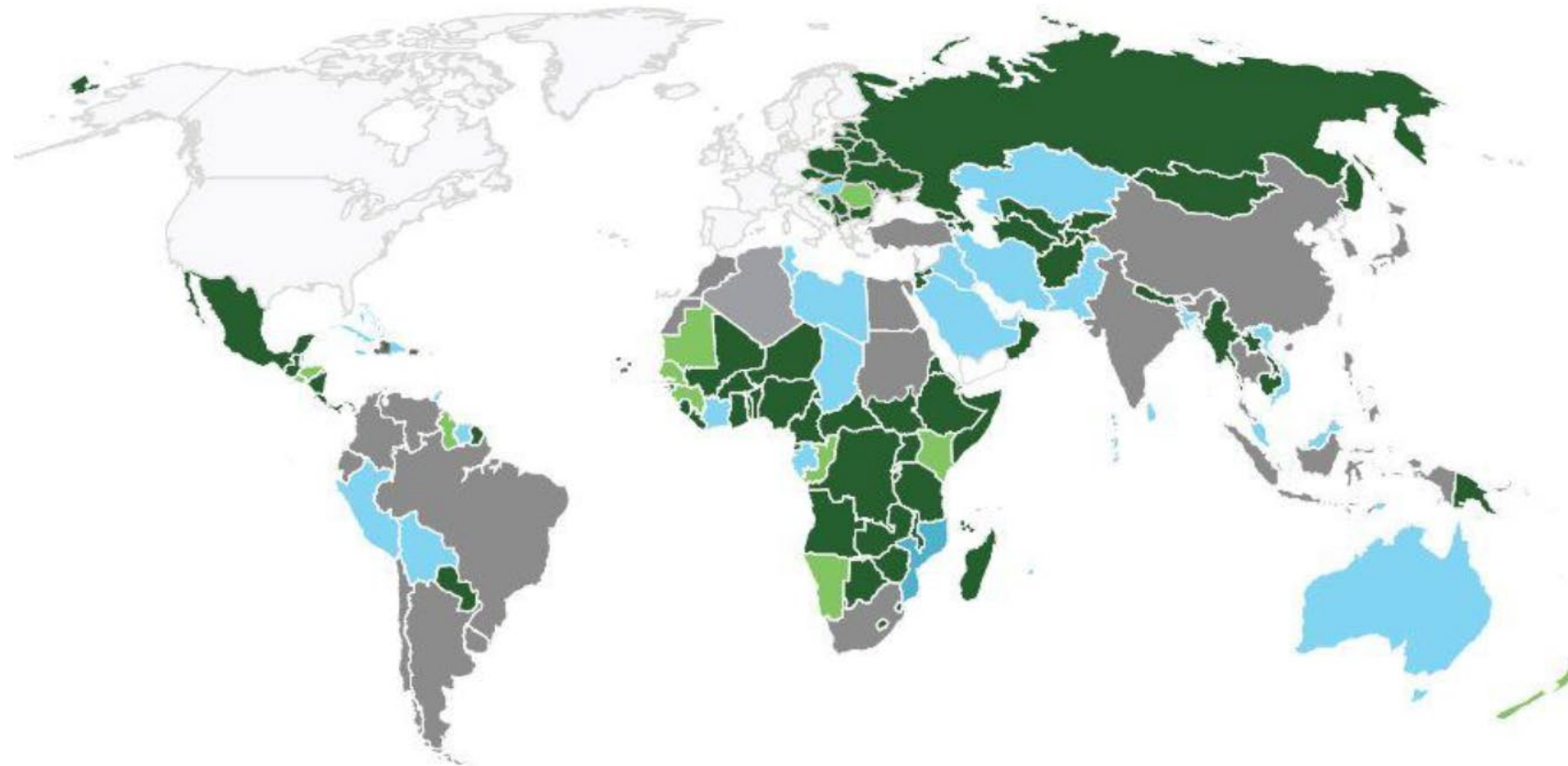
- Some countries report beyond (US, EU), to be able to identify new vs used vehicles (Sweden to present their experience)
- No report on age or other characteristics of used vehicles

# Policies in place



- Mainly age-based restrictions
- Many (car-producing) countries have ban of imports of used cars
- Is age the appropriate metric?

GLOBAL AGE BASED LDV IMPORT RESTRICTIONS



# Objective



- Get better data to deploy a global policy agenda to monitor used vehicle flows, based on the performance of the vehicle, not only age:
  - Safety : passive and active safety systems fully operational: brakes, seat belts, airbags,...
  - Environment: presence and adequate operation of emission control systems : catalytic converter, particulate filters,...
- Have a sustained data collection procedure to assess the effect of the policy entering into force:
  - On the number of vehicles traded
  - On the specifications/age/conditions of the vehicles traded



# Next steps



- WP.6 secretariat to develop a questionnaire on the data collection of used vehicle exports/imports:
  - Level of details (technical specifications) of new registrations (including new and used vehicles)?
  - Description of the de-registration process for exporting used vehicles
    - Scrappage vs export?
  - Description of the registration process of importing used vehicles
  - Latest insights from your governments?
- Looking for pilot countries to initiate international project on the topic





**Working Party on Transport Statistics**  
**Geneva, room XXV**  
**12 – 14 June 2019**  
**Agenda Item 5(d)**



*Thank you*

*Francois Cuenot*

Secretary of the Working Party on Pollution and Energy of the World Forum  
for Harmonization of Vehicle Regulations

francois.cuenot@un.org

**TRANSPORT**

