WP.29 Informal Working Group on Safer and Cleaner Used and New Vehicles for Developing Countries. (IWG on SCUNV)

**Report of the Third Meeting of the IWG on SCUNV, 14th September 2022.**

1. **General**
	1. **Welcome and introduction**

The Chairman welcomed participants to the 3rd meeting of the IWG on SCUNV. He gave a précis of the current activities on vehicle regulations and standards in Africa. He informed the IWG of the joint importers & exporters meeting held under the framework of the UNRSF project, “Safer and Cleaner Used Vehicles for Africa”. He said it was important for the IWG to take note of these activities and to harmonize different policies being adopted in the different regions in Africa. He referred to the recently adopted ECOWAS 2020 Directive and EAC 2022 standards for air quality and emission.

* 1. **Adoption of the report of the previous session**

Document: [SCUNV-03-01](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-01.docx&pageId=172852454)

The report of the second meeting was adopted with the proposed changes by IMMA. A revised report including the IMMA comments would be issued.

* 1. **Adoption of the agenda**

Document: SCUNV-03-07 -Agenda 3 IWG-SCUNV conference call meeting

The Vice-Chair from the USA, requested for reports from all similar African meetings by the UNECE secretariat be circulated. The agenda of the meeting was adopted.

1. **Review of Terms of Reference (ToR) and Rules of Procedure**
	1. **Background to the setting up of the IWG**

The Chair reminded the IWG of the discussions before the setting up of the IWG and the presentation of the draft ToR at the next WP29 meeting. It was noted that the activity had been driven by UNEP training session in West Africa (Abidjan, Cote d’Ivoire) on the use of safer and cleaner use of vehicles for Africa in April 2022 and followed by meetings/training sessions in September 2022 in East Africa (Kigali, Rwanda). The Chair noted that the message to the African authorities was not to re-invent the wheel but to see what standards and rules are already available and implemented in Africa and other regions of the world.

* 1. **Review of the Terms of Reference and Rules of Procedures**

Documents: [SCUNV-03-02](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-02.docx&pageId=172852454), [SCUNV-03-03](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-03.docx&pageId=172852454), [SCUNV-03-04](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-04.docx&pageId=172852454), [SCUNV-03-05](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-05.docx&pageId=172852454), [SCUNV-03-06](https://wiki.unece.org/pages/worddav/preview.action?fileName=SCUNV-03-06.docx&pageId=172852454)

It was agreed that inputs to the Terms of Reference (ToR) would be reviewed. The IWG reviewed documents SCUNV-03-02 and SCUNV-03-04 but noted that further clarification was needed by Germany and FIA respectively for the next meeting. Some of the points raised had been on the mixing of a minimum set of standards and the standards being exclusively determined by the importing country. Concern had been raised about the inclusion of IWVTA in the ToR.

The expert from CITA (SCUNV-03-03), GRPE (SCUNV-03-05) and OICA (SCUNV-03-06) presented their proposals. OICA was supportive of the proposal for a single control rather than on both importing and exporting countries. GRPE had been supportive of the deletion of IWVTA from the ToR.

The Vice-Chair from the USA and experts from OICA, CLEPA, and AAPC, shared their concerns regarding the establishment of a new International Whole Vehicle Type Approval (IWVTA) scheme for the purpose of SCUNV. The group’s mandate was not to develop a new International Type approval scheme or Regulation but, to utilize existing regulatory frameworks for the activities of the group. OICA was concerned that, embarking on establishing an IWVTA might be too complicated and premature at this stage for the IWG.

The expert from GRPE explained that IWVTA was set up for specific countries such as administering a reduced whole IWVTA type approval scheme as established under WP.29. It was noted that another informal working group had been charged with the development of IWVTA regulation.

The Chairman suggested that a single document including all the comments should be developed for final review at the 4th meeting. Members were requested to send in their written contributions to the IWG secretary.

1. **Next Meeting**

It was agreed that the 4th IWG meeting will be held on 4 November 2022 in Cape Town, South Africa. The IWG meeting will be held consecutively with CITA RAG conference from 2 – 3 November 2022. The IWG meeting will be held in hybrid format.

1. **Any other Business**

The Chairman requested feedback from the recent regional meetings in Africa.

The Vice-Chair from Kenya Autobazar Association (KABA) gave a summary of the training that took place in West and East Africa.

He reported that the meeting in the western region (Abidjan) had highlighted the issues with used vehicles and their standards. The meeting had also been informed of the workings of WP29 and the regulations being developed. The Chair noted that from the East and West African meetings there was a need for harmonization of all the activities currently taking place in various bodies and regions.

The Vice-Chair from Kenya concluded that the IWG had a key role to play in working on technical elements in the transfer of used vehicles between importing and exporting regions.

The Chairman briefed Members on the conclusions made at the ECOWAS and EAC region training and highlighted that both regions had adopted minimum requirements of Euro 4/IV and an age limit for used vehicles. He also noted the importance of inspections at the entry ports was established to be important in both regions.

The Vice-Chair from the USA asked if there was a study to support the conclusion established at the training in EAC to perform inspections at both shipping and entry ports as a study would strengthen the work of the IWG. The Chairman agreed that the group needed to observe international activities and how they may contribute to the IWG.

The expert from AAPC asked if the IWG was recognized at an international level as the forum where technical discussions concerning used cars can take place. The Chair explained that the IWG was established at an international level within the framework of WP.29 and the work of WP.29 would be encapsulated in the work of the group. He said this IWG may need to work closely with UNEP to avoid duplication and to allow this IWG to benefit from the work already undertaken by them.

The Vice-chair from the USA said the group may need to clarify from WP.29 of its role in harmonizing technical based regulations in safe and clean vehicles and how this may interplay with similar activities conducted by other bodies, to prevent overlapping. The Chairman agreed and suggested approaching the leadership of WP.29 to confirm that the IWG has the mandate to work on technical standards and regulations for used and new vehicles. The expert from OICA supported the suggestion from the Vice-chairman and stated that the IWG’s role may also include discussions with the importing regions on the process of implementing their national/regional standards.

The expert from ARSO (African Organisation for Standardisation), the Chair of Technical Committee no. 59 (ARSO/TC.59), briefed IWG Members on the TC’s activities.TC59 was set up in 2019 to promote intra-African trade, international trade, and industrialization within the continent. It has 17 member states. He explained ARSO/TC.59 was responsible for developing and harmonizing standards in the field of automotive technology and engineering. ARSO/TC.59 had established a total of 41 standards (13 developed internally) covering various aspects of vehicle use in Africa and are harmonized regional or international standards (mostly EC regulations and standards). The standards were currently in the implementation phase where they are being launched in various countries across the continent and would be mandatory in those countries. These would replace any other existing standards. The Chairman asked for the list of standards to share with the IWG.

He noted that the activities of the IWG were aligned with the activities of TC59 and supported the suggestion of defining the scope of the IWG to avoid conflicting documents. The Chairman invited ARSO and its members to be involved in the activities of the IWG and WP.29.

The Vice-chair from the USA raised concerns that the standards being based on a limited set of standards could limit importation of safe vehicles from other parts of the world. He noted that recognizing appropriate standards irrespective of where they are coming from should be part of the IWG mandate.

The Chairman highlighted the existing frameworks in the different regions of the world that have been put in place to improve the quality of used and new vehicles leaving or entering these regions and suggested that it was important for the IWG to monitor ongoing activities, especially in areas that have had experienced success in the transfer of safe and clean used vehicles between them. The Japan/New Zealand model used in the transfer of used vehicles was highlighted. The Vice-chair from the Netherlands, proposed to share the End-of-Life Vehicle Directive (ELV) once it had been reviewed in the 4th quarter of 2022.

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