



SAFER AND CLEANER  
USED VEHICLES

## ROAD SAFETY



### Challenge

- Most low- and middle-income countries **have limited, poorly enforced, or no regulations** on the quality and safety of imported used vehicles.
- **Few countries have regulations** on the quality of used vehicles exported.

### Consequence

- More than **80% of used vehicles exported to Africa** are below the Euro 4/IV standard and many do not have a **valid roadworthy certificate**.
- A significant number of these vehicles have **safety equipment removed or not working**.

### Problem

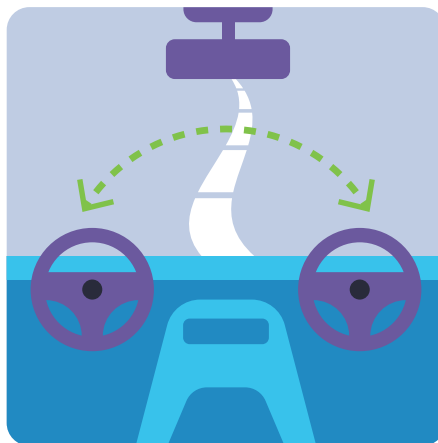
Although there are several factors that influence road safety and reliable data on road traffic injuries is scarce, there is increasing evidence in the **link between a decline in road safety and used vehicles**.



1.

**Poor-quality used vehicles compromise road safety** due to **lowered roadworthiness and crashworthiness** related to:

- Vehicle age
- Vehicle mileage
- Degree of wear and tear
- Compromised safety features



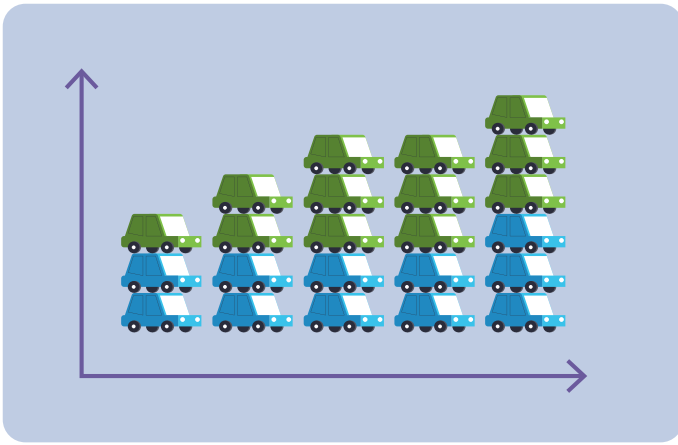
2.

**Technical design of poor-quality used vehicles lacks several safety features**. Moreover, exported used vehicles with the steering wheel on the wrong side for the country of destination, which is then converted, present higher risks for road accidents.



3.

**The informal character of the used vehicle trade** further perpetuates the **import of vehicles with mechanical and safety defects**.



### KEY FIGURES ON ROAD SAFETY

- Traffic accidents **kill approximately 1.3 million people each year** and **injure up to 50 million more** (WHO, 2021).
- Road injuries are **the leading cause of death for young people aged 5 to 29** and the **8<sup>th</sup> leading cause of death globally** (WHO, 2018).
- **93% of these deaths occur in low- and middle-income countries**, although their vehicle fleet accounts for 54% of the fleet worldwide.
- **Africa has the highest road traffic fatality rate** with 26.6 per 100,000 inhabitants (WHO, 2018).
- This number is expected to **increase by 112% in 2030** (UNEP, 2020).



### ECONOMIC TOLL OF POOR-QUALITY USED VEHICLES

In addition to loss of lives, road crashes also impose a huge economic toll worldwide.

- Up to **3% loss in the global GDP**.
- Up to **5% loss of GDP in low- and middle-income countries**.
- Each year, road traffic injuries are estimated to **cost the global economy US\$1.85 trillion**.
- In many countries, road traffic injuries are **not mitigated by adequate insurance coverage or social safety nets**.
- In total, **12 to 70 million people are kept in poverty each year** due to road traffic injuries and fatalities.



# The Safer And Cleaner Used Vehicles Project

### LAUNCH

June 2020

### IMPLICATIONS

To improve road safety through supporting the development of policies and standards on exportation and importation of used vehicles. The aim is to put in place regulations, standards, and processes to ensure that countries will only receive quality used vehicles, which will have major road safety benefits, for both vehicle drivers, road users and co-benefits on the environment and economy.

### PARTNERS



**Steering group** (in alphabetical order): AUC, CITA, EAC, ECOWAS, FIA, FIA Foundation, ITF, UNECA, UNECE, UNEP, WHO, exporting and importing representatives