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

**Report of the Second Meeting of the IWG on SCUNV, 24th June 2022.**

1. **Welcome and Opening Remarks**

The Chair and Secretary to World Forum for the Harmonization of Vehicle Regulations (WP.29) introduced the second meeting of the IWG on SCUNV and invited the selected IWG Chairman, Mr. Dries van Tonder (South Africa) to chair the meeting. He thanked WP.29 for the nomination and welcomed participants to the meeting. As a representative of the South African government, he noted that this was the first time Africa was represented in the position of IWG Chair; he hoped that this would be the beginning of more opportunities for the continent. He urged everyone, especially African delegates, to get involved in activities of the group as this is an important topic for African countries. He hopes for positive outcome from this group.

1. **Adoption of Agenda**

This agenda item was not discussed

1. **Approval of the Report of Previous Minutes**

Documentation: [SCUNV-01-02](https://wiki.unece.org/pages/viewpage.action?pageId=166724881)

Sweden sent in minor corrections to the secretary. The report was not discussed or officially adopted.

1. **Endorsement of Chair and Vice-Chair. Selection of Secretary**

Documentation: [SCUNV-02-03](https://wiki.unece.org/display/trans/2nd%2BSession%2Bof%2BSafer%2Band%2BCleaner%2BUsed%2Band%2BNew%2BVehicles)

The Chair noted that four vice-chairs had been selected and invited them to introduce themselves to the delegates.

The representative of the United Stated of America, Mr. E Wondimneh, as vice chair congratulated the Chair for his selection and expressed his support for the future activities of the group. He noted that the group had a long and complicated task ahead of them as there is need to come up with a harmonized approach regarding used and new vehicles that could affect over 50 nations. He believed the group had the capacity to achieve this task but would need to adopt a systematic methodology that could be followed to achieve the various objectives.

The expert from Kenya Autobaazar, Major (Rtd.) J K Yator, as vice-chair congratulated the Chair and iterated his support to the Chair as a representative from an African country. He offered his support to deliver the mandate. He suggested that a regulatory framework would be needed for the import of used vehicles in Africa and for exporting countries as well. He said the IWG activities would contribute to making the world safer and cleaner not only for our ourselves but also for future generations.

The representative of the Netherlands, Mr. A R C Hoekman, as vice-chair congratulated the Chair and expressed his appreciation to be selected as part of the leadership team.

The representative of Nigeria, Mr. P Ianna as vice-chair expressed his appreciation to joining the leadership team, and he looked forward to having a working document in place at the end.

The delegates and participants congratulated the Chair and vice-chairs. The Chairman noted the IWG had a very important task ahead of them. He also noted that the IWG would be supported by the UNECE secretariat and AAPC.

1. **Terms of Reference (ToR) and Rules of procedures**

Documentation: [SCUNV-02-02](https://wiki.unece.org/display/trans/2nd%2BSession%2Bof%2BSafer%2Band%2BCleaner%2BUsed%2Band%2BNew%2BVehicles)

The Chair introduced the Terms of Reference (ToR). He opened by highlighting the problem of poorly used vehicles imported into some African countries, were the cause of deaths and injuries that could be avoided. The problem had been identified and they were used and new vehicles which did not meet the relevant safety and environmental standards of some exporting countries, ending up in other countries, causing road traffic injuries and fatalities. He suggested that the group’s task was not to develop new regulations and standards but to selectively apply those from an existing WP.29 library of work. He proposed that the end goal of the group should be to arrive at a point where affected countries can apply the resulting framework as best as possible. He explained the leadership team will need to further review the ToR so that it can be presented and possibly adopted in the November session of WP.29.

The US representative proposed some follow up meetings in person and virtually. He also suggested a reach out plan by expanding awareness to some African organizations that are stakeholders on this topic to give feedback on the ToR. The first draft of the ToR should be available by November session of WP.29.

FIA supported the approach suggested by the Chair to improve the ToR and suggested that the IWG focus should be on consumer interest. FIA is willing to bring their thoughts to the development of the ToR and to contribute to the overall objective of the group.

SAE International and CITA offered their support and their active participation to the IWG

IRU experts proposed expansion of the scope to cover the other vehicle categories. The Chair assured them that the group activities would cover all vehicle categories but for now M1 and N1 were of high priority.

The expert from IMMA stated the importance of motorcycle safety in LMIC and highlighted that various recent accident research in South-East Asia has demonstrated that driver licensing, training, and lack of road safety awareness with road users is the leading cause of concern when considering motorcycle safety. Nevertheless, where needed and possible IMMA would contribute to the IWG.

United Kingdom stated the ToR needed to be flexible to recognize the legitimate trade in classic and heritage vehicles.

Sweden offered its experience as the country currently with the least fatalities from road traffic accidents in Europe and suggested that the IWG should adopt a whole systematic approach covering different traffic elements of road and vehicle safety.

CLEPA and OICA supported the sentiment that in the topic of road safety, the vehicle is only one element of the entire traffic system. CLEPA iterated that a lot of car accidents can be avoided with the right policy action on the drivers, other road users, road traffic rules and vehicle maintenance. OICA said that as OEM representatives, they had no control on used vehicles, but were ready to provide their expertise as historical contributors to WP.29. Regarding new vehicles, OICA has no or only very limited control on the minimum level of the vehicles sold domestically, which was under the responsibility of the local stakeholders.

The Chair noted that the points mentioned were outside the mandate of the IWG; the mandate was focused on vehicles and not the infrastructure of different countries.

The Netherlands and Global NCAP explained that they work on related activities with the Netherlands’ activities including enforcement, PTI and ELVs. Global NCAP referred to their program for safer cars which they have been running for several years in Africa.

The Federal Republic of Congo representative proposed using the media to create awareness on some of the road safety situation and the ongoing work of the IWG to promote participation from African representatives.

The expert from AAPC stated that there was a need to focus on the quality of used vehicles going into the market and at standards and how they are implemented. He noted the importance of collaboration between importing and exporting countries. It was suggested the secretariat share documents identifying the major aspect of the problem the group was trying to solve and focus the next session on these issues. It was important to reach out to the most concerned countries who may not be active in WP.29 just to ensure that there was an inclusive ToR.

The secretary recalled informal document WP.29-187-17[[1]](#footnote-2) from WP.29 stating that it covered the activities of the UNSRF fund project of “Safer and Cleaner Used Vehicles for Africa” which is executed in partnership with UNEP. The document highlighted some of the activities going on in Africa which was the result of the activities of the project.

The secretary was tasked to compile and prepare a document that gives background information to the real problem faced in Africa and may provide guidance to delegates on how to contribute to the ToR.

The Chair explained that there was a shortage of legislation in African countries, and it is up to the political world to implement the IWG recommendations or proposals and the first step to achieving this would be to clearly define the activities of the group. Delegates were invited to review the ToR and send in their contributions on or before the 8th of July 2021.

1. **Proposed Date for Next Meeting and Closing**

The date for the next session would be communicated with them via email. The Chair thanked everyone for active participation while assuring delegates to expect the adoption of the ToR in the nearest future.

1. **Any other business**

The Chair proposed a meeting of stakeholders in conjunction with a CITA conference in Cape Town, South Africa in the first week of November. The Chair noted that there was not a need to reinvent the wheel as there are various standardization organization in Africa and it would be a great opportunity to have a harmonized approach to the problem that needs to be solved.

**ANNEX:**

1. **Attendance**

The second meeting of the Informal Working Group on Safer and Cleaner Used and New Vehicles for developing countries (IWG on SCUNV) was held back-to-back with the 187th session of WP.29 on 24th June 2022 and it was Chaired by Mr. Andries Van Tonder. It was attended by representatives from Albania, Austria, Burundi, Canada, China, Czech Republic, Democratic Republic of Congo, Finland, France, Germany, India, Italy, Japan, Kenya, Netherlands, Nigeria, Republic of Korea, Spain, South Africa, Sweden, Switzerland, Tunisia, United Kingdom of Great Britain and Northern Ireland, United States of America, and Zimbabwe. The following non-governmental organizations were also represented; American Automotive Policy Council (AAPC), European Association of Automotive Suppliers (CLEPA,) Federation of European Motorcyclists Association (FEMA), Fédération Internationale de l'Automobile International (FIA), International Motor Vehicle Inspection Committee (CITA), International Organization of Motor vehicles Manufacturers (OICA), International Road Transport Union (IRU), Institute for Transport Sciences Ltd (KIT), International Motorcycle Manufacturers Association (IMMA), Global New Car Assessment programs (Global NCAP), Society of Automotive Engineers (SAE) International, World Bicycle Industry Association (WBIA)

1. <https://unece.org/transport/documents/2022/06/informal-documents/secretariat-safer-and-cleaner-used-vehicles-africa> [↑](#footnote-ref-2)