UNEP-UNECE/ITC GLOBAL MEETING
"ENSURING BETTER AIR QUALITY AND REDUCED CLIMATE EMISSIONS THROUGH CLEANER USED VEHICLES"

On the occasion of the seventieth anniversary of the UNECE Inland Transport Committee

PALAIS DES NATIONS, SALLE XII

GENEVA, 20 FEBRUARY 2017

CONCEPT NOTE

I. Introduction and main issues

1. Transport is a key economic sector that makes social inclusion possible by providing access to work, health, education and other public services. It also provides access to markets and supply chains for exports and imports. As such it is essential for achieving social progress including poverty alleviation and, ultimately, sustainable development.

2. At the same time, transport is currently highly dependent on oil: for example, 95 per cent of all kilometres travelled (both passenger and freight) in the European Union (EU) are powered by oil derived fuels. This dependence has two critically important negative impacts:

- Air pollution: the combustion of oil releases pollution in the form of emissions, which place significant burdens on human health and the environment.
- Climate change: Currently about one quarter of all energy related CO_2 emissions originate from transport. This is set to increase to one-third by 2050, growing faster than any other sector.

3. The United Nations Economic Commission for Europe (UNECE), the Inland Transport Committee (ITC) and its subsidiary body, the World Forum for Harmonization of Vehicle Regulations (WP.29) have done extensive work on technologies reducing the harmful effects of both diesel and petrol engines. The Euro VI (heavy-duty) limits for particulate matter are 95 per cent more stringent than those of Euro I (ICCT 2011). Similar achievements have been reached in relation to petrol engines where a reduction of gaseous emissions levels, mainly Hydro Carbons (HC), Carbon Monoxide (CO) and NOx, has been more than 90 per cent since the beginning of the UNECE regulatory work in this area. The same emission levels apply to vehicles powered by gaseous fuelled engines (LPG, CNG and LNG).

4. UN Environment (UNEP) is leading several global partnerships supporting a shift to cleaner and more efficient vehicles, including the Global Fuel Economy Initiative, eMob – promoting electric mobility, and the Partnership for Clean Fuels and Vehicles (PCFV). The PCFV is the leading global initiative to support countries in introducing cleaner vehicles standards, which includes introducing policies to promote the import of cleaner used vehicles.

5. Why does the problem persist despite dramatic improvements in vehicle and fuel technology? At the heart of the problem are: the continued reliance on fossil fuel based transport modes, and especially private automobiles, as our main means of transport: the growth of the global fleet - from about 1 billion to as much as 3 billion vehicles by 2050; and the delay in introducing no- and low-emission vehicles. This is especially true for developing countries where many old vehicles end up. For example, over the past decade the imports of used vehicles have increased sharply. For example, more than 99 per cent of the vehicles imported in Kenya today are used vehicles. Kenya has set an age limit of 8 years, but neighbouring Uganda has no age limit, and as a result the average age of a car imported in Uganda is more than 16 years.

6. Reducing the emissions of the global fleet is a priority for both climate and air quality issues. As the analysis thus far shows, a prerequisite is to successfully phase out high-polluting vehicles both in developed and developing countries. The latter countries are of particular concern, because virtually all growth that will take place in the global fleet is projected to take place there. According to current projections, two out of three cars globally will be found in developing countries by 2050. Most developing countries currently have no policies or incentives in place to promote cleaner and more efficient vehicles.

7. Changing the above situation is a massive undertaking that cannot be achieved without coordinated efforts within countries and a harmonized approach internationally. While the regulatory frameworks will play a key role, solutions must involve the buy-in from both the demand side (consumers) and the supply side (industry). Incentive policies, rewarding faster phase-out and renewal, while penalizing slower phase out will have to be part of the policy mix. A key action to be taken is to avoid "environmental dumping" of high-polluting vehicles to the least well-off economies. International efforts should be developed to ensure used vehicles meet minimal emissions requirements when exported and that countries have standards in place when importing used vehicles. Strengthening of recycling and effective compliance and enforcement of existing and new regimes will have to be thought through for effective implementation. Finally, for developing economies, "phasing in" new cleaner technologies and the possibility of "leap-frogging"[1] a linear "chronological" introduction of alternatives tried in developed economies, may provide effective strategies for an accelerated move to cleaner cars.

II. Expected outcomes of the Conference

8. How can the international community work together to ensure that used vehicles meet minimal emissions standards? How can we ensure that used vehicles will actually leapfrog to clean technologies rather than export pollution, so that used vehicles can become a solution to the problems rather than exacerbate them? These questions will drive the debates in the proposed sessions of the UNECE-UNEP meeting on used vehicles on the occasion of the seventieth anniversary of the Inland Transport Committee of UNECE.

9. The purpose of this one-day event is to discuss among policymakers, industry and experts a possible global approach to controlling the environmental performance of used vehicles, in order to ensure that used vehicles can contribute to better air quality and reduced climate emissions. How can such a global voluntary approach on used vehicles help the global community more effectively address emissions from vehicles in developing and transitional economies, while promoting the introduction of

[1] Example of India: National legislation is put in place to immediately demand new vehicles to comply with EURO 5 emission requirements.

cleaner and modern vehicles in developing countries? Who should the primary target constituencies for this be? What is the role of the existing international regulatory framework ? And what can be learned from similar issues such as electronic waste?

10. In answering the above questions, the conference is informed by existing global programmes that address vehicle emissions and the role of used vehicles in air quality and climate emissions, current policies surrounding the import and export of used vehicles, stocktaking of existing national and regional solutions and best practices, along with a proposed way forward towards “Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles”, as the title of the conference commands.

Draft Programme: UNEP-UNECE/ITC Conference

"Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles"
20 February 2017
10.00 - 18.00 p.m.
Salle XII
Palais des Nations, Geneva

10.00–10.10	*Opening and welcome speeches*
10.10–11.00	*Session I: Root causes and the current state of affairs*
	Discussion
11.00–11.30	*Coffee Break*
11.30–13.00	*Session II: Country cases*
	Discussion
13.00–15.00	*Lunch Break*
15.00–15.40	*Session II: Stock taking of possible solutions*
15.40–17.30	*Discussion: Towards a harmonized global agenda*
17.30–17.45	*Way Forward & Next Steps - Moderator*
17.45–18.00	Closing statements