

PARTICIPATING ORGANIZATION ENGAGEMENT STRATEGY
2023 CALL FOR PROJECT CONCEPT NOTES
[UNITED NATIONS ENVIRONMENT PROGRAMME - UNEP]

I. Overall approach to UNRSF 2023 Call for Concept Notes

Used vehicles, while playing an integral part in improving mobility in many low and middle-income countries, also pose a major global challenge to road safety and shift to low carbon mobility. A 2021 UNEP study shows that around 23 million used light duty vehicles were exported between 2015 and 2020. The study further revealed that from the 146 importing countries, two-thirds have ‘weak’ or ‘very weak’ policies to regulate used vehicles. Poor quality used vehicles lead to more road accidents and fatalities, air pollution and climate emissions.

Since 2020, UNEP, together with other partners, namely UNECE, FIA and CITA, have been implementing the *UNRSF Safer and Cleaner Used Vehicles for Africa Project* (for more information see <https://www.unep.org/explore-topics/transport/what-we-do/regulating-used-vehicles>). The project goal is a consensus by exporting and importing countries that only quality used vehicles will be exported or imported initially into all low and middle-income countries. These will have major road safety benefits, for both vehicle drivers, road users and co-benefits on the environment and economy. The first phase of the project focused on the West and Eastern Africa sub-regions, and initiated discussions among used vehicles importing and exporting countries, with major successes. Both the West Africa and East Africa sub-regions have now adopted harmonized regulations for improved used vehicles importations. At the same time, with the EU revising the End-of-Life Vehicle Directive (ELV), there are opportunities to include improved regulations for used vehicles exported from the EU. In 2022, a proposal to extend the project to two more sub-regions in Africa (Southern and Central Africa), and two countries in Asia was approved through the project *UNRSF Safer and Cleaner Used Vehicles for Africa and Asia*.

There is similar interest and request for support from used vehicles importing countries in Latin America and the Caribbean (LAC). The UNEP 2021 report on [Used Vehicles](#) shows that between 2015 and 2020, approximately 2 million used vehicles were exported to LAC, which corresponds to almost 10% of the global used vehicle exports. Most of the LAC imports for this period were from the USA (891,964) and Japan (840,008). The Caribbean and Central American sub-regions imported 68% of the used vehicles. The main importing countries in the region are Chile (537,489), Mexico (379,768), Dominican Republic (304,204), Jamaica (142,889), Guatemala (141,084), Trinidad and Tobago (57,063), Bahamas (56,650), Suriname (53,937), Honduras (53,441), and El Salvador (42,383). However, while Chile is the highest used vehicles importer, the country bans the import of used vehicles for the local market. Paraguay as a land-locked country, is the main destination of these vehicles. In Paraguay 70% of imported vehicles are used, 60% of these imports are from South Korea and Japan. Road safety risk from these used vehicles is high as the steering wheel is change since Paraguay drives on the right side of the road. Currently, the age limit is over 10 years, and no vehicle emission standards. In terms of road safety, the LAC region accounted for 11% of the total deaths caused by road traffic which represents almost 155,000 deaths. The low-income countries in LAC accounted for 18.3 deaths in road accidents per 100,000 habitants (Global Status Report 2018). To address this issue, the countries can adopt different types of measures, including improved vehicle technology standards. In terms of vehicle emission technology and age limit regulations, countries can implement combined efforts to address road safety and emissions.

This concept note is presenting a proposal for a phase III to extend the project activities to the LAC region to regulate the import of used vehicles. This project “*Safer and Cleaner Used Vehicles for Latin America and the Caribbean*” will focus on scaling up UNEP’s past and ongoing activities in the region by:

- Supporting the harmonization of vehicle standards in one sub-region (Central America), and at national level assist at least two countries in the Caribbean, and one country in South America (Paraguay) to implement used vehicles regulations.

- The project also aims to work with used vehicles exporters, building on the work carried out under Phases I and II, to seek a unified consensus from importing and exporting countries at addressing all areas under the "Safe Vehicle" pillar detailed in the Global Framework Plan of Action for Road Safety. The project will ensure that all actors involved in the export and import of used vehicles will have the adequate legal, administrative, and technical means for an effective deployment of the agreed minimum safety and environmental performance standards.

II. Application strategy

Yes, UNEP will be accepting letters of interest from external stakeholders, including governments at national and city level, and sub-regional bodies. UNEP has already received requests of support from countries in the Caribbean, Paraguay, in South America, and the Central America Integration System (SICA) that represents 8 national countries (Belize, Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama) to manage the quality and safety of their vehicle fleets.

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