Improving the Safety of Imported Used Vehicles

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15 min. presentation: 4 broad Topics

1. Importance of inspection of used vehicles at time of entry

2. Inspection process issues

3. Policy Risks and Issues

4. Possible Solutions

Acknowledgement to CITA, for: Audit of Vehicle Inspections Scheme in Togo, in partnership with GRSF. Information from the AVIS used here.
1. Importance

- Safe vehicles are a key mechanism for improving road safety

- Motorization is increasing, especially in LMCs: MORE used vehicle imports (and more manufacture)

- Source: The World bank Global Road Safety Facility will launch this week: *Guide for Road Safety Opportunities and Challenges: LMI Country Profiles*
CITA and GRSF collaborated to undertake an Audit of Vehicle Inspection Scheme (AVIS) in Togo. One of the three vital areas of recommendations was:

**Imposing requirements for vehicles entering the country and carrying out inspections to check that these requirements are met**

Note: Impacts on benefits beyond safety: Climate change and unhealthy emissions

The Togolese Government and the World Bank are now working on implementation.
2. Inspection process issues

RISKS to the process:

- Inadequate human capacity
- Lack of equipment
- Lack of accessible information on the vehicle
  - There are many variations in vehicles which look the same
  - Exporting country may not be country of manufacture
  - Information provided in a language not accessible to the inspectors
3. Policy Risks and Issues

- Are the standards against which vehicles are to be inspected appropriate?
- Age versus safety standard
- Risk of creating more dangerous outcomes
The World bank Global Road Safety Facility will launch this week: *Guide for Road Safety Opportunities and Challenges: LMI Country Profiles*

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<th>% of countries with regulation on import of used vehicles</th>
<th>LICs</th>
<th>MICs</th>
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<th>% of countries with periodic vehicle inspections</th>
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LMICs Regulations for used vehicles often focus on vehicle age

- Age (wear, breakdowns, crashes, repairs which are difficult to inspect,.....).

We have much more in common in road safety, but studies from HICs with inspection schemes may be a poor guide to maintenance risks the importance of age for LMICs

Age still matters for safety even in HICs: Research in Australia (MUARC)
CITA: Periodic Inspections in Turkey = 12% decrease in crashes

- Safety rating when new: 0 star versus 5 star.

GNCAP 5 star safety car 10 years old is likely to be safer than a new 1 star car

Both have substantial impact on safety

Yet, many countries have import regulations which focus on age not safety standard at manufacture
3. Policy Risks and Issues: Risk of more dangerous outcomes

- Do higher safety standards risk incentivizing more Motorcycles and retention of other unsafe vehicles?

- Motorcycles are:
  - 16 to 26 times the death rate of cars
  - But much cheaper & with less GHG emissions and fuel consumption.

- Old, unsafe unfit for purpose vehicles may be kept, if costs of other vehicles increase.
4. Possible Solutions

Incentivizing motorcycles and other poor safety vehicles:

- There are solutions, not a point of focus here, but in passing......
- We should not be prevented from requiring safe vehicles by these risks - they can be managed
  - Effective bans on unsafe vehicles or unsafe adoption of them
  - Tax, insurance, and cost policies to reduce use of poor vehicles and incentivize mass transit - much much safer
- Parking cost policies
- Dedicated motorcycle lanes, speed control, and helmets to improve safety
4. Possible Solutions

Inspection processes

- Put the onus on the exporting country to ensure safe vehicles
  - Moral responsibility not to be exporting risk to the countries which are least able to manage the consequences

- Better processes and information requirements for imported used vehicles, UN Vehicle standards

- CITA recommends a two stage process, with pre-shipping stage by the exporting country and post-shipping by the importing country

- Successful models exist in HICs with no vehicle industry (for example, New Zealand)
Improving the safety of imported used vehicles is vital

Inspection processes can be improved

Sound standards and regulations are required—more than vehicle age

We must be aware of and address inadvertent consequences
Thank you for your attention

Soames Job