

USED VEHICLES AND THE ENVIRONMENT

A Global Overview of Used Light Duty Vehicles:
Flow, Scale and Regulation

Update and Progress 2021

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Vehicles:**

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Introduction

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The export of used light duty vehicles (LDVs) has increased significantly. In 2015, 3.4 million used LDVs were exported globally, by 2019 this had increased to 4.8 million. Most likely due to the covid-19 pandemic, there was a reduction of used LDVs in 2020 to 4 million.

This report gives updated and new information to the 2020 UNEP report, *“Global Overview on Used Light Duty Vehicles: Flows, Scale, and Regulations”*. The paper includes:

- An additional major exporter of used LDVs, the Republic of Korea (ROK). This is in addition to the three previously reviewed exporters - the United States of America (USA), European Union (EU) and Japan.
- Two more years of data from all the four major exporters has been included in the analysis. The report thus includes new used LDVs data covering the period from 2015 to 2020 across 208 importing countries from seven regions globally.
- An update of the regulatory environment for 146 developing and transitional countries in 2021, using the UNEP ranking.
- Progress made in Africa to advance used LDVs regulations.



Key Findings

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- The four main exporters of used LDVs are the EU, Japan, USA, and ROK.
- Between 2015 and 2020, about 23 million used LDVs were exported to 208 countries and territories worldwide across seven regions, from these four main exporters.
- During this period, around 66% of the used LDVs were exported to developing and transitional countries.
- From these exports of used LDVs to developing and transitional countries, Africa received the highest share of exports (24%), followed by Eastern Europe, Caucasus, and Central Asia (14%), Asia -Pacific (12%), the Middle East (10%), and Latin America and the Caribbean (8%).
- From 2015 to 2020 the EU traded around 11.5 million used LDVs, 58% of which remained within the EU and 42% being exported outside the EU. Used LDVs trade within EU countries, plus imports from the USA, Japan and ROK to the EU was 31% of the total units traded globally.
- For the period 2015-2020, the EU remained the largest exporter of used LDVs, considering trade within and outside the EU at (49%) followed by Japan (26%), the USA (18%), and ROK (8%).
- Between 2017 and 2020, the EU, Japan, and ROK exported a total of 760,139 hybrid, plug-in hybrid and battery-powered electric used vehicles globally. Data for the EU and ROK was for LDVs, while for Japan this included LDVs and buses, data was unavailable for the USA.
- Of the 146 developing and transitional countries studied to determine their used LDVs import policies, there has been progress since 2020 on regulations for ensuring better quality used vehicles. From 47 countries with 'good' or 'very good' policies, this has now increased to 62 countries.
- Since the previous report, 15 countries of the Economic Community of West African States (ECOWAS) sub-region have adopted a Vehicles Directive for Euro 4/IV equivalent emission standards, with implementation from January 2021. Peru adopted Euro 6/VI emission standards in October 2021 with an implementation date of October 2024 concurrently with 10 ppm fuels. Cambodia adopted Euro 4/IV emission standards this year, to be implemented by end of 2021. At the same time Ethiopia introduced in 2019 higher taxation for used LDVs (up to 500%) to discourage import of older used LDVs.
- In 2020, UNEP, together with partners, launched the "Safer and Cleaner Used Vehicles for Africa project". This project aims at promoting a global consensus on minimum requirements before used vehicles are exported and imported. This will ensure major road safety benefits for both car drivers and road users, with co-benefits to the environment and economy.

Flows and Scale of Used Light Duty Vehicles from the Major Exporters - EU, USA, Japan, ROK: 2015-2020

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_13518

