Regional Consultation on the Import Policy for Clean Air Vehicles: Contribution of Côte d'Ivoire
Zanzibar from 31 May to 01 June 2018

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Vehicle import policy and age restriction: Impact, lessons and next steps
Plan

- Introduction
- Existing and Statistics
- New provisions
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Republic of Côte d'Ivoire
Capital: Yamoussoukro
Population (May 2014): 22,617,331 hbt
Abidjan: 4,395,243 hbt borders the Ebrié Lagoon
High urbanization rate (50.3%)

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Existing and statistics

- Importation of vehicles is governed by a law which imposes a tax of XOF 168,720.01 ([$300 US]) on road safety and actions to reduce congestion and pollution of vehicles according to age:
  - 10 years for passenger vehicles and freight vehicles with a the total permissible gross weight is less than or equal to 4 tonnes or less
  - 15 years for goods vehicles with a GVWR of more than four (4 tons)
The structure of the transport sector is characterized by a fleet of more than 75% used vehicles and a very dense traffic congestion remains a daily fact of motorists in Abidjan.

In 2011, a measurement campaign at the level of the communes of Plateau and Adjamé highlighted the high emissions during peak hours (7:30 to 8:30) of CO and VOCs. around peaks of 36 ppm and 1.2 ppm respectively (DQPER, 2011). About 6 tons of SO2 and 22 tons of NOx are emitted daily by the road transport sector causing acute respiratory, asthmatic and pulmonary diseases, etc. (PNE, 2011).
• 2011, slight reduction due to military crisis
• 2012 increasing of importation , due to exit from crisis
• From 2013 to 2017 resumption of increased imports due to the economic recovery of the country.
From 2010 to 2017, 450,791 vehicles were registered, of which 89% were used vehicles and 11% new vehicles.
From 2010 to 2017, imported vehicles with ages between 0 - 10 years represent 45%, and those over the age of 10 represent 55%.
- The steady growth of the used car fleet without clean technology
  - The lack of integration of clean production technologies and appropriate regulation: toxic dust of around 21 T, 70 T and 12 T per day in Abidjan
- Fuel quality
- The insufficiency of modern road infrastructures
New provisions
Regulatory texts

- Decree No. 2017-792 of 06 December 2017 limiting the age of second-hand vehicles imported into Côte d'Ivoire.
- Decree No. 2017-793 of 06 December 2017 fixing the operating periods of vehicles used for the public or private transport of persons or goods.
- Obligation on vehicles traveling in CI to undergo a technical inspection to guarantee the safety status of goods and persons
- Dugging illegal traffic lanes for transport fluidity
The decree (n° 01164 / MINEEF / CIAPOL / SDIIC of 04 November 2008) regulating the releases and Emissions of the ICPE

The feasibility study of the project of installation of pollutometers

The establishment of the National Network for the Observation of the Quality of the Air, Water and Soil Receiving Media called RNO-CI

The continuous measurement system of the SLCP of the DACCIWA research project partially covering the District of Abidjan.
Transportation mode reform - use of new energy source.

Mass transportation
Abidjan Transport Company (SOTRA)
Ivory Coast

Test of electric vehicles
Félix Houphouët Boigny University of Abidjan
Ivory Coast
Renewal of the car fleet

- In 2011, a carrier assistance fund was set up to encourage the purchase of new vehicles.
- Annual increase of 2 billion in principle.
- Cooperative, private sector
Lagoon transport

Bateau-bus
Air transport
Road infrastructures
Perspectives
Urban Trains - Subways
Railway infrastructure
« Our thought system destroys our environment, we should change our thoughts to protect ourselves. »

Steve Lambert

«
Thinking globally and acting locally »

Renée Dubos .

MERCI
THANK YOUR