



Measures to reduce used Vehicle Imports in Zimbabwe

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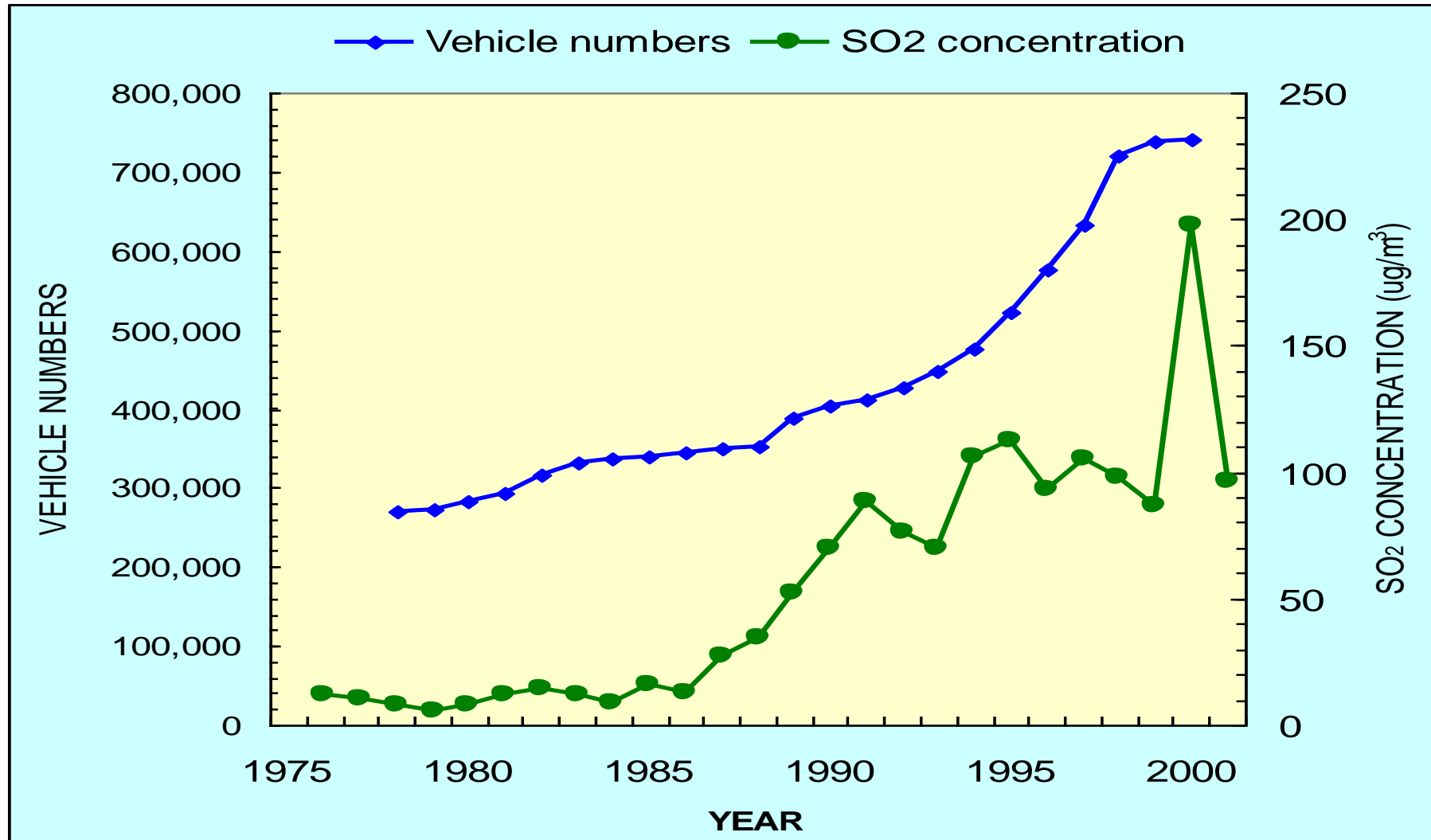
Presentation Overview

- Background
- Vehicle import policy
 - Environmental Perspective
 - Industry and Commerce Perspective
 - Customs and Exercise Perspective
- Conclusion

Background

- Air quality was monitored in City of Harare at 8 sites from 1975 to the year 2000
- Parameters monitored include TSP, NO_x, SO_x
- Isolated studies indicate pollutants are above the WHO guidelines
- SO₂ at Mt. Hampden, a residential area in Harare, was found to be 289 µg/m³ in 1989, which is 5.4 times higher than the WHO guidelines.
- In 2013 dust particles were found to be 60-90 µg/m³, which is 7-9 times higher than the WHO guidelines (Mujuru et al, 2013)
- One of the key drivers of deterioration in air quality has been exponential increase in vehicle population
- Estimated vehicle population of 1.2 million (ZINARA, 2016)
- Vehicles in Harare are often not roadworthy due to lack of proper maintenance and many do not have catalytic converters
- Vehicle imports mainly comprised of second hand end of life vehicles from Japan and European markets such as the UK

Background



Background

- Ban on aged vehicles Initially mooted in 2011 due to safety and environmental considerations
 - To be effected on vehicle more than 5 years of age
 - Gradual phase out of left hand drive vehicles such as haulage trucks
 - Crafted in the form of a Statutory Instrument
- Ban was however cancelled bowing to public pressure
- Excerpts from State Media
 - *“When President Mugabe talks of empowerment of indigenous persons he also means access to ownership of basic items like motor vehicles”*
 - *“The story that imported vehicles are causing air pollution is a blatant inaccuracy because all vehicles assembled in Japan after 1990 have mandatory emission control mechanisms”*

Vehicle Import Policy: Environmental Perspective

- Although there is no single codified vehicle import policy, individual instruments that address the importation of vehicles are available
 - The Environmental Management Act [CAP20:27] section 68
 - “No owner or operator of a transport conveyance shall operate it in such manner or condition as to cause air pollution in contravention of prescribed emission standards for the class of transport conveyance concerned”
 - Environmental Management [Atmospheric Pollution Control] Regulations
 - Establishes minimum emission limit values to be met by vehicle imports
 - Vehicle inspection and monitoring program has been in place since 2009 for in service vehicles
 - Emission testing to be conducted at the points of entry with pre-inspection certificate being issued before export

Vehicle Emissions Surveillance



Roadside vehicle emission tests being undertaken by EMA inspectors – Redcliff Turnoff 5/3/14

Minimum Emission Limits: SI 72/2009

Limit	Limit
CO	100 mg/m ³ or 90 ppm
Pb	0,5-1mg/m ³
NO	200 µg/m ³ or 11ppm
O3	120µg/m ³ or 6ppm
Particulate Matter	50µg/m ³ or 25ppm
SO ₂	500µg/m ³ or 175ppm

Vehicle Import Policy: Industry and Commerce Perspective

- Appointment of Bureau Veritas to conduct Consignment Based Conformity Assessment (CBCA) , in order to reduce hazardous and substandard imported products and improve Customs duty collection.
- Bureau Veritas has been appointed by the Ministry of Industry and Commerce of Zimbabwe for the verification and the assessment of conformity of goods in exporting countries.
- From the 27th of July 2015 , all products regulated by the Ministry of Industry and Commerce of Zimbabwe exported into Zimbabwe must be accompanied by a CBCA certificate.
- The categories of goods regulated under the programme include the following:
 - Food and Agriculture
 - Building and Civil engineering
 - Petroleum & fuels
 - Packaging material
 - Electrical/electronic products
 - Body care
 - Automotive and transportation
 - Clothing and textile
 - Toys

Vehicle Import Policy: Customs and Exercise Perspective

- Economic Instruments
 - Customs and Excise Act [Chapter 23.02]
 - The charges that are levied on vehicle imports are Customs duty, Surtax and Value Added Tax (VAT).
 - Surtax is only charged on passenger type motor vehicles that are more than five (5) years old at the time of importation at a rate of 35%.
 - Vehicles with larger engine capacities attract higher customs duty
 - 86% for <1500cc
 - 96 % for >1500cc
- Income Tax Act
 - Carbon tax levied per litre of fuels

Conclusion

- Comprehensive vehicle import policy document in the process of being drafted
 - Spearheaded by Ministry of Industry and Commerce
- Multi stakeholder approach adopted
 - Radiation Protection Authority, Ministry of Health – Fukushima 2011
 - Environmental Management Agency, Motor Industry Association of Zim (MIAZ),
 - Zimbabwe Energy Regulatory Authority (ZERA), ZIMRA
- Measures under consideration
 - Incorporation of vehicle emission limit values set
 - S.I. 72/2009
 - ZWS977:2015 – Standards Association of Zimbabwe Air Quality and Emissions Standard
 - CO 25000ppm, HC 670ppm, NOx 480ppm, PM 100mg/m³, opacity 45%
 - Introduction of vehicle emission licensing system
 - Strengthened vehicle emission monitoring at ports of entry
- Fuel import policy
 - SI 23/2013 sets 500ppm sulphur limit
 - 50ppm sulphur diesel available on the market



Thank you