IMPLEMENTATION OF CLEANER VEHICLE STANDARDS, A CASE FOR UGANDA

East Africa sub-regional meeting on harmonization of vehicle emission standards
14 -15 November 2019
UNEP Headquarters, Nairobi Kenya
Institutional Framework for Regulation of Vehicle Emissions Standards

National Environment Management Authority set Standards for Air Quality in consultation with other MDAs such as, Uganda National Bureau Standards, Ministry of Works & Transport, Ministry of Energy and Mineral Development, Ministry of Health, Kampala Capital City Authority (and other Local governments), academia etc.
UNBS sets Standards for vehicles in consultation with stakeholders.

Some of the standards published so far are;

- US 845:2017, Road vehicles — Requirements for inspection and testing of used motor vehicles for roadworthiness
Institutional Framework for Regulation of Vehicle Emissions Standards

- MEMD also monitors the quality of fuel on the market.
- Ministry of Works and Transport develops regulations, inspects, registers and authorizes vehicles to be on the Road.
- UNBS inspects imported motor vehicles (under PVOC)
Determining factors of levels of emissions

- Quality of fuel used in vehicles
- Quality of Vehicles imported
- Frequency of Vehicle use and Vehicle Population
- Maintenance of vehicles
- Traffic Congestion also leads to increase levels of Emissions
Traffic and Road safety (motor vehicle inspection) regulations, 2016.

- MV manufactured more than 11 yrs, the average smoke meter reading is 2.5ml max. for CIE, or 3.0ml for turbo charged compression ignition engines
- MV manufactured from 2008, smoke meter reading is higher than 1.5ml
- MV manufactured;
  - before 1986, CO content is of 4.5% max. at idling speed.
  - Btn 1986 & 1993, CO content is of 4.5% max. at idling speed
  - After 1994, CO content is 0.5% max. at idling speed
Requirements of motor vehicles

CO is 0.3 % max. content in exhaust for a moving vehicle

- MV manufactured;
- before 1986, HC content is 1,000 ppm max. at idling speed.
- Between 1986 & 1993, HC content is of 750 max. at idling speed
- After 1994, HC content is 200 ppm max. at engine speed.
CURRENT INTERVENTIONS

❖ NEMA act revised (commenced in June 2019) to address air quality

❖ Air quality regulations under development (Draft available)

❖ Non-motorized transport routes being constructed within Kampala

❖ Move to reduction of reliance on use of fuel driven vehicles by substituting them with electric powered vehicles (KMC)

❖ Air quality monitoring systems installed in Kampala to monitor PM & NOX (25)

❖ Importation of motor vehicles older than 15 years banned

❖ Traffic and road safety act, 1998 under revision
Future interventions

- Non-motorized transport routes (under way)
- Proposal for BRT finalized
- Plans to procure hybrid electric buses for mass transport underway
- Negotiations for SGS MV inspection finalized
- Move to ban importation of vehicles older 8 yrs.
- Decongestion of the urban centers by construction of alternative routes away from the city centre.
- Rehabilitation of Metre gauge railway
- Construction of SGR

These will reduce traffic congestion in the city – reducing emissions
Conclusion

- MV Emissions have far reaching environmental and health effects
- All necessary measures should be taken to reduce these emissions
- The move to harmonize MV emissions standards within the region is welcome.
- We recommend the fast-tracking of the adoption of appropriate euro standards by EAC.
THANK YOU