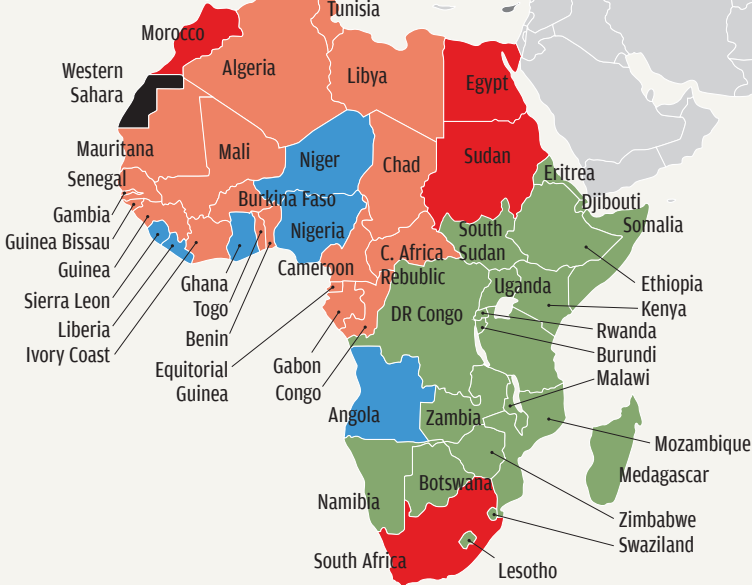


Riding on OLD CARS

Importing old and polluting vehicles, some of which are unfit for the road, is how the low- and middle-income countries of the developing world are embracing automobiles



2 billion
the number of cars in the world today. It is expected to double by 2050

40 million
the number of cars that have reached their end-of-life

Prepared by DTE/CSE Data Centre
Infographics: Raj Kumar Singh; Analysis: Rajit Sengupta and Priyanka Chandola
Data source: Clunkered: Combating dumping of used vehicles report by Centre for Science and Environment
For more such infographics visit: www.downtoearth.org.in/infographics

Minor efforts for a major problem

MAURITIUS No. of registered vehicles: 5,012,635 Share of used vehicles: 30% PM10 level (µg/m³): 131 in Coromandel Initiatives: Mauritius has simultaneously banned the import of vehicles more than three years old, introduced engine size-based excise tax and restrained the frequency at which an individual can buy a car	UGANDA No. of registered vehicles: 1,500,000 Share of used vehicles: 85 to 90% PM10 level (µg/m³): 170 in Kampala Initiatives: The country has leveled an environment fee on used vehicles and introduced higher taxes on bigger engines. It has also banned the import of vehicles that are older than 15 years and has a mandatory pre-shipment inspection for imported vehicles	NIGERIA No. of registered vehicles: 11,500,000 Share of used vehicles: 90% PM10 level (µg/m³): 594 in Onitsha Initiatives: To promote local vehicle manufacturing, Nigeria has introduced sliding tariffs. Under this, the government levies a fee of 70 per cent (35 per cent duty and 35 per cent levy) for built-up cars. In contrast, for completely knocked down cars, to be assembled locally, is duty free	KENYA No. of registered vehicles: 2,250,000 Share of used vehicles: 80% PM10 level (µg/m³): 33 in Nairobi Initiatives: The country has put a ban on the import on vehicles that are older than eight years. It has also introduced an incremental tax or additional excise duty on vehicles that are older than three years. The steps became imperative as Nairobi's car population has doubled in the past six years	ETHIOPIA No. of registered vehicles: 860,000 Share of used vehicles: 85% PM10 level (µg/m³): Not Available Initiatives: While the country has no import restrictions, it is planning to introduce a three-level tax structure—highest rate for used vehicles, followed by new vehicles and finally electric/solar and locally assembled vehicles	SRI LANKA No. of registered vehicles: 5,000,000 Share of used vehicles: Not Available PM10 level (µg/m³): 64 in Colombo Initiatives: The country has restricted vehicle import by age: three years for passenger cars and three- and two-wheelers, and five years for vans, buses and trucks. It is also levying taxes on diesel cars to promote hybrid and electric cars	BANGLADESH No. of registered vehicles: 2,088,566 Share of used vehicles: Not Available PM10 level (µg/m³): 158 in Dhaka Initiatives: The country has banned the import of vehicles older than four years. It also allows imports only from countries that manufacture the vehicle and not from a third country. It has also banned the plying of trucks older than 25 years and buses older than 20 years	MYANMAR No. of registered vehicles: 4,310,112 Share of used vehicles: 98% PM10 level (µg/m³): 137 in Taungoo Initiatives: The country allows import of cars manufactured from 2016; trucks and buses manufactured from 2014. The country also has a high registration tax for cars with big engines. In contrast, electric vehicles draw a tax of just 1 per cent	BHUTAN No. of registered vehicles: 94,956 Share of used vehicles: Not Available PM10 level (µg/m³): 42 in Thimpu Initiatives: While the country has a ban on import of used vehicles, it has certain relaxations such as for foreign diplomats, employees of international organisations and, Bhutanese nationals returning to the country can bring their used vehicles after proper check-ups	NEPAL No. of registered vehicles: 2,783,428 Share of used vehicles: Not Available PM10 level (µg/m³): 88 in Katmandu Initiatives: The country has a blanket ban on import of used vehicles. It also allows import of new cars that comply with at least Euro III emission standards
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