

Discussion and Way Forward

Training on Vehicle Emission Strategy
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Topics

- South African Experience
 - Policy development
 - Legal Instruments
 - Infrastructure Development
 - Developing human capital
 - Implementation
 - Conclusion
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The South African Experience

□ Joint Implementation Plan

1. Department of Environment and
Department of Minerals and Energy
 2. Public participation
 3. Main role players - manufactures and refiners
 4. Experts in emissions control
 5. Plan a strategy into which all major role-players buy in
 6. Publish draft strategy for comment
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VEHICLE EMISSIONS

PHASE 1

January 2004: Euro 1-All homologated vehicles

January 2006: Euro 2-All newly homologated vehicles

January 2008: Euro 2-All newly manufactured vehicles

PHASE 2

January 2010: Euro 4-All newly homologated vehicles

January 2012: Euro 4-All newly manufactured vehicles

FUEL SPECIFICATIONS

PETROL OCTANE

January 2006:

Coastal and inland grades of unleaded petrol 95 RON and 91 RON

PETROL SULPHUR

January 2004:

Maximum sulphur content of 500 ppm

January 2010:

Maximum sulphur content of 50 ppm

Benzene

January 2006: Maximum benzene
content of 3%

Future date: Maximum benzene of 1%

Aromatics

January 2006: Maximum aromatics
content of 42%

Future date: Maximum aromatics content
of 35% and less

OXYGENATES AND ETHERS IN PETROL

January 2006:

Maximum content of ethers and select alcohols to 2.7% (m/m) of oxygen.

HEAVY METAL ADDITIVES IN PETROL

January 2006:

Lead based additives prohibited.
The use of heavy metal based
additives in unleaded petrol will
be prohibited and only be
allowed in Lead Replacement
Petrol

DIESEL SULPHUR

January 2006:

- ❑ Maximum sulphur content of 500 ppm.
 - ❑ 50-ppm sulphur diesel will be available on voluntary and selective basis.
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DIESEL SULPHUR

January 2010:

Diesel with maximum sulphur content
of 50 ppm shall be available
nationally

Policy Development

- Political Champion on local and Central Government level
 - Pressure groups
 - Pressure from general population
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Developing legal instruments

- Testing of vehicles can only be done if there is a legal instrument available.
 - Testing cycle
 - Setting of standards
 - Standard for measuring instruments
 - Easy to implement
 - Offenders to experience the prescribed sanctions
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Infrastructural Development

- Testing sites
 - Database
 - Intersectoral collaboration
 - Offices
 - Workshops
 - Change rooms
 - Instrumentation
 - Development of notices, letters etc
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Developing Human Capital

- Training of personnel
 - Train to perform the opacity test
 - Law enforcement
 - Admin
 - Inter personal skills
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Implementation

- Public awareness
 - Workshops with public
 - Public relations
 - Roadside testing
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Conclusion

- There is no easy way to win this battle. Only the strong willed and passionately committed will make a difference
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