



Central and Eastern Europe, the Caucasus and Central Asia



Information on Passenger Vehicle Standards and Fleets

Last Updated May 2008

COUNTRY	VEHICLE IMPORTATION*	VEHICLE FLEET (motor vehicles per 1000 people)	VEHICLE STANDARDS	Comments
Albania	No import restrictions found	29 vehicles per 1000 people (2001 UN ECE); in 2002, over 90% of the fleet was over nine years old; About 85% of fleet is diesel vehicles	REC report indicates that there is vehicle testing (including emissions) through the General Directorate of Road Transport Services	Mostly European cars; Imported used cars from Yugoslavia, Greece and Western Europe; report on Albania air quality - air-climate.eionet.eu.int/docs/1etings/051017_10th_EIONE_Q_WS/14_AL_AgronDelieu_WS051017.pdf
Armenia	No import restrictions	69 vehicles per 1000 people (1997 UN ECE); Average age of fleet - 12 years (UN ECE)	UN ECE report indicates an annual vehicle inspection, including emissions testing	Mostly European and Russian cars

Azerbaijan	No import restrictions found	43 vehicles per 1000 people (2002 UN ECE)	Has 35 vehicle inspection stations, but not well equipped to address technical vehicle requirements (UN ECE)	In 2002, 60% of total emissions were from mobile sources; report on Azerbaijan air quality - www.unece.org/env/epr/studies/azerbaijan/chapter05.pdf
Belarus	No import restrictions found	147 vehicles per 1000 people (2001 UN ECE)		
Bosnia and Herzegovina*	Imported second-hand passenger vehicles must be less than 7 years old, and cargo vehicles and buses less than 10 years old	114 vehicles per 1000 people (1990 WRI); in 2003, about 60% of the vehicle fleet were more than 10 years old	Vehicles are inspected, but not tested for emissions; no emission standards as of 2005	In 2003, half the vehicles were found to have catalytic converters
Bulgaria	Graduated valuing system for second-hand vehicles so as to provide deterrent to importation	264 vehicles per 1000 people (2001 UN ECE); in 2002, 84% of vehicles were more than 10 years old	Vehicles are inspected, and directives listed in REC report only indicate emissions testing for diesel vehicles; Vehicle emission standards correspond to EU 98/69/EC and 1999/69/EC	In 2003, 90% of vehicle registrations were second-hand vehicles

Croatia	No information found	267 vehicles per 1000 people (2001 UN ECE)	REC report indicates transposition of EU 96/62/EC on air quality; Conflicting information on inspections - EU says roadworthiness inspections started in August 2004, 1998 UN report indicates existence of vehicle testing system (including emissions)	
Cyprus	Second-hand passenger cars that are more than 5 years old are subjected to higher taxes; excise rate for all vehicles based on carbon dioxide emissions of vehicle	355 vehicles per 1000 people (2001 UN ECE)	Roadworthiness tests undertaken every two years for cars more than four years old; includes emission test; all EU directives should be transposed - no concrete information found	
Czech Republic	Imported second-hand vehicles must meet Euro3 standards, have catalytic converters, and be less than 8 years old	358 vehicles per 1000 people (2002 UN ECE)	Technical and emissions inspections every two years, undertaken by private companies; vehicle emission and air quality standards equivalent to EU directives;	Law requires that cars must be equipped with catalytic converters (but according to REC study, in 2003, only 47% had catalytic converters)

Estonia	No import restrictions	299 vehicles per 1000 people (2001 UN ECE); 70% of vehicles over 10 years old	Vehicle emission and air quality standards equivalent to EU directives; roadworthiness testing system in place, but no information as to how often or if it includes emissions	In 2003, 60% of vehicle registrations were second-hand vehicles
Georgia	No information found	55 vehicles per 1000 people (2002 UN ECE); Average age of fleet is 15-20 years (UN ECE)	UN ECE report indicates an annual vehicle inspection, including emissions testing - however, this report and a CIDA report state it is ineffective as it is corrupt and based on old standards	
Hungary	Imported second-hand passenger vehicles must be less than 4 years old, second-hand commercial vehicles must be less than 8 years old; must have catalytic converters	269 vehicles per 1000 people (2002 UN ECE)	Vehicle emission and air quality standards equivalent to EU directives; Annual emissions testing required; Catalytic converters required since 1998	

Kazakhstan	No information found	72 vehicles per 1000 people (2002 UN ECE); 80% of passenger vehicles are more than 10 years old (UN ECE)	CO and PM emissions checked once a year through inspection programme run by road police; Public transport vehicles checked three times a year; Indication that Almaty has I/M programme	In 2003, 80% of vehicle registrations were second-h vehicles
Kyrgyzstan	No information found	38 vehicles per 1000 people (2002 UN ECE)	Indication of roadworthiness inspection programme run by Department of Transport	Estimated that 80% of emissions in Bishkek are from mobile emissions (EU)
Latvia	No information found	265 vehicles per 1000 people (2002 UN ECE) - up from 135 in 1990 (WRI); in 2003, 86% of vehicles are more than 10 years old	Vehicle emission and air quality standards equivalent to EU directives; roadworthiness testing system in place, but no information as to how often or if it includes emissions	In 2003, 82% of vehicle registrations were second-h vehicles; 30 vehicle testing stations in Latvia

Lithuania	No information found	340 vehicles per 1000 people (2002 UN ECE) - up from 160 in 1990	Vehicle emission and air quality standards equivalent to EU directives; Emissions testing required for passenger cars every two years, for buses every six months	
Poland	Imported second-hand passenger vehicles must be less than 10 years old, trucks must be less than 3 years old; since 1995 all imported vehicles (new and used) must have catalytic converter	288 vehicles per 1000 people (2002 UN ECE) - up from 168 in 1990 (WRI)	Vehicle emission and air quality standards equivalent to EU directives; annual vehicle inspections	Importation of two-stroke engines prohibited
Republic of Moldova	Imported second-hand vehicles must be less than 10 years old	74 vehicles per 1000 people (2002 UN ECE)	UN ECE report indicates an annual vehicle inspection, including testing of CO and PM emissions; Public vehicles inspected twice per year	Studies show that 25-30% of vehicles fail to comply with standards when spot-checked by State Ecological Inspection (UN ECE)
Montenegro*	N/A	N/A	N/A	N/A

Romania	Imported new and second-hand vehicles must meet Euro3 specifications	144 vehicles per 1000 people (2001 UN ECE) - up from 72 in 1990 (WRI); In 2003, 66% of vehicles were more than 10 years old	Catalytic converters required since 1998, all vehicles have them; Vehicle inspection system in place - passenger cars have regular inspection every 24 months (system run by private company with 771 testing stations), and spot checks by police	
Russian Federation	No information found	148 vehicles per 1000 people (2002 UN ECE) - up from 87 in 1990 (WRI); Average age of fleet - 9 years	Indication of emission standards promulgated in May 1999 (Euro2?); vehicle inspection system upon registration	
Serbia*	Imported second-hand passenger vehicles must be less than 3 years old and comply with Euro3 standards	163 vehicles per 1000 people (1999 WRI); in 2003, 91% of vehicles were more than 10 years old	REC report indicates that there is vehicle testing (including emissions) through a private company; report indicates that testing not efficacious	

Slovakia	No import restrictions	247 vehicles per 1000 people (2002 UN ECE)	Vehicle emission and air quality standards equivalent to EU directives; Vehicle inspection system in place, including emission testing (interval not indicated)	Catalytic converters require since 1993 - REC report indicates that in 2003, 50% cars have them
Slovenia	New car imports require catalytic converters and must meet Euro4 specs; second-hand cars must meet Euro2 specs	438 vehicles per 1000 people (2002 UN ECE) - up from 306 in 1990 (WRI)	Vehicle emission and air quality standards equivalent to EU directives; Vehicle inspection system in place - vehicles under 7 years old get tested every 2 years, more than 7 years get tested every year - unclear if this includes emissions	Catalytic converters require since 1994 - REC report indicates that in 2002, 72% passenger cars had them
Tajikistan*	No information found	24 vehicles per 1000 people (1999 UN ECE)	Indication of a vehicle inspection system	Buses and taxis comprise 70% of passenger transportation

The Former Yugoslav Republic of Macedonia*	Imported second-hand vehicles must less than 6 years old	152 vehicles per 1000 people (2002 UN ECE); Average age of vehicle fleet: 15 years	Seems to be vehicle emission standards are equivalent to EU directives, but with 2012 deadline; Vehicle inspection system (including emissions) in place - cars less than 15 years tested annually, more than 15 years old, tested twice per year	www.un.org/esa/agenda21/tinfo/wssd/macedonia.pdf
Turkey	Restrictions on vehicles more than three years old	65 vehicles per 1000 people (2002 UN ECE); Average age of vehicle fleet: 8 years (2004)	According to REC report, vehicle emission and air quality standards are equivalent to EU directives; there is emission testing, but judicial problems are holding up privatisation and integration into vehicle inspection system	www.aric.com.au/contentUadedByEWeb/Files/IstanbulOPost%20Presentation%20-%202004.ppt ; cars over 30 years old are being retired
Turkmenistan	No information found	1998 - 570,000 vehicles (UN ECE)	Indication of a vehicle inspection system	More than 50% of emission: are from mobile sources; th rate is 75% in cities; air monitoring in Ashgabat (five sites)
Ukraine	No information found	102 vehicles per 1000 people (1998 UN ECE)	UN ECE report indicates annual vehicle inspection programme, including emissions of NO, CO, PM and HC	Catalytic converter required register a vehicle

Uzbekistan*	No information found	1998 - 1,140,000 vehicles (UN ECE)	UN ECE report indicates no inspection system; CIDA report indicates there are facilities for emissions testing	
-------------	----------------------	------------------------------------	--	--

** Referring to vehicle age, emissions standards, and technology requirements. Please contact elisa.dumitrescu@unep.org with any changes or corrections.

* Country still uses leaded petrol.

References:

[MSN Encarta Quick facts, http://encarta.msn.com](http://encarta.msn.com)

World Bank, World Development Indicators 2006, Traffic and Congestion
<http://devdata.worldbank.org/wdi2006/contents/Section3.htm>

UN Statistical Yearbook, 2003

United States Department of Commerce International Trade Administration Office of Aerospace and Automotive Industries, Compilation of Foreign Motor Vehicle Import Requirements, April 2006