

## MIDDLE EAST, WEST ASIA AND NORTH AFRICA

### VEHICLE STANDARDS & FLEETS

| COUNTRY | IMPORT*  | FLEET<br>(motor vehicles/1000 people)  | STANDARDS & I/M  | COMMENT   |
|---------|--|--|--|---|
| Algeria | Imported second-hand vehicles must be less than 3 years old  | 54 vehicles per 1000 people in 1990;<br>54 vehicles per 1000 people (2003- Office National des Statistiques) | Indication of roadworthiness inspection system, no indication if it includes emissions   | State-owned trucks make up about 80% of the vehicle fleet; since 1980s there has been a policy for development of the LPG vehicle sector                              |
| Bahrain | No import restrictions found   |  | UN report indicates there are emissions control regulations, no details about this   | Has ongoing air quality monitoring programme, and UN report indicates there are air quality standards   |
| Egypt   | All imported vehicles must be equipped with a catalytic converter; imported second-hand vehicles must be less than 3 years old | 29 vehicles per 1000 people (1990 WRI)   | Vehicle inspection system, including emission testing; I/M programme for transit buses; Euro2 standards were meant to be effect from January 2002, but fuel specs were incompatible - sulphur too high (PCFV document) | According to USAID report, Egypt plans to integrate emission inspections, safety inspections, and vehicle registration in "one-stop" government facilities.           |
| Iran    | Importation of foreign-made vehicles prohibited unless with Cabinet approval   | 34 vehicles per 1000 people (1990 WRI)   | Official emissions standards exist, but are ignored; vehicles are the source of 70% of air pollution   | World Bank has just approved transport project in Iran - one element will be on safer vehicles, including development of standards and procedures for vehicle testing |
| Iraq    | No information found   | 14 vehicles per 1000 people (1990 WRI)   | New traffic code established in 2004 requires vehicle inspections, with stations to be located at traffic police stations  |   |

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| Israel                | An auto not more than four years old may be imported with approval by the Israeli Standards Institute; all cars must have a catalytic converter | 210 vehicles per 1000 people in 1990;<br>294 vehicles per 1000 people (2003 Israel Bureau of Statistics); 16% of fleet is diesel | Stricter vehicle and emission testing started in March 2006, regulation is based on EU directive 96/96   |   |
| Jordan                | Imported second-hand vehicles must be less than 5 years old   | 60 vehicles per 1000 people (1990 WRI);<br>99 vehicles per 1000 people in 2003;  | Indication of roadworthiness inspection system, no indication if it includes emissions (UN ESCWA report)   | Study on Amman air quality:<br><a href="http://www.rss.gov.jo/whatsnew/2002/ve.doc">www.rss.gov.jo/whatsnew/2002/ve.doc</a> |
| Kuwait                | Imported second-hand vehicles must be less than 5 years old   | Vehicle fleet about 550,000 in 2000.<br>474 vehicles per 1000 people in 1990;<br>332 vehicles per 1000 people in 2003;           | Cars over three years old require an annual roadworthiness test that is administered by the Traffic Department; no indication if it involves emissions testing         |   |
| Lebanon               | Imported second-hand vehicles must be less than 8 years old   | 321 vehicles per 1000 people (1990 WRI)  | Roadworthiness inspection system established in 2004; for vehicles over two years old; inspection is annual for petrol vehicles, every six months for diesel vehicles; |   |
| Libyan Arab Jumhiriya | No information found  | 166 vehicles per 1000 people (1990)  |  |   |
| Morocco               | No import restrictions found  | 37 vehicles per 1000 people in 1990;<br>51 vehicles per 1000 people (1999 WRI)   | Air quality programme established in 2005 to check vehicle emissions - includes two stations and a mobile laboratory   |   |
| Oman                  | Importation of second-hand vehicle requires permission by Ministry of Commerce and Industry   | 130 vehicles per 1000 people (1990 WRI)  | Vehicle inspection system in place, though no indication if it includes emissions testing  |   |

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| Palestine | Imported second-hand vehicles must be less than 3 years old |  | No emission standards, no indication of any vehicle testing |  |
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| Qatar                      | Imported second-hand vehicles must be less than 5 years old       | 470 vehicles per 1000 people (2000 est, Tiscali)  | Roadworthiness inspection system in place; inspections are regular, no information as to time interval |  |
| Saudi Arabia               | Imported second-hand vehicles must be manufactured after 1974     | 165 vehicles per 1000 people (WRI 1990)   | Indication of roadworthiness inspection system, no indication if it includes emissions                 |  |
| Syria                      | Imported second-hand vehicles must be less than 2 years old       | 29 vehicles per 1000 people (WRI 1990);<br>36 vehicles per 1000 people in 1990;   | UN ESCWA report indicates a vehicle testing programme in place, but no details                         |  |
| Tunisia                    | Imported second-hand vehicles must be less than 3 years old       | 47 vehicles per 1000 people in 1990;<br>79 vehicles per 1000 people (WRI 1999);<br>88 vehicles per 1000 people in 2003; | Indication of vehicle emission testing   |  |
| United Arab Emirates       | No import restrictions, but strict inspection upon arrival to UAE | 121 vehicles per 1000 people (WRI 1990)   | Vehicle inspection system in place, though no indication if it includes emissions testing              |  |
| Yemen                      | Imported second-hand vehicles must be less than 5 years old       | 34 vehicles per 1000 people (WRI 1990)  |  |  |
| <b>Total: 19 countries</b> |   |   |  |  |

\*Referring to vehicle age, emissions standards, and technology requirements.