

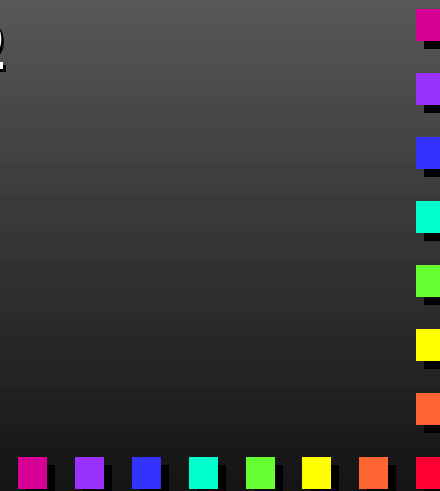


REGIONAL CONFERENCE ON LEAD PHASE OUT IN SUBSAHARAN AFRICA

(Dakar, Sénégal, 26 – 28 June 2001)

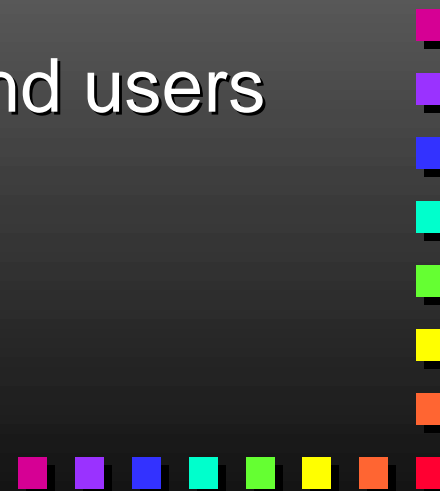
West Central Africa Group

Work Summary



Summary of discussions

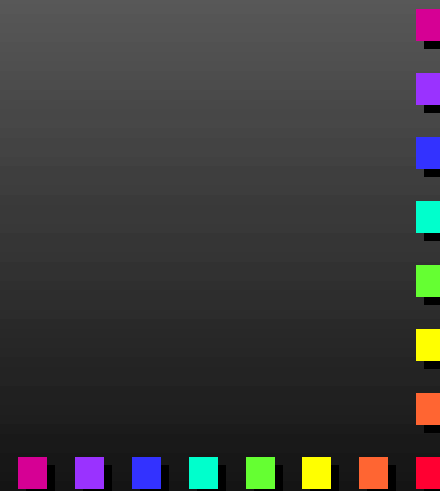
- 1- Data collection
- 2- Site status in the region
- 3- Refining timetable evolution
- 4- Problems linked to vehicles and users





Summary of Discussions Data collection

- Three countries represented: Cameroun, Gabon, Rep.Dem. of Congo
- Much data to be completed: vehicle fleet specs and prices of fuel, schema and schedules of refineries



Summary of Discussions

- Detailed knowledge required on import and export flows between countries (sources and destinations)





Summary of discussions

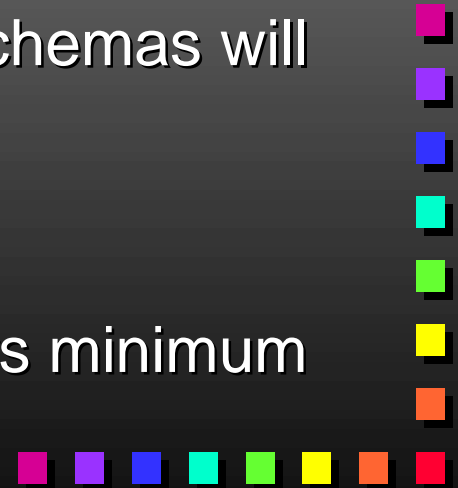
Site status in the region

- Four refineries in the region: Gabon, Cameroun, R.D. Congo, Congo Brazzaville
- Only one quality of fuel: 93RON, or 95 RON
- Old vehicle fleet: 70% over 10 yrs old
- Mainly supplied by local refineries
- Ex: Gabon refinery: exports to R.D. Congo, Zaire, Angola, Guinea,..
- Technical control centers: Gabon, Cameroun
- Legislation exists , no applicable decrees (or not applied)
- No pollution measuring systems in the cities



Summary of discussions Refining timetable evolution

- Consensus on plan by stages, minimum 5 yrs
- Preliminary: 2001 -0.5 g/l
 - 2003 - 0.15 -0.20 g/l
 - 2005 - unleaded 0.013g/l)
- Octane level: first 93 then 95 RON
- Timetable finalized at end of 2001 after studies
- Detailed solutions for adopting refining schemas will be known at end of 2002 after studies)
- Possibility of studying numerous options
- Total time for adding a refining unity: 4 yrs minimum





Summary of discussions

Problems linked to vehicles and users

- Mandatory catalytic converters for new vehicles moved to 2005, as only one fuel distributed
- For old vehicles after 2005: possibility of a potassium additive
- Tax adjustment on new imported vehicles, dissuasive taxes for old vehicles (ex: Gabon)
- Strict application of decrees and controls
- Control the development of private diesel vehicles
- Alternatives to unleaded gasoline: CNG

