SPLIT SESSION A

Vehicle compliance in low- and middle-income countries
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Vehicle compliance in low- and middle-income countries
Panellists – Introductions

✓ Mr Paul Koffi KOFFI, UEMOA
✓ Dr Soames Job, World Bank
✓ Mr Marcelo Martínez, APPLUS
✓ Mr Kanvaly Bamba, CITA
✓ Mr Laxmikant N. Gujja, ARAI
Mr Marcelo Martinez
Mr Laxmikant N Gujja
### Road map for Implementation of I & C Regime in India

<table>
<thead>
<tr>
<th></th>
<th>LCV +HCV = 33 million vehicles</th>
<th>LCV +HCV = 85 million vehicles</th>
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<tbody>
<tr>
<td><strong>Commercial V.</strong></td>
<td>No. of Lanes reqd. = 1662</td>
<td>No. of Lanes reqd. = 4311</td>
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<td>Centres reqd. = 416</td>
<td>Centres reqd. = 1078</td>
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<tr>
<td><strong>Passenger V.</strong></td>
<td>Population = 63 million vehicles</td>
<td>Population = 163 million vehicles</td>
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<td>No. of lanes reqd. = 2392</td>
<td>No. of lanes reqd. = 6204</td>
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<td>Centres reqd. = 598</td>
<td>Centres reqd. = 1551</td>
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<tr>
<td><strong>2 Wheeler</strong></td>
<td>Population = 258 million vehicles</td>
<td>Population = 670 million vehicles</td>
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<tr>
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<td>No. of lanes reqd. = 6523</td>
<td>No. of lanes reqd. = 16918</td>
</tr>
<tr>
<td></td>
<td>Centres reqd. = 1631</td>
<td>Centres reqd. = 4230</td>
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</tbody>
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Above lane requirements are based on following assumptions:
- 2 shift operation
- 275 working days in one year.
- Based on the vehicle population data available from year 2013 by MoRTH: Provisional (10% vehicle growth for every year is considered.)

Source: MoRTH Transport Wing
Mr Kanvaly Bamba
Implementation of strong PTI African countries: a long process

« Beyond inspection »

Kanvaly BAMBA, Executive Secretary, UAITA
Some obstacles:

- The Administration bodies in charge of PTI are not really aware of the PTI business. For example, in most of the countries, after the signature of the agreement with a private partner, there is no follow-up of the business by the Administration. Sometimes, the rules are set up by the private partner.

- Even when the job is properly done by the private partner, it is done, most likely, behind closed doors, without any implication of the Administration.

- As a result, PTI appears just like a common business, run by people to make money. Of course, in that situation, the public bodies will not help businessmen make money only for themselves.
The social and economic situation of our countries:

- Very poor roads: as a result, bad technical conditions of vehicles
- The cost of spare parts
- Most of new registrations: imported second-hand vehicles
- No inspection before shipment
- No limitation of the age of imported used vehicles
- No harmonization of procedures among countries
  - regulations among member countries
  - inspectors’ skills
- No enforcement of existing regulations
- No strong follow-up working group, including Government bodies
Implementation of strong PTI African countries: a long process

- No regular audits of:
  - Stations
  - Inspectors

- No stringent anti-fraud measures and quality management system

- No Computerization of PTI for:
  - statistical purposes and transmission of data to the Administration
  - the fight against fraud, collusion and corruption;
Mr Paul Koffi Koffi
Mr Soames Job
Next session: Split Session 4
Grand Ball Room, Namsan | 13:45 pm

Enjoy your Lunch!
Next session:
Plenary session 4
Grand Ball Room | 03:30 pm

Enjoy the coffee break!
Next session:
Plenary session 4
Grand Ball Room | 03:30 pm

Enjoy the coffee break!