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CITA

2014



Regional Conference for AFRICA

4 - 6 MARCH 2014

Cape Town, South Africa

DIAMOND SPONSORS



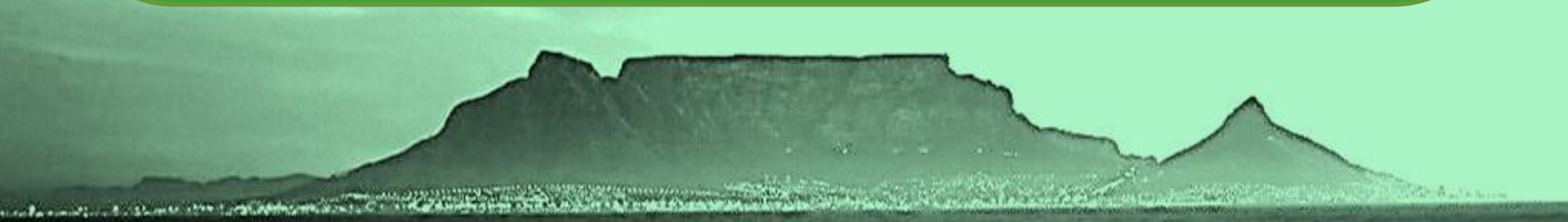
INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

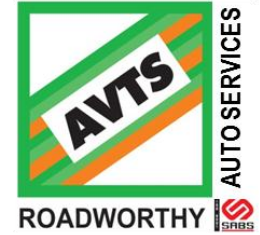
WWW.CITA-VEHICLEINSPECTION.ORG

1. **The context of roadworthiness testing in South Africa**
2. **The Role of CITA in developing best practice in roadworthiness inspection**

Mrs Ferose Oaten

Chairperson of the CITA Regional Advisory Group for Africa, Chairman of the National Vehicle Testing Association in South Africa, and Managing Director of AVTS Roadworthy Stations





The context of roadworthiness testing in South Africa

Ferose Oaten

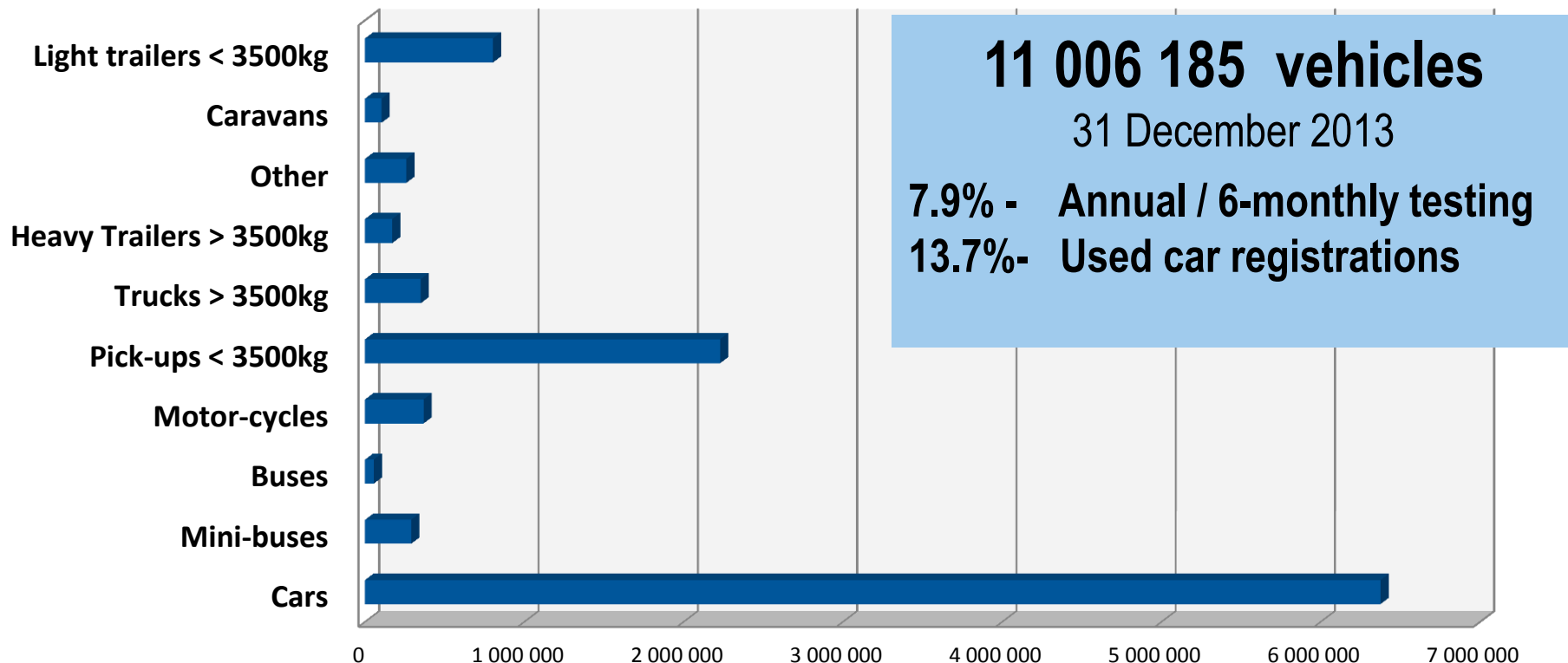
Managing Director, AVTS Roadworthy
Stations, member of TÜV SÜD

South Africa

REGISTERED VEHICLE POPULATION

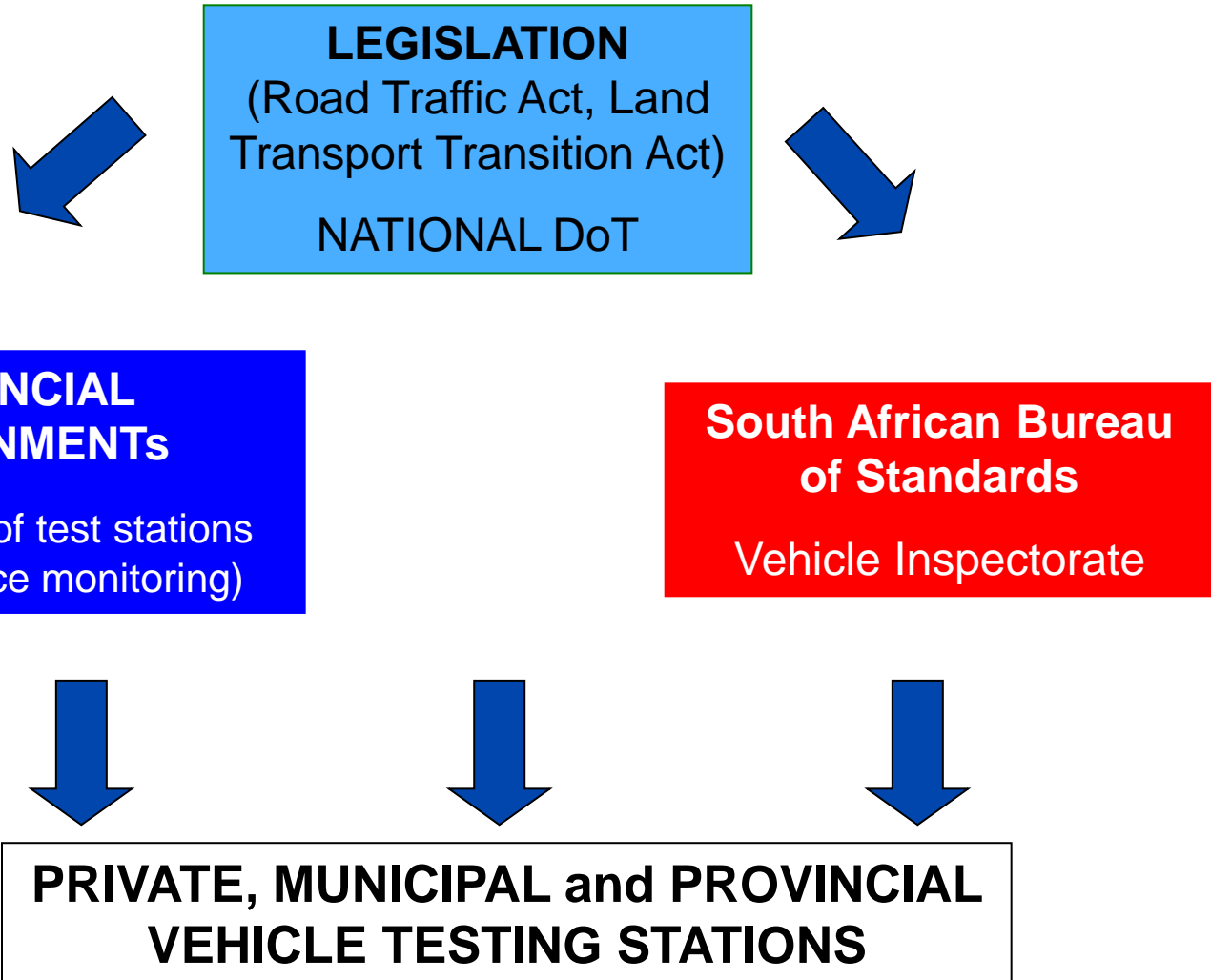
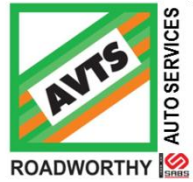


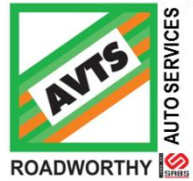
REGISTERED VEHICLE POPULATION AS AT 31 DECEMBER 2013



	Cars	Mini-buses	Buses	Motor-cycles	Pick-ups < 3500kg	Trucks > 3500kg	Heavy Trailers > 3500kg	Other	Caravans	Light trailers < 3500kg
■	6 376 733	289 078	54 494	367 245	2 228 559	350 503	171 678	260 004	104 594	803 297

VEHICLE TESTING ENVIRONMENT





NATIONAL ROAD TRAFFIC ACT

SANS 10216 and SANS 10047

BBBEE Compliance
Employment Equity
Consumer Protection Act

Second Hands Goods Act
Basic Conditions of Employment
Labour Relations Act

INDUSTRY ASSOCIATIONS
CODES OF CONDUCT



ISO 9001:2008

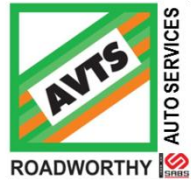


*What we should aim
for.*

ISO 17020

General Criteria for the General Operation of Various Types of
Bodies performing Inspections (Competence of Inspection Body)

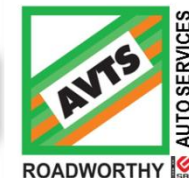
CURRENT LEGISLATION



- Regulation 138 (1) requires roadworthy certification for:
 - A used vehicle of which the owner has changed
 - A motor vehicle to which a notice to discontinue has been issued
 - A motor vehicle built, imported, or manufactured
 - A reconstructed or altered motor vehicle
 - RTQS vehicles required to be tested annually in terms of Regulation 142 (1)
(**taxis, trucks more than 3500kg**)
 - Buses tested every 6 months since 1 November 2010

No emission testing required on any vehicle during regular testing

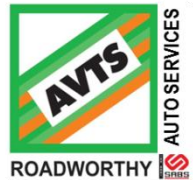
STATISTICS ON ROADWORTHY TESTS



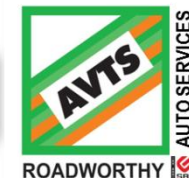
TOTAL TEST DEMAND IN 2013

Used vehicle registrations for 12 months ending December 2012	1 506 544	Change of ownership
Buses (no of buses x 2 – tested 6 monthly) 51 687 buses	108 988	6-monthly test
Minibuses	289 078	Annual test
Heavy Goods Vehicles (trucks & trailers)	522 178	Annual test
TOTAL TEST DEMAND 2013	2 426 788	

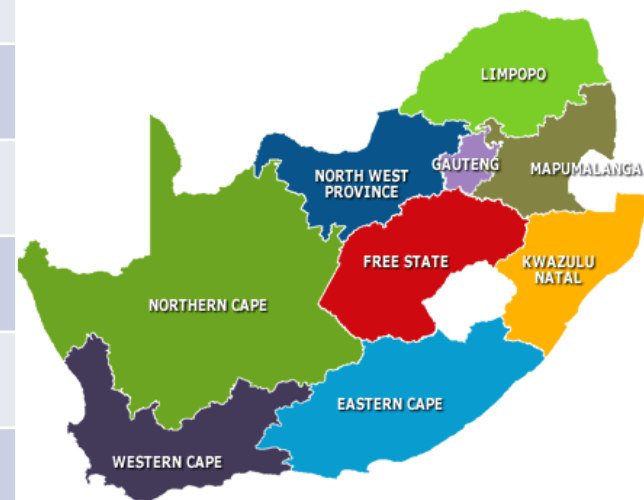
PROVINCES



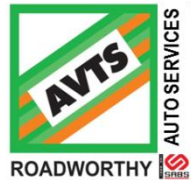
REGISTERED TEST STATIONS



PROVINCE	PRIVATE STATIONS	MUNICIPAL / PROVINCIAL	TOTAL (2009)
Eastern Cape	29	22	51
Free State	11	65	76
Gauteng	108	33	141
KZN	49	21	70
Limpopo	16	20	36
Mpumalanga	17	27	44
North West	11	22	33
Northern Cape	6	19	25
Western Cape	55	43	98
TOTAL	302	272	574



TESTING EQUIPMENT AND VEHICLE FLOW

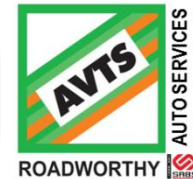



- Inspection Pit (lifts not used)
- Brake Roller Tester
- **Camera** (new provision SANS 10216)
- Axle Play Detector
- Side Slip Tester
- Head light tester
- Portable equipment
 - Measuring tapes
 - King pin / Fifth Wheel gauge / Vernier
 - Trolley Jack
 - Crow bar
 - Tyre tread depth guage
 - Straight edge
 - Height gauge



National Traffic Information System; government data base, with vehicle data and status of roadworthiness of vehicle; annual licence fees (road tax) vehicle owner information; traffic offenses. Different access for different modules.

ROAD FATALITIES

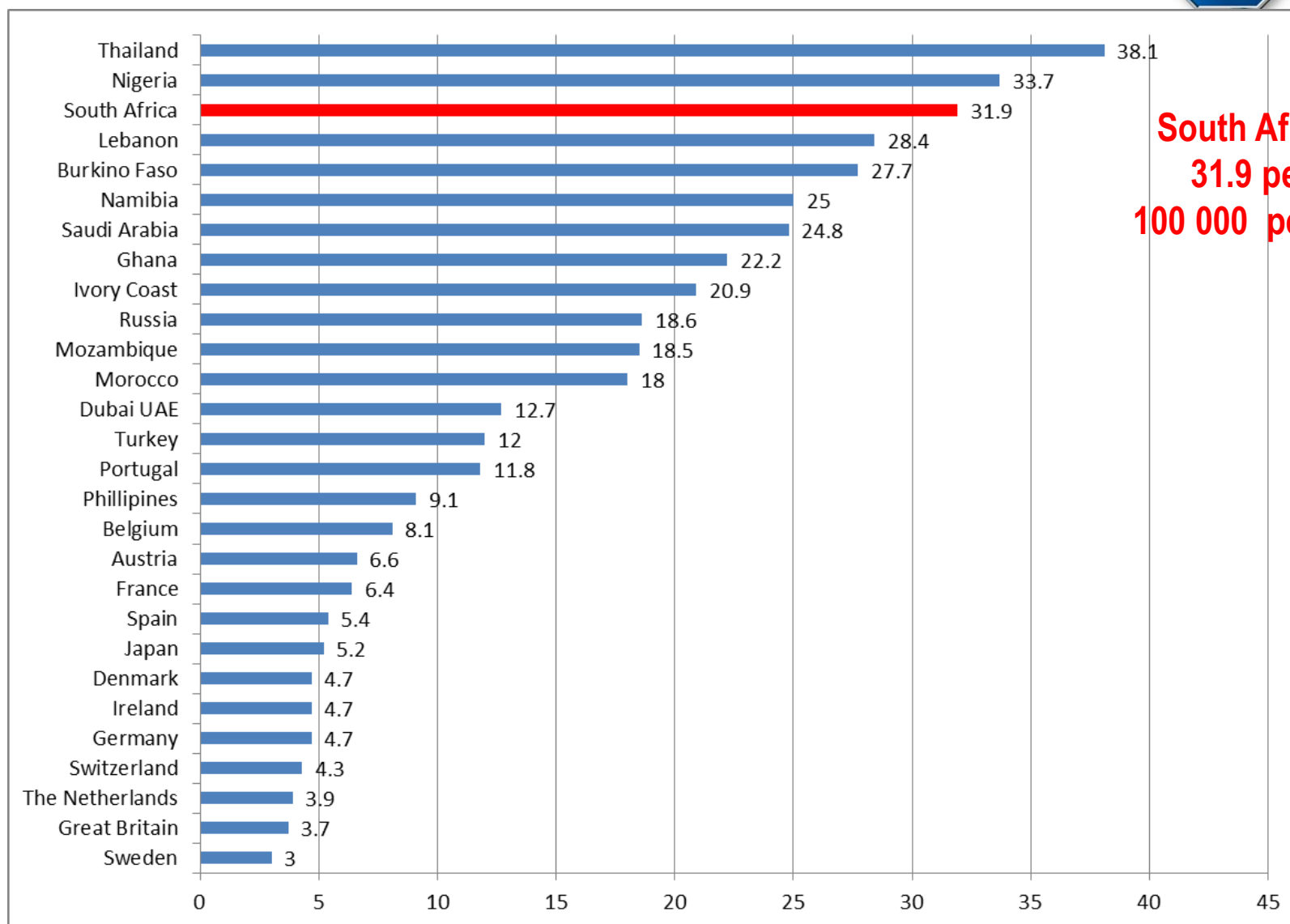
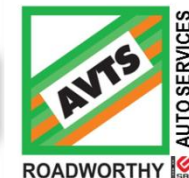


Population	53m (52 981 991 July 2013)
Vehicle population as at 31 December 2013	11 006 185
 Total road fatalities in 2011	14 500
Fatalities per 100 000 people	31.9
Total persons injured	229 619
Injury accidents per 100 million vehicle km	124
Costs of accidents in 2012	ZAR 157bn – 308bn

11

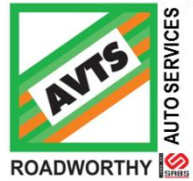
Source: eNatis; TUV SUD, AVTS Roadworthy Stations, World Health Organisation 2010 and International Transport Forum report released May 2013.

ROAD FATALITY RATE - WHO



**South Africa
31.9 per
100 000 people**

SOUTH AFRICAN STATISTICS



According to statistics from Arrive Alive, **14500** road deaths annually, of which 39% are pedestrians.

Vehicle factors are responsible for at least **9.3%** of accidents, as a **direct factor**, and up to **13%** as a **contributory factor**.

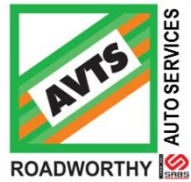
Within these vehicle factors, in fatal crashes

- 36% tyre burst due to damaged and smooth tyres
- 25% faulty brakes
- 24% unsafe and faulty steering
- 15% other

Source: RTMC Crash Report 2009



LEGISLATION FOR COMMENTS



NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

STAATSKOERANT, 8 JUNIE 2012

No. 35413 3

GENERAL NOTICE

NOTICE 458 OF 2012

DEPARTMENT OF TRANSPORT

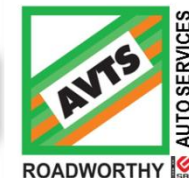
55.7%

Amendment of regulation 138 of the Regulations

35. Regulation 138 of the Regulations is hereby amended by the addition of paragraph (k) after paragraph (j):

(k) motor vehicle which is **10 years and older as from 1 December 2012** calculated from the first date of registration of such motor vehicle in the Republic excluding any vintage motor vehicle: Provided that such motor vehicle will thereafter **be require to be certified roadworthy after every 24 months."**

STATISTICS ON ROADWORTHY TESTS

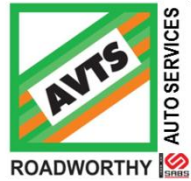


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Number of vehicles older than 10 years as at Feb 2012	5 548 688	55% of vehicles older than 10 years
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CHALLENGES FOR PVT IMPLEMENTATION



- **Partly a Political decision**
- **Non-compliance of a small percentage of existing test stations**
- **Lack of investment / resources by some role players to meet the equipment requirements – Possible public private partnerships**
- **An industry in a “holding pattern” with financial sustainability a current challenge**
- **Corruption**

OTHER RECOMMENDATIONS (NOW)



- ▶ Structure of the Inspectorate capacitated with technology and resources
- ▶ Use Key Performance Indicators for audits and make the results and compliance of audits measurable on a national basis
 - ▶ Customer complaints, reasons for failure, categorising major and minor compliance issues and measuring them
- ▶ Analyse test results and reasons for failure on a national basis through the eNatis system
- ▶ All test stations to belong to an Industry body, and to commit to a code of conduct; and subject themselves to a Peer Review mechanism
- ▶ Audits, Audits and more Audits (internal, external, peer reviews etc)
- ▶ Decisive action to be taken against non-compliant test stations (private and public)
- ▶ National Black List / Register of all de-registered examiners
- ▶ Review legislation to prevent non-compliant test stations / corrupt stations from re-opening
- ▶ Implement and enforce existing legislation (15th amendment) etc
- ▶ Ongoing training of examiners, management reps and proprietors
- ▶ Limit the use of cellphones by examiners while testing

OTHER RECOMMENDATIONS (AFTER PVT)



- Use of technology to automate the testing process and test results and limit human discretion (many different suggestions and systems currently in use)
- Link up the Inspectorate with a centralised camera interface to all test stations and centralised data analysis for analysing trends
- Requirement for Vehicle Inspection Centres to be set up in rural areas.
- Ensure the independence of the Inspectorate in terms of an examination of the repair of motor vehicles
- Formal peer review of test results to be set up by industry; quality checks done by external persons
- Implementation of a "Mystery Shopping" programme administered either by the Inspectorate or by Industry Body
- Encourage certification to ISO 17020 within test stations, which will ensure Independence, Impartiality and Integrity. This standard itself establishes rules for preventing fraud, and that the inspection body shall be free from any commercial, financial and other pressures which may affect their judgement.

19 recommendations
to the
Fraud and Corruption
Working Group

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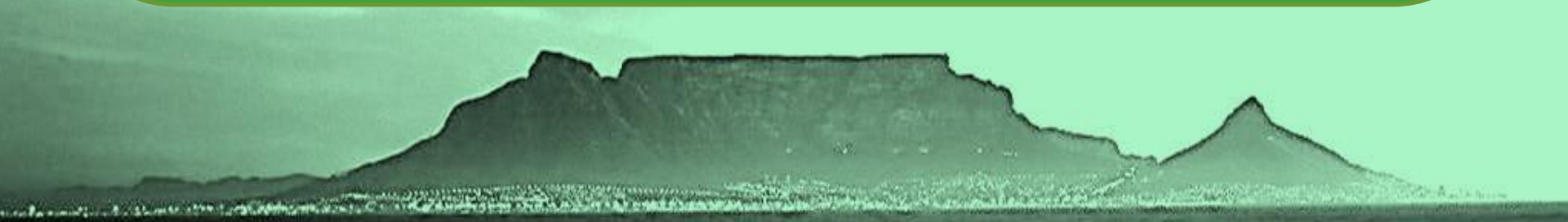
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2. The Role of CITA in developing best practice in roadworthiness inspection

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The Role of CITA in developing best practice in roadworthiness inspection

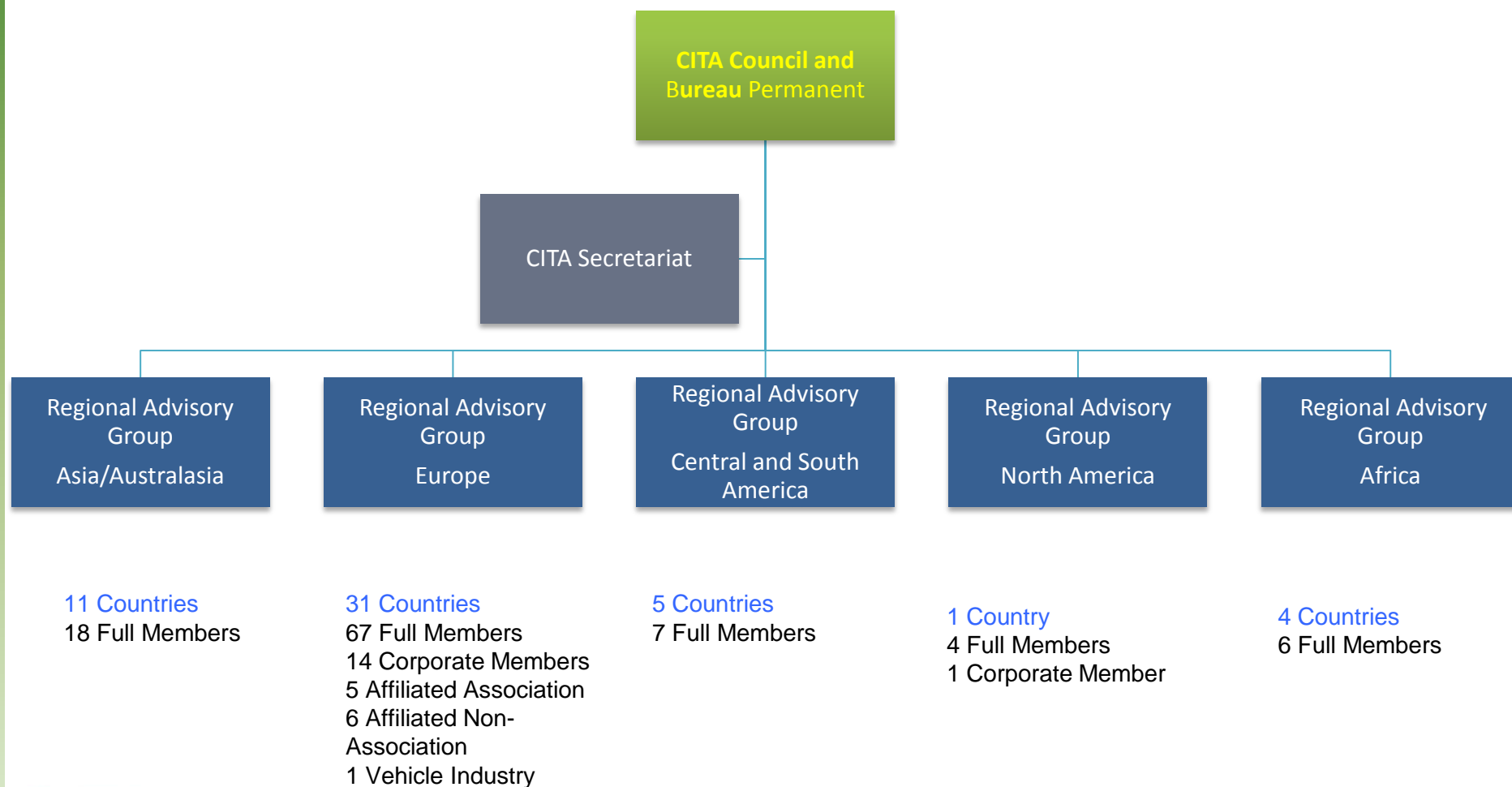
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About CITA

- **Who are the Members?**
 - Test centre operators, Governments and private sector, Equipment manufacturers
 - 120 members worldwide from 50 countries, who conduct more than 250 million vehicle inspections
- **Recognition by the UNECE and WP 29**
- **Why do they belong?**
 - Share a common interest in exchanging information
 - Developing best practices
 - Input into the drafting of international standards in the field of vehicle inspection

Executive Governance of CITA



Members from Africa

IVORY COAST

[Société Ivoirienne de Contrôles Techniques Automobiles & Industriels \(SICTA\)](#)

MOROCCO

[Fédération Nationale de Centres de Visites Techniques et de la Sécurité Routière au Maroc](#)

[SGS Automotive SA](#)

SOUTH AFRICA

[AVTS Roadworthy Stations \(Pty\) LTD](#)

[DEKRA Automotive \(Pty\) LTD](#)

TUNISIA

[Agence Technique des Transports Terrestres](#)

What does CITA do?

- develops best practice recommendations and draft international standards
- co-ordinates research, studies and investigations
- organises conferences and seminars
- works to improve and harmonise
 - inspection methods, standards and equipment
 - quality control, quality assurance and accreditation
 - training for inspectors
 - information systems used to improve inspection consistency and effectiveness

www.cita-vehicleinspection.org

CITA Recommendations on International Best Practice

1. Inspection items for passenger and goods vehicles
2. Additional inspection items for Large Passenger Vehicles (Buses)
3. Measuring Equipment
4. In-use vehicles with technical modifications
5. Inspection items for Motor-cycles
6. Inspections on LPG Equipment
7. Inspection Station Equipment
8. Brake Testing of Heavy Vehicles & Cars
9. A. Quality Systems. Independent Inspection Bodies - 9B Non-Independent Inspection Bodies
10. Content now covered under R1, 2 and 5
11. Roadside inspection items, Methods and Reasons for Rejection
12. Road Speed Limiter Systems
13. Quality Measurement Methods
14. Testing of Electronically Controlled Safety Systems (draft)
15. European Data base for PTI Purposes
16. Suspension Systems (draft)
17. Roles of supervising bodies for vehicle inspection operators under CITA Recommendation 9B.

CITA Studies and Research Reports (Published and Planned)

1. Second CITA Programme on Emission Testing 2002
2. Electronically Controlled Systems – Reliability and Cost Benefit Analysis – 2002
3. AUTOFORE (Study on Future Options for Roadworthiness Testing in the European Union) 2007
4. TEDDIE (Testing of low emission diesel vehicles – 2011
5. Testing of Electronically Controlled Safety Systems
6. European Data base for vehicle data and PTI results – planning phase

Consultative Engagement with the UN ECE



**United Nations Economic
Commission for Europe**

World Forum for Harmonization of Vehicle Regulations - Working Party 29



Construction Standards

1958 Agreement – Adoption of Uniform Technical Prescriptions
(Type Approval Regulations)

1998 Agreement – Global Technical regulations



In-Use Roadworthiness Standards

1997 (Vienna) Agreement - Concerning the Adoption of Uniform Conditions
for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal
Recognition of Such Inspections

Purpose of the RAG Africa

- To provide a platform for the exchange of information on best practises with regard to periodic vehicle testing
- To promote membership of CITA and to promote the activities and interests of CITA; but would promote activities with non-members initially
- To provide a resource to role players in the establishment of the legislative framework and standards compilation for vehicle testing in the region
- To provide a professional network of stake-holders to ensure that the furthest reaches of Africa becomes accessible to all interested parties.
- To promote awareness and provide support to countries in their efforts to fulfill the mandate adopted in the African Charter for Road Safety

What kind of information exchange?

- Activities in each country on vehicle testing and vehicle safety initiatives
- Business models used in the region
- Best practices to share across the continent
- Challenges needing assistance and input for:-
 - Local challenges related to own immediate environment
 - Legislative influence and motivation within own countries and regions; especially in the light of the draft African Road Safety Charter
 - Issues to be taken forward to the various CITA and UN Forums

Focus Areas and the Way Forward

- Regional Advisory Group for Africa meeting a 2pm Thursday
- Evaluation form will request your input
 - Discussion on the outcome of the conference
 - Key issues that require attention
 - Recommendations on the way forward

Thank you