

WORKSHOP B

SESSION TWO

Presentation 3

PTI in Africa – The Moroccan experience

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PTI in Africa, the Moroccan experience

SGS Automotive SA, Casablanca

Philippe Joyeux, MD

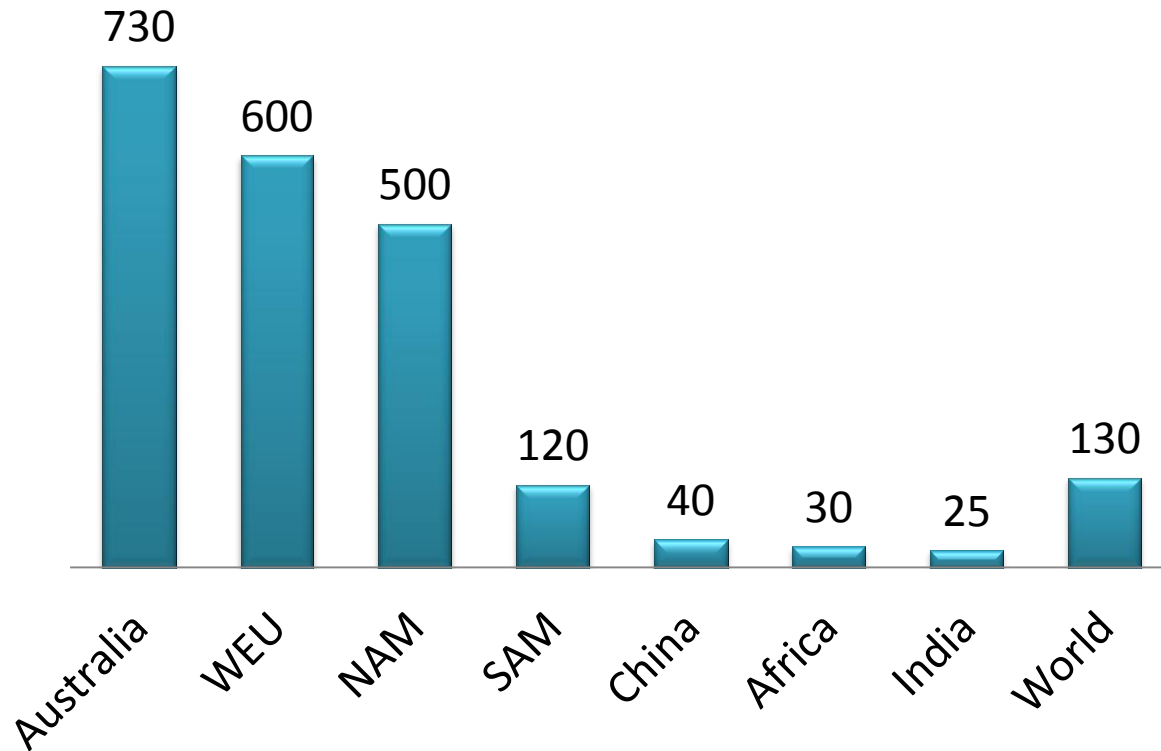
overview

- PTI in Africa :
 - The market
 - Examples in North Africa
- PTI in Morocco :
 - At a glance
 - A long history
 - 2007 Government approach
 - 2007 situation
 - The upgrading period
 - Today's achievements

PTI in africa / the market

Nb of cars / 1000 residents (2011)

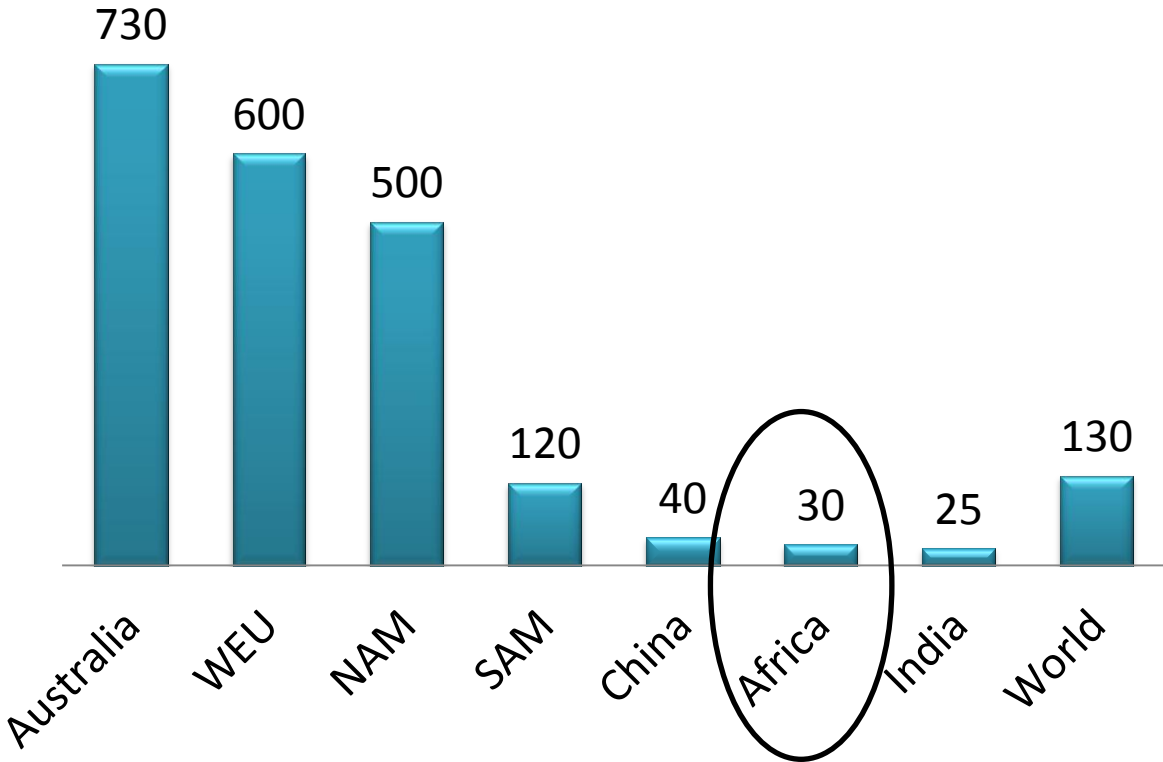
World car fleet expected to grow from 800m to 2bn by 2030



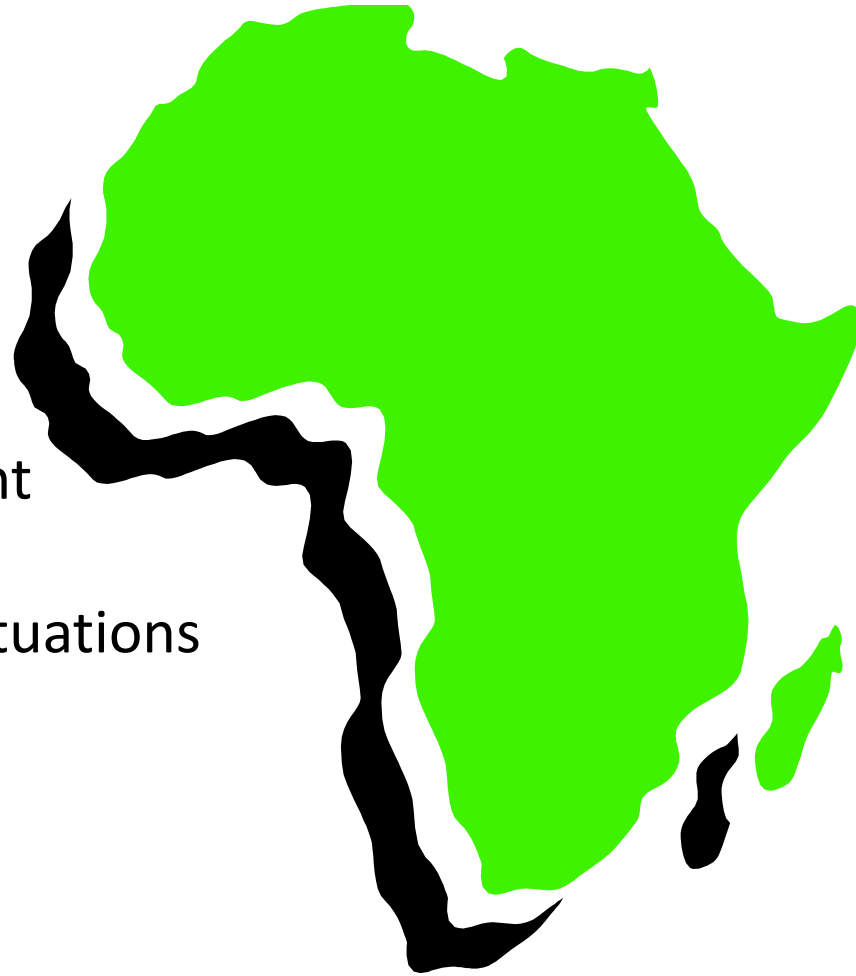
PTI in africa / the market

Nb of cars / 1000 residents (2011)

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PTI in africa / the markets



One continent
54 countries
54 specific situations

Examples in north africa

– Tunisia

- Fleet :1.3m
- 29 state owned stations
- PTI required yearly for cars > 3 years
- Tariff for LV : 9 € - No daily quota per lane

– Algeria

- Fleet : 4.5m
- 303 privately owned stations
- PTI required every two years for cars > 2 years
- Tariff for LV : 10 € - Daily quota = 32 LV / day / lane

– Morocco

- Fleet : 2.5m
- 230 privately owned stations, (To belong to a national network)
- PTI required yearly for cars > 5 years
- Tariff for LV : 20€ - Daily quota = 20 LV / day /lane

Three
countries,
three
different
approaches

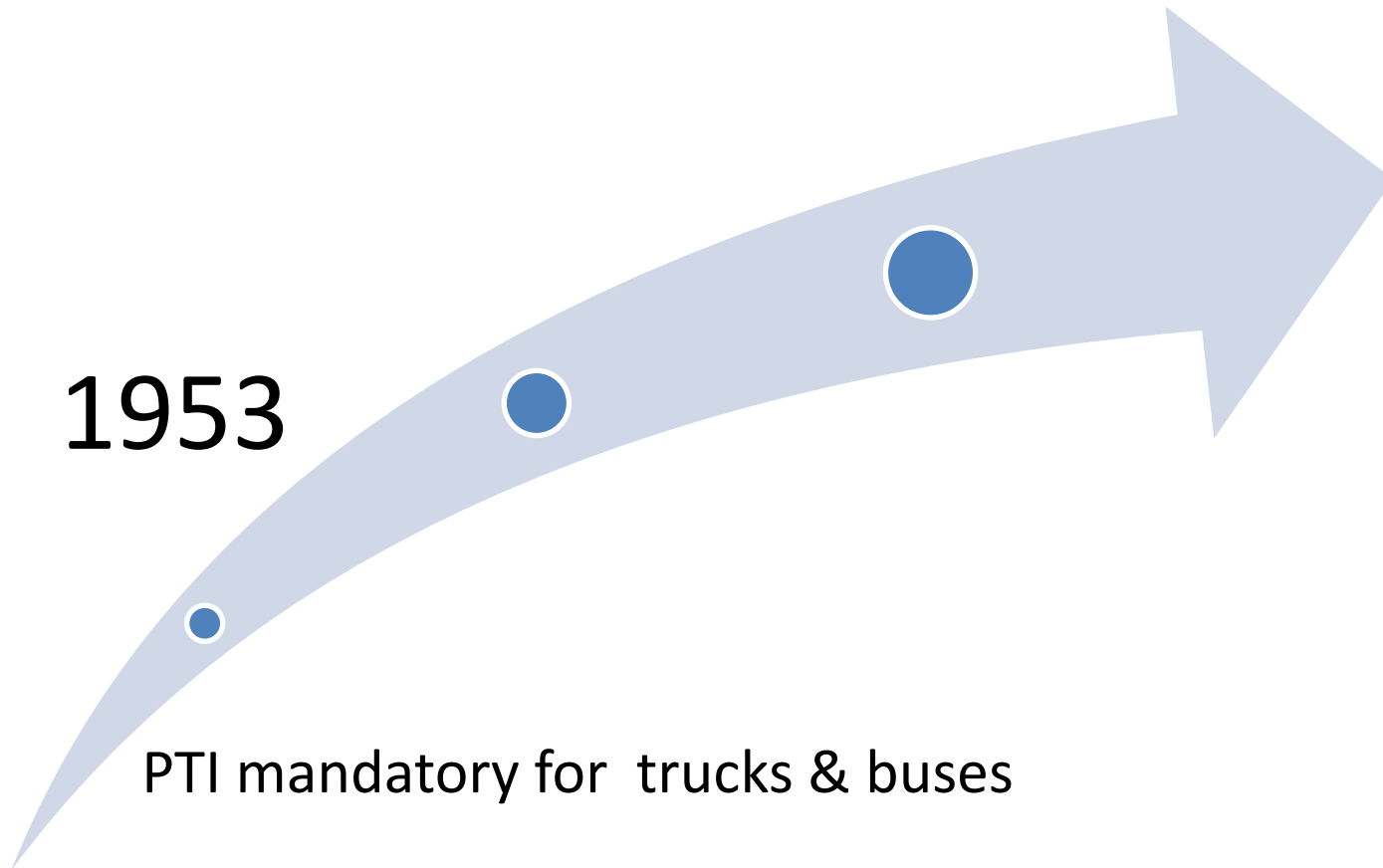
PTI in morocco

PTI in morocco at a glance

- 32 millions inhabitant
- 2,5 millions vehicle
- Fleet expected to grow by 6/8% every year
- Average age: 14 years
- 2012: Import ban for cars older than 5 years
- 225 privately owned stations / 535 lanes
- 3 existing networks + 1 newly authorized

PTI in morocco: a long history

PTI in morocco: a long history



PTI in morocco: a long history

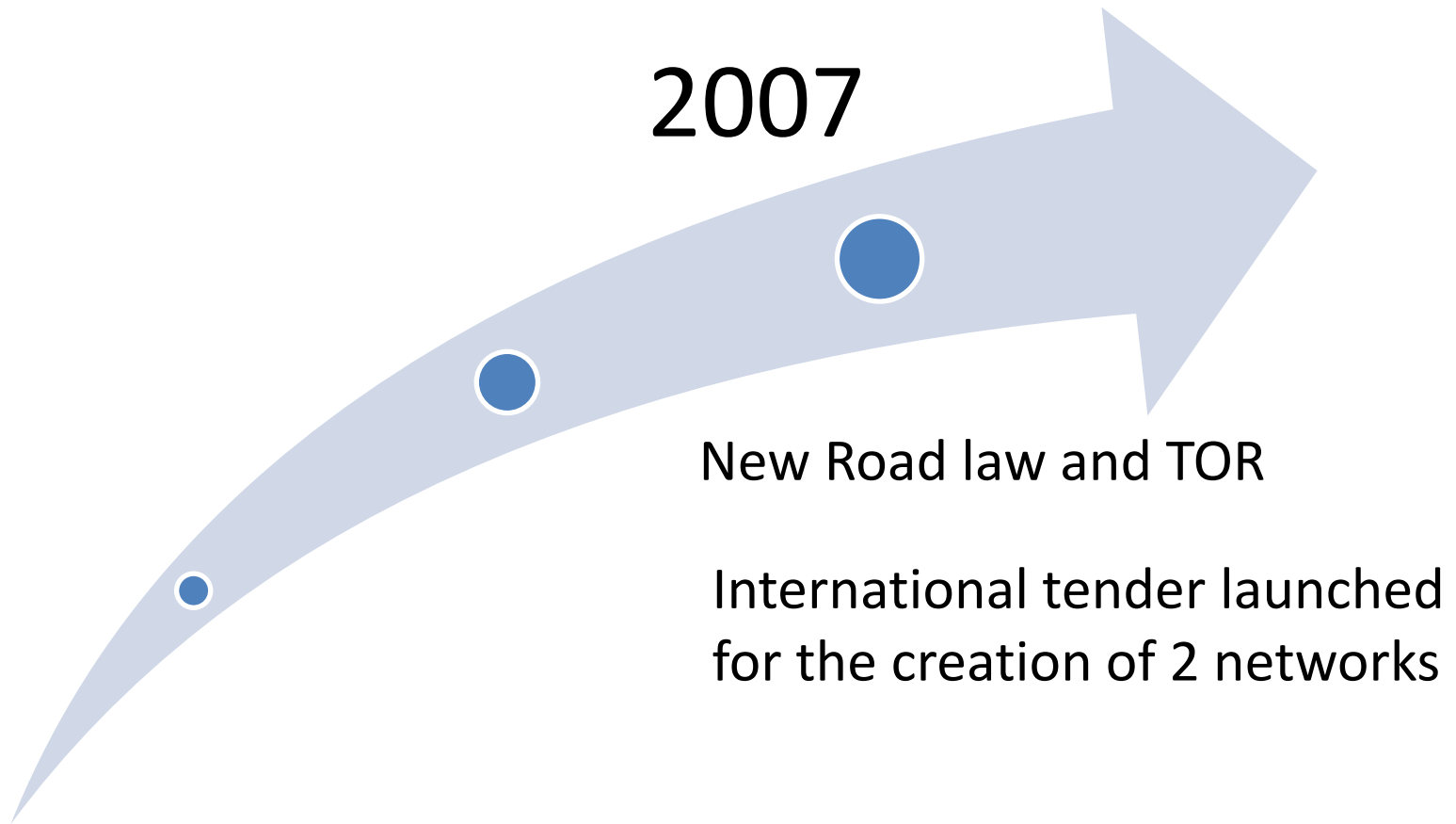


1982

PTI mandatory for all vehicles > 10y

Market open to new investors

PTI in morocco: a long history



government approach in 2007



- Road accidents and casualties reach unacceptable levels
- Road safety set as a national priority
- Action plan set around four main axes:
 - Road and traffic legislation review
 - Road law enforcement
 - Road infrastructure improvement
 - Modernization of the vehicle inspection sector
 - To reduce road casualties caused by technical defects
 - To contribute to environmental protection
 - To generate new investments and jobs

PTI situation in 2007



- 180 independent privately owned stations
- PTI sector perceived as unreliable (Minister)
- Equipment not always calibrated or adequately maintained
- Stations not computerized
- No central data collection
- Hand written certificates, w/o traceability
- Labor laws barely respected & Taxes poorly collected
- Unfair competition between stations
- 30% of road accidents said to have technical origins

from 2007 : the upgrading period



- Two international companies selected to:
 - Create networks
 - Open new stations
 - Bring roadworthiness inspections to international standards
- Many innovations developed and introduced:
 - Reference texts (lexicons, control procedures, ...)
 - Quality system and audit referentials
 - Computerization (HW, SW, transfer protocols, traceability, security, ...)
 - Automatic data transfers to central administration
 - Computerized certificate issuance on security paper
 - Training programs
 - Annual audits

today's achievements



- Three networks sharing the market
- 240 stations sharing the same code of practice
- 40 new stations created since 2007
- 1.5 million cars inspected in 2012
- 900 station personnel trained every year
- All stations audited at least once a year
- Causes of accidents due to technical defects reduced
- Trust in roadworthiness sector is back

meeting international standards



Thank you



Have a safe journey