PTI in Africa – The Moroccan experience

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PTI in Africa, the Moroccan experience
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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

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

Nb of cars / 1000 residents (2011)

Australia: 730
WEU: 600
NAM: 500
SAM: 120
China: 40
Africa: 30
India: 25
World: 130
PTI in Africa / the market

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

<table>
<thead>
<tr>
<th>Region</th>
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<tbody>
<tr>
<td>Australia</td>
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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

1953

PTI mandatory for trucks & buses
PTI in morocco: a long history

1982

PTI mandatory for all vehicles > 10y

Market open to new investors
PTI in Morocco: a long history

2007

New Road law and TOR

International tender launched for the creation of 2 networks
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 independant 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