



Republic of Uganda

Periodic Technical Vehicle Inspections & Driving Permits

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Outline



- Background of Motor Vehicle Inspection in Uganda
- Private Sector Involvement and Tendering Process
- Requirements
- Status of Establishment
- Driving Permit Production and Issuance
- Enforcement of the two measures
- Challenges and Constraints



Background



- It was conducted by Uganda Police until 1998 through delegated Authority by Ministry of Transport
- It was stopped due to allegations of corruption and frustrating collection of government revenue through the annual road licence
- Police continue inspecting vehicles involved in road crashes and vehicles suspected to be in poor condition through roadside enforcement
- Process is still highly subjective, depending on someone's “experience and knowledge” of a specific type of vehicle



Private Sector Involvement



- Process to privatise was initiated in 2001
- Idea was to contract Local Garages
- Idea was dropped and a study was recommended
- Feasibility study was conducted funded by World Bank
- Report was submitted in 2007, recommending:
 - Awarding to two firms
 - Not involving Garages/Motor Repairers
- The Ministry eventually decided on one Firm
- Tender process was initiated in 2007, canceled in 2008 and re-initiated in 2009. Contract with SGS SA signed in 2015.



Requirements



- SGS is required to initially establish 7 Stations to cover the five major regions of the country
- They started from zero. No initial infrastructure to improve. No land on which to build the Stations.
- Develop software to Uganda specifications with our own unique requirements given age of fleet
- All 7 Stations should communicate with each other and SGS provides full access to the Ministry
- Establish a Motor Vehicle Database which should be accessible by Police or any other Government Department



Status



- 3 stations have been constructed and are operational with equipment from Actia Muller
- A 4th station has been set up using mobile equipment from Workshop Electronics SA
- Software was customized to Uganda and continuously being updated as more is learnt about the vehicle fleet in the country
- 4 more stations are currently under construction with one completed and just waiting for installation of Equipment



Status – Station 1



- All purpose station for all types of vehicles 4 lanes
- First to be completed in November 2016



Status – Station 1



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Status – Station 1



- Equipment
 - Sideslip Tester
 - Roller brake tester
 - Suspension Testers
 - Emissions
 - Headlamp Aim
 - Automatic Backup Generator



Status – Station 2



- Light Vehicles Only of up to 3.5 Tones





Station 4- Mobile



Station 4 - Mobile





Computerised Driving Permit



- Most African countries still have a paper based driving permit/licence
- Uganda computerised the Driving Licence/Permit in 2003 although it took a while to roll out
- Cards are made of Teslin Security Paper imported from France which is continuously
- The Permit/Licence is based on a comprehensive database of the driver
- Biometrics are captured at time of application for a learners permit
- The legal provisions on the licence have been made part of the software, thereby reducing human subjectivity in deciding who should get a permit



Challenges



- As always political interference/intervention
- The almost 20 year absence of periodic technical inspection is making it hard to re-introduce
- The lack of risk sharing is a challenge to implementation – everything has been done by SGS except for the legislation
- As a result the costs of implementation/fees charged are a bit high.
- Contract period is also a bit short and therefore the risk is not spread over a number of years



**THANK YOU FOR YOUR
ATTENTION**