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 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

- 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
Status
Station 2 & 3

Status
Station 2 & 3
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