



IMPORTATION AND INSPECTION OF MOTOR VEHICLES IN UGANDA

**BY
UGANDA
31/08/2022**





PART 1: MOTOR VEHICLE INSPECTION OF IMPORTED UNITS IN UGANDA

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SCOPE OF PRESENTATION

- ❖ Theory of motor vehicle inspection
- ❖ Some of the tools used in inspection
- ❖ Uganda standard us 845:2017
- ❖ Pre-export verification of conformity (pvoc) process
- ❖ Destination inspection process on arrival
- ❖ Challenges and recommendations.





THEORY OF MOTOR VEHICLE INSPECTION

Motor Vehicle Inspection is done to assess the vehicle's roadworthiness. It is guided by a checklist which is basically extracted from the Standard. The available equipment at UNBS disposal currently.

- ❖ Radiation Meters.
- ❖ Tyre Tread Gauges.
- ❖ OBD reader.
- ❖ Gas Emissions Analyzer.
- ❖ Reflective mirrors.





PVOC PROCESS

- ❖ Objective: PVoC is to minimize the risk of unsafe and substandard goods entering Ugandan and protect consumers against dangerous, shoddy, and substandard imported products.
- ❖ Application for Inspection at Country of Export.
 - Booking and payment for Inspection
 - Inspection
 - Issuance of CRW or NCR.
 - Affixing Sticker.





PVOC SERVICE PROVIDERS FOR MV

❖ **EAST AFRICAN AUTOMOBILE**

For all MVs from Japan, UK and UAE, Singapore and South Africa

❖ **Quality Inspection Services Japan**

For all MVs from Japan, UK and UAE, Singapore and South Africa.

NOTE

Singapore and South Africa are now part of the scope of PVOC inspections i.e will Bill of Lading date effective 1st November 2021, they will undergo full destination inspection if not inspected at their country of export and thus the procedure of inspection thereafter.

Jabal Kirimanjaro and Jevic were scrapped off the list of MV inspection service providers





DESTINATION INSPECTION PROCESS

- ❖ Inspection and clearance of Used Motor Vehicles takes place within Uganda after Importation. This is done by UNBS at the imports clearance points.i.e. Border points, ICDs, Car Bonds, Airport, Mombasa(SCT)
- ❖ The process is guided by the Imports Inspection and Clearance Regulations.The Imports Inspection and Clearance Procedures, MV clearance guidelines .
- ❖ Application on e-portal system(ESW), Submission of Physical Customs documents and CRW(if available)
- ❖ *Units with CRW:* Verify CRW and MV, customs documents through the system databases for authenticity and matches verified chassis from the Customs documents. Clearance is then effected by the inspector.





DESTINATION INSPECTION PROCESS

- ❖ *Units without CRW for destination Inspection.*
- ❖ Assess appropriately (Inspection fees only or plus penalty) and issue BAF-refer to guideline.
- ❖ Proceed for Inspection after presentation of proof of payment.
- ❖ Clearance on the e-portal and issuance of Imports Clearance Certificate.
- ❖ ***Also to note:***
 - Validity of CRW is 12 months from the date of issue.
 - Tyre Age on imported Used Vehicles, more than 50% shelf life allowed.
 - Seat belts included.





Challenges and recommendations

- ❖ Rudimentary tools which don't match the state of art technology. This can be overcome by joint MOUs with MOWT and Private sector such as SGS for modern motor vehicle inspection services since they are capital intensive.
- ❖ Capacity development. Contract clauses included for all contractors.
- ❖ Ignorance of the public on the importance of vehicle inspection. Solved through positive publicity.
- ❖ Political interference.





PART 2: INSPECTION OF IN-SERVICE USED MOTOR VEHICLES IN UGANDA

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OBJECTIVE OF VEHICLE INSPECTION

Motor vehicle inspection is geared towards ensuring that vehicles that ply Ugandan roads are roadworthy, environmentally compliant and fit for their intended purposes





VEHICLE POPULATION STATUS IN UGANDA

- ❑ Vehicle population currently stands at 1.9 million (about 60% are 2 wheelers)
- ❑ Majority of vehicles are imported second hand or used. Only 10% are imported brand new
- ❑ Current age limit for used vehicles except commercial vehicles is 15 years





LEGAL FRAMEWORK

- The Traffic and Road Safety Act, 1998 (Amendment) Act, 2020
- The Traffic and Road Safety (Motor Vehicle Inspection)(Amendment) Regulations, 2020
- Applies to all Vehicles except:
 - Private Vehicles which are **two years old** measured from **1st of January of Year of Manufacture.**
 - Motorcycles and goods vehicles of **1 year or less** from **1st January of the year of manufacture.**
 - Vintage Motor Vehicles (registered in Uganda **before 1st January 1980**)





FREQUENCY OF INSPECTION

- Commercial vehicles - **once every Year**
- Motorcars and dual purpose vehicles - **once every two years**





MANUAL/VISUAL MOTOR VEHICLE INSPECTION

Currently, the inspection that's currently out in Uganda for in-service vehicles (by the Ministry of Works and Transport) is visual and checks are made for two major items:

- ❖ **Inspection for Mechanical condition** - engine condition, glass and windscreen, horn, lighting system, ignition system, braking system, tyres and wheels and general body condition, seats
- ❖ **Statutory compliance and fitness for purpose of vehicle use:** logbook and chassis must correspond, safety belts, reflectors, statutory marks, fire extinguisher, first aid box, condition and firmness of seats, ventilation, internal lights and general cleanliness of the interior





Automated Vehicle Inspection

- In 2015, Government contracted a private Service provider (SGS) to set up automated vehicle inspection stations. 7No. inspection stations were set up in different parts of the country inspection lanes for heavy, light and motorcycle lanes.





One of the vehicle inspection stations in Uganda





Some of the inspection Equipment at the stations



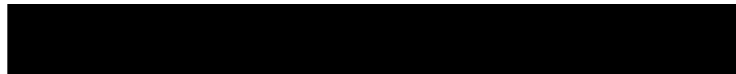
Saloon car during inspection (SGS)



Mini bus inspection (SGS)



Motor cycle lane (SGS)





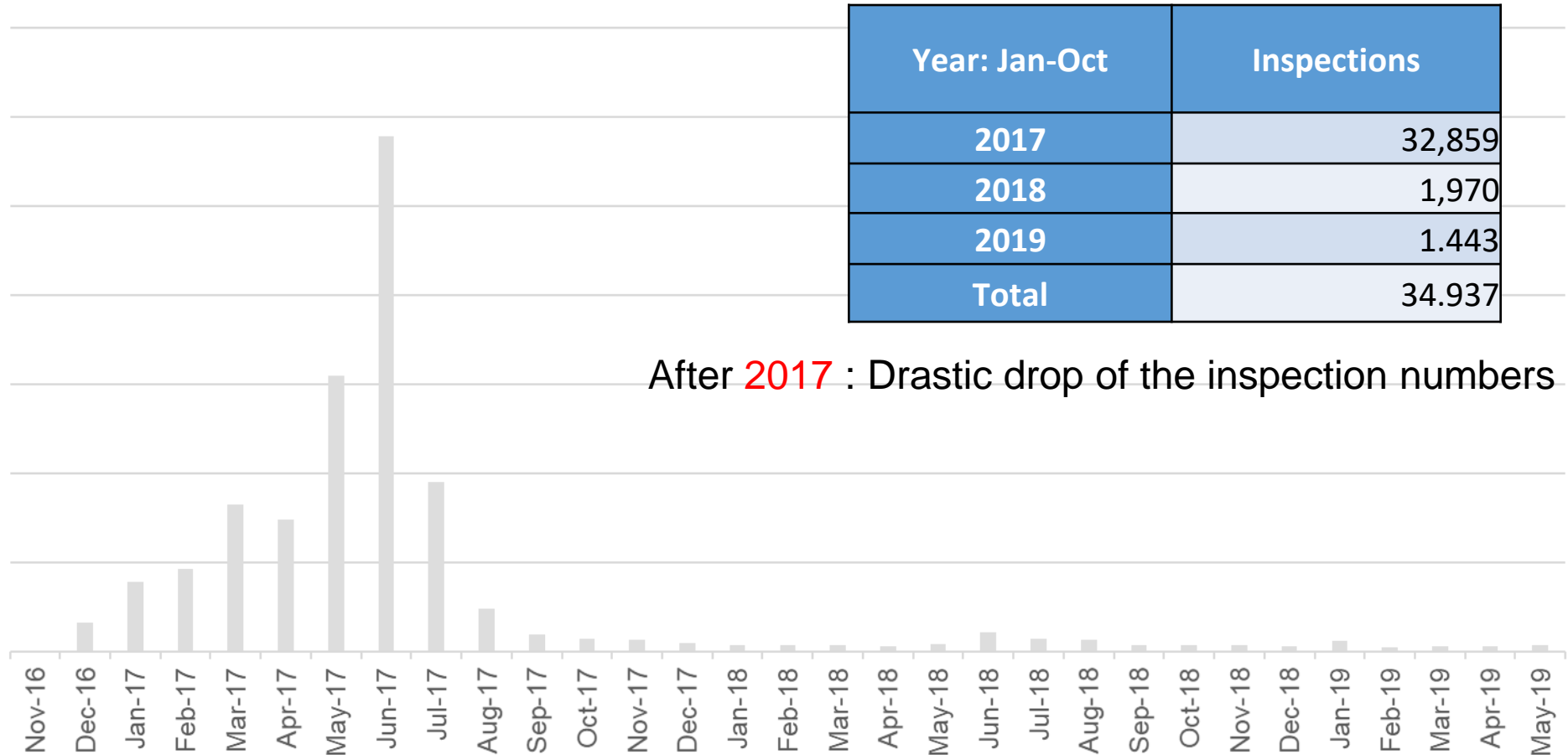
KEY TESTS CARRIED OUT AT THE AUTOMATED VEHICLE INSPECTION STATIONS

- Emission Levels for both Diesel and Petrol Engines depending on the year of manufacture of the vehicle
- Brake performance (Service Brakes, Parking Brake and Brake imbalance)
- Suspension imbalance
- Wheel Alignment (tested using a side slip tester)
- Headlamp Aim (
- Axle Play (semi-automated since it has no absolute value)
- The steering wheel play





Automated Vehicle Inspection Statistics. The inspections started in Nov 2016.





Bottlenecks

- The automated motor vehicle inspection services currently stalled due to an administrative stand-off between Government of Uganda (GOU) and the Service provider (SGS). Government and SGS are currently in negotiations to reinstate the automated motor vehicle inspection services
- Inadequate training for the vehicle inspectors
- Resistance of the public to vehicle inspection requirements.
- Ignorance of the public on the importance of vehicle inspection.
- Many vehicles fail inspection due to poor maintenance by the owners, lack of certified garages, poor fuel quality (for emissions), inferior spare parts...





REGISTERED SUCCESS

- ❑ Local vehicle manufacturing of Zero-Emission Vehicles (ZEVs) and brand-new Internal Combustion Engine (ICEs) Vehicles commenced at Kiira Motors Corporation, a Government funded company.
- ❑ Plant for local manufacturing/assembly of ZEVs in advanced stages of completion (Located in Eastern Uganda and funded by Government).
- ❑ Acquisition of a **World Manufacturer Identifier (WMI)** code “**BU**” for Uganda from the Society of Automotive Engineers (SAE) to support local vehicle manufacturing.
- ❑ Non-Motorized Transport lanes introduced and piloted in some parts Kampala city.



THANK YOU





ITEM 2: EMISSIONS: EXHAUST SMOKE (COMPRESSION IGNITION ENGINE)

REASONS FOR FAILURE—

1. Engine oil level too high or too low, coolant level too low.
2. Obvious engine defects.
3. The result of the test on exhaust smoke emission is not in accordance with the standard for exhaust smoke emission as specified by the manufacturer of the vehicle.
4. In the case of vehicles in respect of which the manufacturer's specified standard for exhaust smoke emissions is not available, and were—
 - (a) manufactured between 1st January 1980 and 1st July 2008 (inclusive of both dates), the average smoke meter reading is higher than 2.5ml in the case of naturally aspirated compression ignition engines, or the average smoke meter reading is higher than 3.0ml in the case of turbo charged compression ignition engines;



- (b) manufactured before 1st January 1980, the exhaust emission is coloured black haze or darker;
 - (c) manufactured after 1st July 2008—
 - (i) the average smoke meter reading is higher than 1.5ml; or
 - (ii) the maximum attainable engine speed is less than 90% of the maximum speed specified by the manufacturer of the vehicle.
5. The emission control system is leaking, incomplete or incorrectly assembled.
 6. Engine idle speed is incorrect.



ITEM 4: EMISSIONS: CARBON MONOXIDE

REASONS FOR FAILURE—

1. The result of the test on carbon monoxide emissions is not in accordance with the standard for carbon monoxide emissions as specified by the manufacturer of the vehicle.
2. In the case of vehicles manufactured—
 - (a) before 1st October 1986, the carbon monoxide content is more than 4.5% at idling speed;
 - (b) between 1st October 1986 and 31st December 1993 (inclusive of both dates), the carbon monoxide content is more than 3.5% at



ITEM 4: EMISSIONS: CARBON MONOXIDE

REASONS FOR FAILURE—

1. The result of the test on carbon monoxide emissions is not in accordance with the standard for carbon monoxide emissions as specified by the manufacturer of the vehicle.
2. In the case of vehicles manufactured—
 - (a) before 1st October 1986, the carbon monoxide content is more than 4.5% at idling speed;
 - (b) between 1st October 1986 and 31st December 1993 (inclusive of both dates), the carbon monoxide content is more than 3.5% at idling speed;
 - (c) on or after 1st January 1994, the carbon monoxide content is more than 0.5% at idling speed;



- (d) on or after 1st January 1994, the carbon monoxide content is more than 0.3% at either an engine speed of 2,500 Revolutions per Minute (RpM) or at a speed specified by the vehicle manufacturer;
- (e) after 1st July 2002, the carbon monoxide content of the exhaust gases is more than 0.3% by volume at idle speed;
- (f) after 1st July 2002, the carbon monoxide content of the exhaust gases is more than 0.2% by volume at either an engine speed of 2,500 RpM or at a speed specified by the vehicle manufacturer.





ITEM 5: EMISSIONS: HYDROCARBON

REASONS FOR FAILURE—

1. The result of the test on hydrocarbon emissions is not in accordance with the standard for hydrocarbon emissions as specified by the manufacturer of the vehicle.
2. In the case of vehicles manufactured before 1st October 1986, the hydrocarbon content is more than 1,000 Particles per Million (PpM) at idling speed.
3. In the case of vehicles manufactured between 1st October 1986 and 31st December 1993 (inclusive of both dates), the hydrocarbon content is more than 750PpM at idling speed.
4. In the case of vehicles manufactured on or after 1st January 1994, the hydrocarbon content is more than 200PpM at either 2,500 rpm or at the speed specified by the vehicle manufacturer.





ITEM 6: EMISSIONS: LAMBDA

REASON FOR FAILURE—

In the case of vehicles manufactured on or after 1st January 1994, the lambda value at either 2,500 RpM or at the speed specified by the manufacturer is not 1 ± 0.03 or is not within the vehicle manufacturer's recommendation.

