



Regional Training on Inspection and Monitoring Framework for Used Vehicles
Imported in the East Africa Community (EAC) Sub Region and Used Vehicles
Importers and Exporters Meeting
30 August – 01 September 2022
Kigali, Rwanda

Vehicle compliance

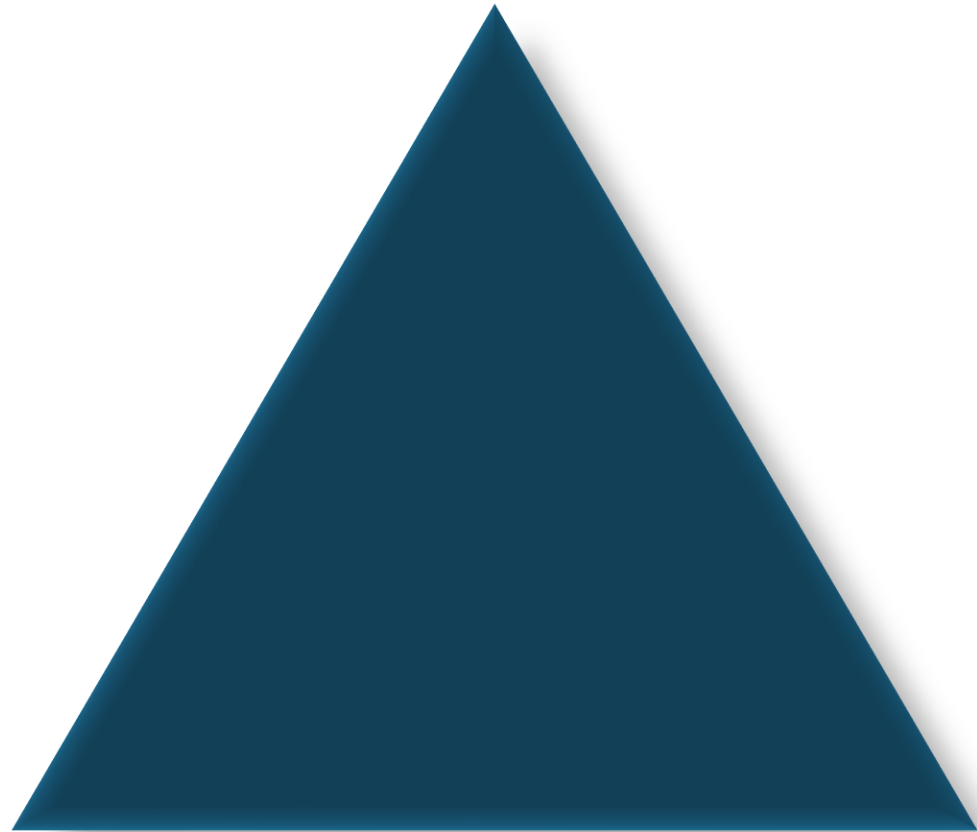
September 1th, 2022

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ROAD TRANSPORT'S TRIANGLE



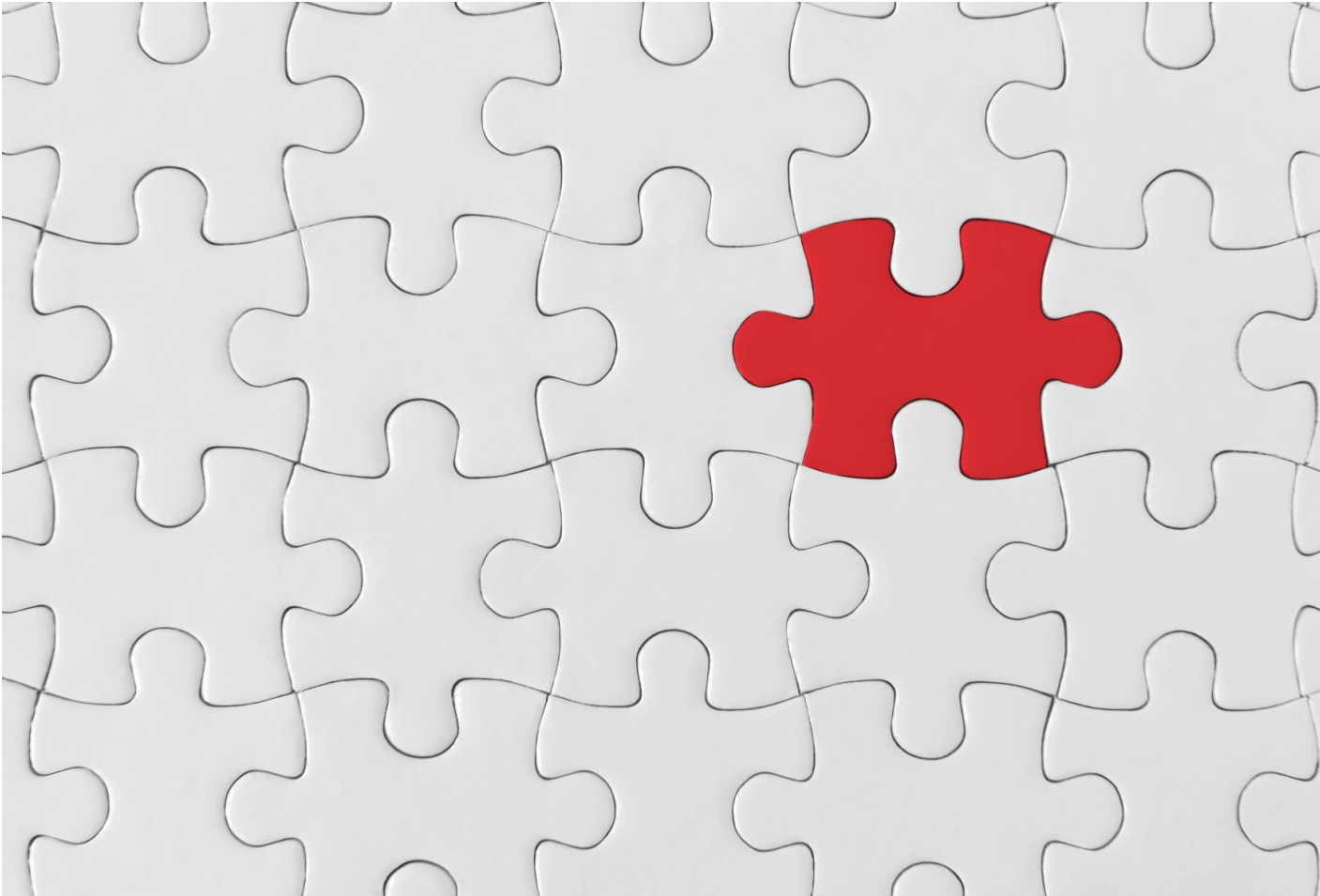
Human factor



Infrastructures

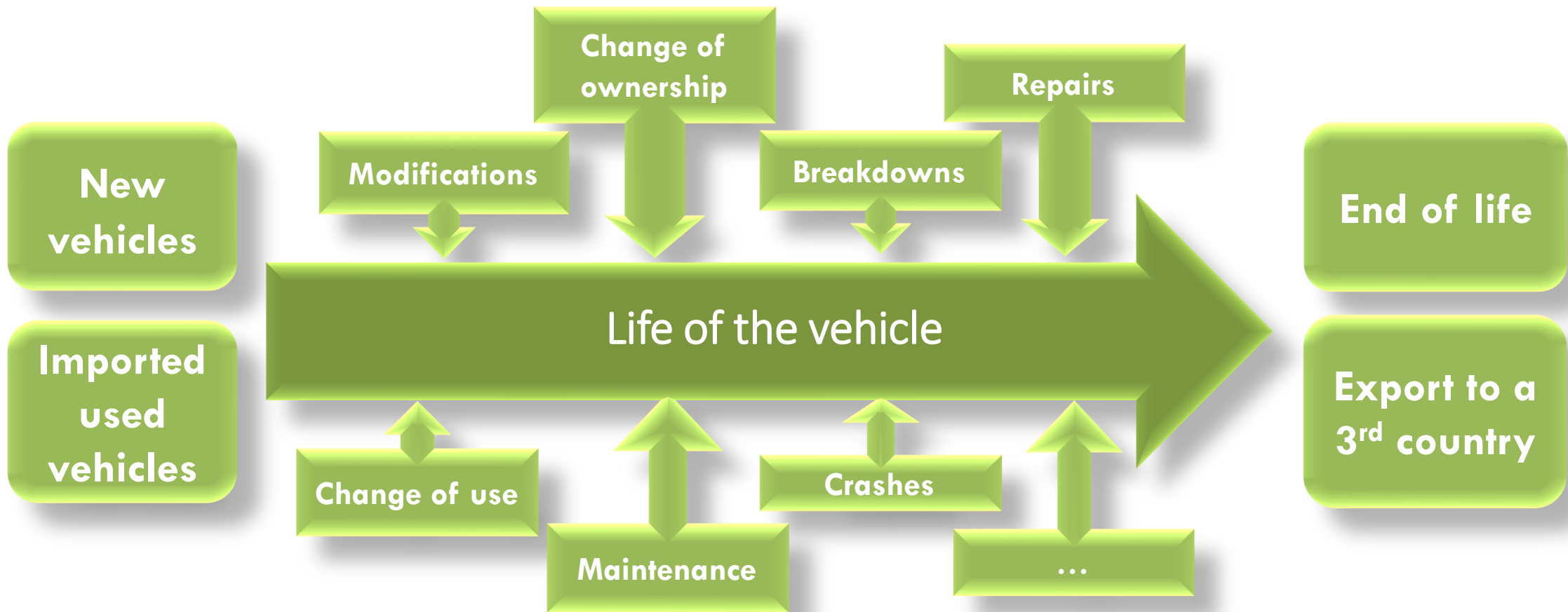
Vehicles

THE PUZZLE



**Vehicle
compliance is
an essential
part of road
safety
management**

The whole vehicle's life



A vehicle compliance scheme must ensure vehicles:

- **Properly designed ► approval**
- **In good shape ► roadworthiness**



- **Properly designed ▶ 1958 and 1998 Agreements**
- **In good shape ▶ 1997 Agreement**

VEHICLE INSPECTION'S IMPACT



Costa Rica¹:
Inspection
reduced
crashes by a
40%



Turkey²:
Inspection
reduced
fatalities by a
15%



Spain³:
Mopeds'
inspection
reduced
fatalities by a
18%



Spain⁴:
Emissions
control
prevents 400+
premature
deaths per
year



USA⁵:
5,6% fewer
fatalities in
states with
safety
inspection



Slovakia⁶:
Crashes
increase with
the time
elapsed since
the last
inspection

Sources:

¹ Reducing the death toll of road accidents in Costa Rica through the introduction of roadworthiness inspections by the government. W. H. Schulz and S. Scheler

² Impact study to estimate the economic effects of the introduction of PTI in Turkey. W. H. Schulz and S. Scheler

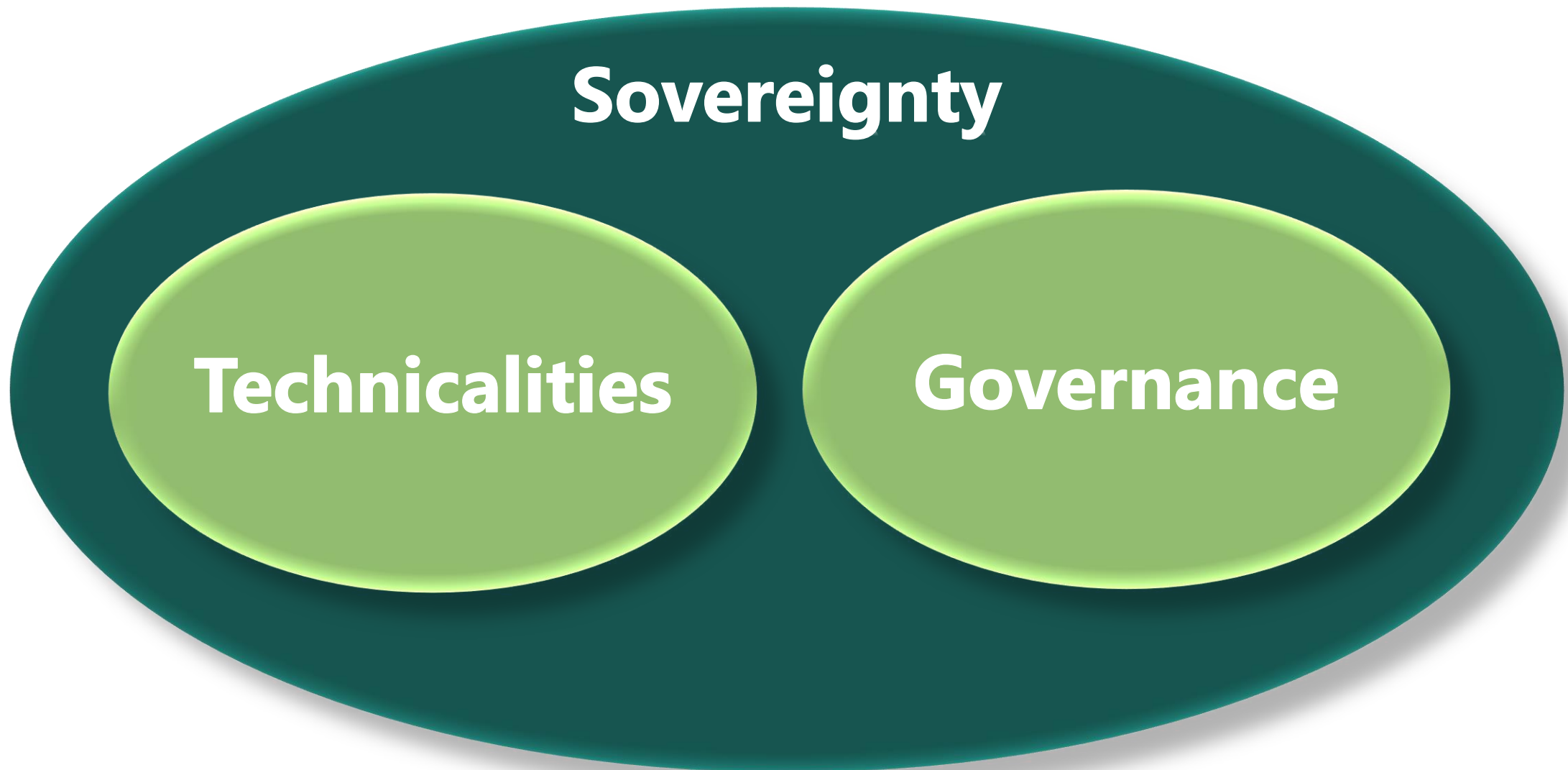
³ Study on the inclusion of light trailers and two- or three-wheel vehicles in the scope of the periodic roadworthiness testing, European Commission

⁴ Roadworthiness testing contribution to vehicle safety and environment, V. Díaz López, J.L. San Román García, A.M. Gómez Amador, S. Santos Cuadros and E. Olmeda Santamaría

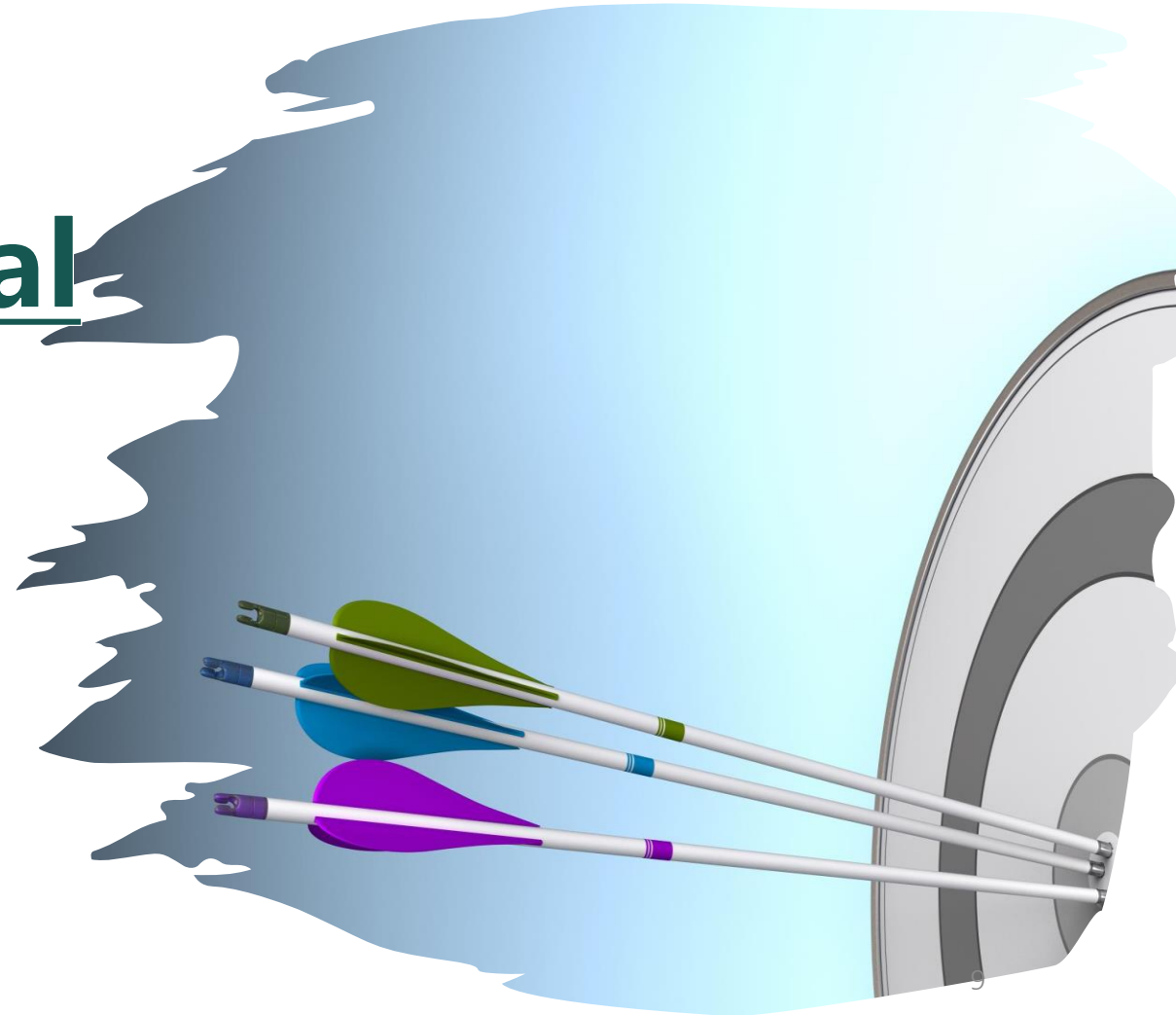
⁵ A data-driven assessment of safety inspection programs' efficacy. P. S. Acharya, L. AitBihiOuali, H. S. Matthews and J. Graham

⁶ Effect of Periodic Technical Inspections of Vehicles on Traffic Accidents in the Slovak Republic. J. Hudec, B. Šarkan

COMPLIANCE SCHEMES



Vehicle compliance is always a governmental responsibility, regardless of the operational arrangements



COMPLIANCE SCHEMES



Institutional Level

- **Governmental arrangements**
- **Governance**
- ...

Organisational Level

- **Who operates?**
- **Who supervises?**
- ...

Operational Level

- **What to do?**
- **When?**
- ...

What to take into account?

- ✓ **Governmental & sovereign** activity
- ✓ **Market rules** are **not applicable**
- ✓ **Accountable stakeholders**
- ✓ **Realistic** schemes
- ✓ Feasible **updates**

HOW TO DRIVE STAKEHOLDERS?



**Same concepts are applicable to
limit the environmental impact of
the vehicle**



**Poisonous
gasses**



GHG gasses

Safer and Cleaner Used Vehicles For Africa

- UNRSF - Funding

Global partners

- CITA
- FIA - Region 1
- UNECE
- UNEP

Africa Region

- UNECA
- AUC
- ECOWAS Commission
- East Africa Community Secretariat



UN
environment
programme



UNRSF
THE ROAD SAFETY FUND



FIA
REGION I



UNECE



CITA

Approved and published reports





THANK YOU

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