

SAFER AND CLEANER USED VEHICLES



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USED VEHICLES

Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System

Developed By:





SAFER AND CLEANER USED VEHICLES FOR AFRICA



Export of used vehicles from Amsterdam ©ILT 2019

ACTIVITY 2 – ESTABLISH USED VEHICLES INSPECTION AND MONITORING FRAMEWORK AND IMPLEMENTATION COMPLIANCE SYSTEM

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Brussels, July 19, 2021



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ACKNOWLEDGMENTS

The authors thank and acknowledge the collaboration of the following persons and organisations who contributed to this report:

Jane Akumu

Ferose Oaten

Luis Felipe Quirama Londoño

Vlad Sogodel

Veronica Ruiz-Stannah

Aaron Treadawy

The members of CITA RAG Africa: Kanvaly Bamba, Dominique Gouvernayre, Faouzène Hassine, Segun Ogunnaike, Fabio De Stefani and Soumana Sylla,

Gerrit Fischer and The Tripartite Transport & Transit Facilitation Programme (TTTFP) funded by the European Union.



EXECUTIVE SUMMARY

This report comprises the findings of the UN Road Safety Project “Safer and Cleaner Used Vehicles for Africa” project, Activity 2, “Establish a used vehicles inspection and monitoring framework and implementation compliance systems. In addition, the key results and recommendations of Activity 1, “Establish used vehicles information sharing system with data support”, of the same project, are also given in this report. The summarised findings and recommendations of Activity 2 are as follows:

- The main exporters to Africa are EU, Japan and USA,
- Africa is a big continent with 54 countries with a diverse status of Traffic Safety initiatives, particularly regarding rules and regulations for the importation and inspections of vehicles for use on Public Roads.
- There are well established regional forums whose mission is to improve the situation of road safety and compliance systems for imported vehicles.
- Due to the diversity and large number of countries, a regional approach is proposed to implement used vehicle import regulations.
- Sub-regions and countries with high ambitions for the implementation of an inspection and monitoring framework should be identified and commit to launching initiatives.
- With commitment in place, it is crucial to set up communication forums with stakeholders in the respective countries.
- It is necessary to establish communication and data exchange forums between exporting and importing countries to access historical vehicle data.
- Data/information platforms for the exchange of vehicle information are available for international use.
- The first activity to be put in place is an action plan and roadmap of the authorities to establish rules and regulations.
- Regulatory requirements are proposed to be based on the framework of the 1958, 1998 and 1997, Geneva Agreements. Equivalences with other regulatory schemes need to be developed.
- With this in place, all the information and support for the implementation of a framework is already in place, in terms of best practice procedures worldwide, such as:
 - Inspection schemes with details on inspection and evaluation of acceptance criteria.
 - Inspection facilities, advice on sizes and layout.
 - Inspection test equipment, specifications and proposals.
 - Training, certification and accreditation, advice of principles and content.
 - Anti-Fraud activities, advice and preventive action plans.
 - Recommendations on the general framework based on current international rules, regulations, standards and recommendations.
 - The legal framework in other countries, advice.
 - Data platforms for exchange of vehicle information, recommendations.
 - Advice and contacts with equipment suppliers.
- The success will depend on finding pilot countries willing to take the Port of Entry Inspection as a challenge with their own belief that this is the way for improvement.



- The carrier must be liable for the arrival of vehicles according to the acceptance criteria and without modifications from the time of shipping.



1. INTRODUCTION

Safer and Cleaner Used Vehicles for Africa is a project led by the United Nations Environment Programme (UNEP) and funded by the UN Road Safety Fund (UNRSF) aiming to improve the quality of used vehicles reaching the continent. CITA, the International Motor Vehicle Inspection Committee, participates in the activity by providing its experience and knowledge on whole-life vehicle compliance in general and vehicle inspection in particular.

CITA members are authorities and authorised companies involved in vehicle compliance to ensure road safety and environmental protection.

The increase in the number of motor vehicles in Africa is, on the one hand, a basis for the further economic development of African countries. On the other hand, however, the vehicle fleet in Low to Middle Income Countries (LMIC) is old and inadequate; with the rapid increase in the number of motorised vehicles, road safety and the environment are negatively influenced.

The growth of vehicle fleets in LMICs is mainly based on the import of vehicles from developed countries, mostly used vehicles.

This import of used vehicles is often unsafe and not optimal from an environmental point of view. The vehicles' inadequacy may be related to their conception (fulfilment of general safety and emission requirements at the manufacturing) or their fitness (roadworthiness). CITA's involvement in the project started in December 2020 and is scheduled to end in September 2021. This document is the report of Activity 2 (of 3) to be delivered in June 2021 and needs to be considered along with the reports of those Activities.

Activity 1, "Establish used vehicles information sharing system with data", was reported at the end of March 2021.

Activity 2, "Establish a used vehicles inspection and monitoring framework and implementation compliance systems", is presented in this report.

Activity 3, "Develop a used vehicle quality label/certification system", will be finalised at the end of September 2021.

2. BACKGROUND

As a summary of Activity 1) "Establish used vehicles information-sharing systems with data support" and as a background for Activity 2, the following previous findings should be considered. In order to improve the situation with a safer and more environmentally friendly vehicle fleet in African countries, it is essential to impose requirements on the technical status of imported vehicles in the respective countries. In support of these import rules, it is also essential to set up exporting countries' laws. The project consists of 3 activities, of which Activity 1 was reported at the end of March 2021, and the main takeaways are summarised below.

Investigation and analysis of best practice procedures and requirements for both exporting and importing countries were evaluated.



Amongst investigated procedures, the process of exporting vehicles from Japan to New Zealand was analysed and found to be the best developed and most established procedure as it incorporates all steps of the export/import flow. The procedure starts with a thorough inspection, before the vehicles even leave Japan and continues with strict requirements and inspection based on domestic legal requirements of the importing country, New Zealand. This procedure would preferably act as a role model for best practice worldwide, with mutual responsibility from both the exporting and importing countries.

It should be observed that in New Zealand there are clear and distinct legal requirements regarding safety and environmental rules and regulations, these must be fulfilled before a registration can be issued. Afterwards, the vehicle is ready for use in New Zealand. As a part of ensuring acceptable entry of the vehicle into New Zealand, an inspection upon arrival in New Zealand is carried out. The available information and data for registration of a vehicle arriving in New Zealand is of high quality, but so far not available for use on a broader international level.

For any country that has established rules and requirements for the importation and registration of the vehicle intended to be put into circulation on public roads, data and information to verify compliance with these rules must be available for the actual vehicle.

The type of information¹ that should be available relates to roadworthiness status as a requirement for exportation and registration, type-approval information, road safety and environmental classification and/or Certificate of Conformity, as well as a record if a vehicle has been possibly involved in any significant damage.

Among the analysed Data-platforms, EUCARIS is found to be the preferred platform on a broader international use to share registration data.

EUCARIS is a platform for data exchange within Europe concerning vehicles, and vehicle owners and drivers. The platform has the possibility to provide information that the importing country can use to verify the compliance of vehicles with its import requirements, such as age and emission standard. For all countries, the history of previous roadworthiness from exporting countries should be of common interest.

EUCARIS is currently analysing the possibility to open the availability and access to the platform for countries outside Europe.

DETA, the database for vehicle approval data hosted by UNECE, may provide detailed data about vehicles' design once fully developed.

3. SCOPE AND LIMITATIONS

This report is the deliverable of Activity 2, “Establish a used vehicle inspection and monitoring framework and Implementation compliance system”. As with Activity 1, the

¹ See report of Activity 1



focus will be on the import of used vehicles, although the framework will in many respects be applicable to all vehicle categories.

The activities and deliverables to be undertaken in Activity 2 are:

- a) Define suitable institutional, organisational, and operational arrangements for the framework.
- b) Define the role of the stakeholders.
- c) Identify related international standards and references.
- d) Define criteria and methods, inspection in exporting countries.
- e) Carry out checks to verify the adequacy of the port of arrival inspection.
- f) Define criteria and methods, including research and analysis of information for post-arrival inspection in importing countries².
- g) Propose a theoretical project for the implementation of inspection, control and compliance.
- h) Develop training modules for the proposed framework.

The aim of this document is to become a guide for those designing the used vehicle acceptance system in a given country rather than a precise implementation handbook. Each country will require a dedicated design that must consider specificities like governmental structure, previous experiences, economic context, geography, etc.

This report contains the general concepts to be addressed, with suggestions for doing so. The recipient countries, as the sovereign authority in charge of the fleet, shall define the ultimate schemes and procedures to be applied.

4. MATERIAL AND METHODS

Previous CITA activities were assessed as background, in particular the relevant CITA recommendations.

Activity 2 started with a brainstorming workshop with some stakeholders representing CITA Regional Advisory Group Africa and was carried out on March 30, 2021. This was followed by a discussion on participation in the CITA RAG Africa meeting, on April 15, 2021, with discussions for additional input.

An essential source of information was also the AVIS report from Togo and Cameroon, see Annex 2 References.

Ongoing work in Africa to standardise the inspection and registration procedure was discussed with the representatives for the development of standards.

The meetings and interviews were carried out through digital media, as the Covid-19 situation did not allow for physical encounters.

² The experience of highly regulated markets will be useful to define the systems of each country/region. That, anyhow, requires a local approach.



5. PROPOSED IMPLEMENTATION PLAN WITH RECOMMENDATIONS AND SOURCES OF INFORMATION

5.1. INTRODUCTION AND MAIN POINTS FOR CONSIDERATION

A brainstorming activity to start Activity 2 was carried out at the end of March 2021. The main focus was to discuss a good approach and to give ideas for the implementation of the next step. The results of Activity 1 were used as a basis for brainstorming. The focus of the discussion was to identify the form of organisation and to focus on what stakeholders should be involved in for the next step of the process. Further on, the discussion went into more detail to find an appropriate approach that, in general, could be applied to the different sub-regions and countries in Africa, as they all have a different awareness and approach to the present situation. The workshop also addressed and tried to identify the procedure and recommendations for dealing with the problem as quickly as possible and in as many countries as possible.

Africa is wide and diverse, and an approach to improving the situation should preferably be regional. Even within the sub-regions, the situation varies greatly when it comes to preventing issues with the current legal framework for vehicle importation and registration and the current system for checking and controlling the roadworthiness of vehicles on the road.

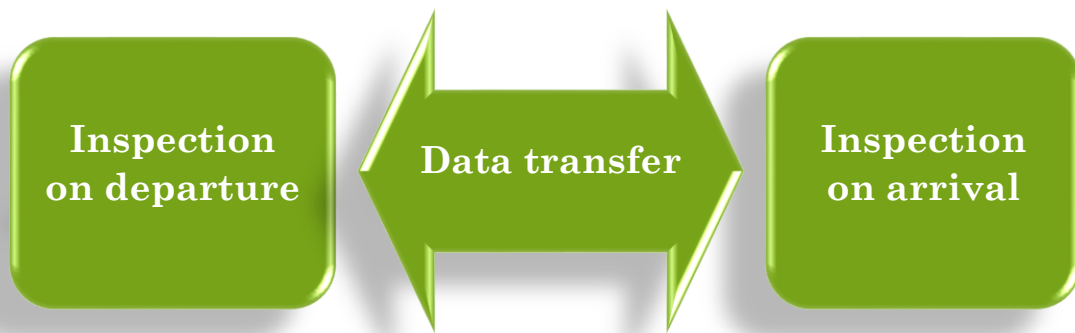
Some of the important organisations for continued work on a regional approach are identified to be AU, COMESA, SADC, ECOWAS, UEMOA, CEMAC and EAC³.

The legal framework needs to be upgraded in each country to create a better solution, although a regional approach would be very much recommended.

There is a paradox: in some countries where the used vehicles arrive (port of entry), the country does not allow used vehicles from abroad for local use but only permits entry for re-export to other counties in the region.

³ For explanation, see the link to regional organisations in Africa [International organisations in Africa - Wikipedia](#)

The mainframe for the import of used vehicles is defined in the picture below:



As reported in Activity 1, the import of used vehicles should be seen as a process that starts in the country of export and ends in the country of import. During this process, inspections should be carried out, which means that you will have a filter in the initial country of export that must be passed before the vehicle is even allowed to be shipped/exported. It is also essential that vehicle information and data is available in electronic format throughout the complete process and for all parties, as shown in the Activity 1 report for The Netherlands, Poland and Latvia.

Each of the boxes can be developed further. In the case of the “Inspection on Departure”:

Vehicle identification

Does the vehicle comply with documents and registration?

Has the vehicle been modified?

Has the vehicle been salvaged, deregistered, stolen,?

The recipient country defines the standards.

Physical check, including taking pictures of the vehicle and relevant parts (VIN on the frame, key parts like safety belts, catalytic converter, ...), and VIN decal.

Possible data source: defined at national level of the exporting countrycountry.

Vehicle conception

Is the vehicle built according to the appropriate standards?

The recipient country defines the standards.

Documentary check taking advantage of the process to allow the previous registration.

Acceptable approval scheme: UN 1958 or 1998 Agreements or equivalent.

Data source: DETA (or equivalent).

Vehicle fitness

Is the vehicle in good shape?

The recipient country defines the standards.

Documentary check taking advantage a valid roadworthiness certificate or physical check if the roadworthiness check has a date of more than 2 months.

Acceptable roadworthiness scheme: UN 1997 Agreement or equivalent.

Possible data source: defined at national level of the exporting country.

In the case of vehicle arrival, “Inspection on arrival⁴” the structure is as follows:

Vehicle conception

Documentary review of the vehicle conception check undertaken on departure.

Vehicle fitness

Is the vehicle in good shape?

To determine if an additional full inspection is required.

Possibility of comparing emission data with those of the inspection of departure.

Vehicle identification

Physical checking of the data taken in the vehicle identification at the exporting country.

The boxes above show many concepts that require decisions to be made. Importing countries must define the precise conditions with the support, where appropriate, of exporting ones within a scheme of shared responsibility.

5.2. INSTITUTIONAL, ORGANISATIONAL AND OPERATIONAL ARRANGEMENTS FOR THE FRAMEWORK

This section considers the arrangements at three level: institutional, organisational and operational. The institutional level considers the aspects related to the governmental structure to ensure an efficient management and governance of the used vehicles compliance. The Organisational level focuses on the definition of responsibilities and roles of each of the involved stakeholders and the operational level focuses on the detailed management of operations.

WP.29’s Resolution R.E.6 “on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement” contains some of the general aspects to be considered: “minimum requirements concerning technical inspection facilities and test equipment”, “minimum requirements concerning the competence, training and certification of inspectors” and “supervising bodies”.

The African FDARS 1355-2 First Edition 2021⁵ comprises two parts as well devoted to:

⁴ Arrival considered as final destination or intermediate point, depending on the cases.

⁵ Standards pending of approval



- Part 4: Roadworthiness — Requirements for vehicle examiners
- Part 5: Roadworthiness — Requirements for testing equipment

In the same spirit, the European Union's Directive 2014/45/EU has a similar approach in its annexes.

The CITA Recommendation R20, New Inspection Schemes, provides good guidance on the general organisational and operational principles for a country to start or develop its Inspection Schemes, precisely when aiming to establish a Periodical Technical Inspection (PTI) programme. This White Paper is intended to be used as a guideline for any country that wishes to implement regular vehicle inspection controls. It describes the items to be defined for various aspects ranging from Structure to Equipment, Human Resources and other topics.

Concerning the import of vehicles and complementing the previous document, CITA Recommendation R21 "Port-of-Entry Inspections" shows several considerations for the definition of the suitable schemes.

5.2.1. INSTITUTIONAL FRAMEWORK

The institutional framework needs to be defined both at the global and national levels in each importing country. It provides the mainframe for defining acceptance criteria, both for the design and suitability of vehicles and for the way data will be transferred between exporting and importing countries.

INSTITUTIONAL FRAMEWORK AT GLOBAL LEVEL

International harmonisation will facilitate and make more efficient the assessment of used vehicles and therefore prevent the shipment of unacceptable vehicles. On the other hand, any form of national specificity will add complexity that may not be justified from an effectiveness perspective.

In ideal circumstances, the institutional framework at the international level should define the mainframe for accepting used vehicles. The first option is the WP.29, by definition, the World Forum for Harmonization of Vehicle Regulations and is open to all UN member countries. It already defines the scheme for new vehicles – Agreements of 1958 and 1998, and that one for periodical inspections – Agreement of 1997.

The second option is supranational arrangements at the continental level via the African Union – AU, the United Nations Economic Commission for Africa – UNECA or the Tripartite Transport & Transit Facilitation Programme- TTTFP⁶.

The third option at the international level is to take advantage of the regional unions already existing on the continent: COMESA, SADC, ECOWAS, UEMOA, CEMAC and EAC.

Institutional arrangements need to take into account many additional factors that are clearly out of the scope of this project.

⁶ www.tttfp.org



From the exporting countries point of view, it will be necessary to develop the necessary arrangements for the appropriate international conventions preventing non-acceptable vehicles to be shipped and facilitating information about exported used vehicles.

INSTITUTIONAL FRAMEWORK AT NATIONAL LEVEL

The institutional framework at the national level shall define the scheme for the importation of used vehicles, developing three main concepts: the legal framework, the definition of the bodies involved, and the responsibilities of the stakeholders.

The legal framework needs to be detailed to appoint the governmental body responsible for the activity and grant it the appropriate powers, including the periodic updating of acceptance criteria⁷ and sanctioning power.

The framework should also specify the entities involved, mainly to ensure the inspection operator's quality regardless of public or private management. It should pay attention to other related government services, such as customs, tax, police, etc. as they all are essential for the implementation of the framework.

And finally, it is essential to define clear responsibilities and systems of sanctions for entities, both governmental and private, that fail to meet their commitments, as defined by the importing country.

Exporting countries, on their side, need to develop the right institutional structure to facilitate information to importing countries and avoid the shipment of non-appropriate vehicles.

5.2.2. ORGANISATIONAL FRAMEWORK

The organisational framework shall define the relationship between the involved bodies defined at the institutional level. Whereas the clearance of imported vehicles is, by definition, a government activity, private organisations can handle the inspection operations.

The questions that need to be answered at the organisational level are:

- Who specifies the standards and procedures?
- Which body is responsible for quality control?
- Who is the operator?
- Which is the flow of information within the country?

5.2.3. OPERATIONAL FRAMEWORK

The operational level includes the specific activity's definitions based on the figures in 5.1 and which are developed in some chapters of this document:

- Application of acceptance design's requirements
- Application of acceptance fitness requirements

⁷ It is advisable that the definition of national acceptance criteria is undertaken in coordination with international frameworks, WP.29, ARSO, etc,



- Arrangements of the port-of-entry inspection: staff qualification and training, facilities, and equipment definitions
- Management in case of non-acceptance

5.3. THE ROLE OF STAKEHOLDERS

There are several stakeholders involved in the process of export and import of used vehicles. All of them have an interest in either some or the whole part of the process. The following list identifies some of the key players and outlines their roles and responsibilities:

- International institutions:
 - Define the main framework of the international trade of used vehicles, as described in 5.2.
 - Manage vehicle databases.
 - Facilitate the interchange of vehicles' information.
- National governments of importing countries:
 - Define the criteria with the involvement of international institutions when possible.
 - Define and manage the scheme and arrangements, including the definition of standards and enforcement.
 - Apply penalties when necessary.
- National governments of exporting countries:
 - Support importing countries to develop their scheme.
 - Facilitate information on their vehicle enforcement scheme to allow recipient countries to assess its suitability.
 - Facilitate information on vehicles in international transit.
 - Prevent the shipping of improper vehicles or waste.
- Freight companies:
 - Only transport permitted vehicles.
- Vehicle exporters/importers:
 - Responsible and in charge of the fulfilment of legal requirements regarding the international trade of used vehicles.

5.4. IDENTIFY INTERNATIONAL STANDARDS AND REFERENCES FOR THE CONTENT OF CHECKS, QUALITY ASSURANCE, FRAUD CONTROL, QUALIFICATION AND COMPETENCE OF STAFF AND SUITABLE EQUIPMENT

WP.29 is the World Forum for Harmonization of Vehicle Regulations, and it is, by definition, the global body in charge of vehicle standardisation. All UN member countries have access to it and the possibility to decide whether to become a contracting party of their agreements. The WP.29 legal framework for vehicles may be applied at a national level even without signing the corresponding international agreements.

The World Forum manages three agreements. Two of them are devoted to the standards for new vehicles: the 1958 and 1998 Geneva Agreements, while the 1997 Vienna Agreement focuses on vehicle inspections.



All three agreements are relevant to this Activity. Those of 1958 and 1998 for new vehicles can be referred to in order to ensure the proper conception of vehicles, and the 1997 Agreement to monitor the fitness of each imported unit.

WP.29 Agreements are the only global approach to vehicle standardisation. However, it may be very limiting to consider this as the only option since some other regulatory frameworks can be applied to ensure vehicle performance. Furthermore, regulatory frameworks' equivalences require a detailed analysis to define the acceptance of different schemes.

While not a regulatory document, CITA Recommendation 21 – Port-Of-Entry Inspections outlines the key issues to be considered when setting up a compliance scheme for used vehicles. The document is a guide for importing countries on the aspects to consider to ensure the roadworthiness of used vehicles coming from abroad; precise implementation shall be defined for every single country.

5.4.1. REFERENCES TO THE CONTENT OF CHECKS

WP.29 Agreements can be defined as the primary reference for the content of checks. Other schemes to be considered are shown in the table below:

	FOR NEW VEHICLES	FOR VEHICLES IN USE
EUROPEAN UNION	Yes	Yes
USA	Yes - partially	Depending on the state
JAPAN	Yes	Yes
ARSO	Yes	Yes

The table above is not exhaustive, and other jurisdictions might have acceptable standards schemes. Furthermore, it requires a detailed analysis to precisely define the equivalences.

CONTENT OF THE CHECKS ON THE DESIGN OF VEHICLES

The European Union scheme for vehicle conception, known as European Type Approval, ensures that vehicles registered in the EU fulfil minimum requirements for acceptance. The EU system is largely based on and refers to the WP.29 agreements.

The requirements of standards are continuously improving. The link <https://citainsp.org/cita-wp29-search-engine/> offers the possibility to check the legal requirements of vehicles in the European Union depending on their registration and/or approval data. However, it must be noticed that there are exceptions, like individual approvals or short series.

The United States also have a very consistent system based on self-certification to ensure that new vehicles are manufactured according to rigorous standards. Nevertheless, it must be considered that pedestrian protection rules are not as developed as in the European Union.

The US states have some attributions and can also define requirements for their vehicles. In that regard, the most evident case is California, which applies more demanding vehicle emission standards than others.



Thanks to its export schemes, particularly with New Zealand, Japan has a consistent regulatory structure for new vehicles.

ARSO, the African Organisation for Standardisation, is developing standards for vehicles' design within the frame of the Tripartite Transport and Transit Facilitation Programme – TTTFP. The TTTFP brings together COMESA, EAC and SADC and is the largest pan-African initiative to develop continental rules for vehicles.

Due to increased road safety risks, it is strongly advised to avoid importing used vehicles with the steering wheel on the wrong side regarding the destination country.

CONTENT OF THE CHECKS FOR VEHICLES' FITNESS

Again, the 1997 Vienna Agreement of WP.29 is very close to the European Union's Directive for vehicles' periodical inspections. Therefore, they can be considered equivalent.

In the case of the United States, periodical inspection of vehicles is defined by the Inspection and Maintenance programmes – IM programmes. They depend on each state deciding to impose emission and/or vehicle safety controls. Therefore, it is complex to make assumptions regarding the fitness of US vehicles.

Japan has a complete vehicle inspection system that facilitates the export of its used vehicles.

ARSO as well defines regulations for periodical inspection, which must be taken into account in any African approach and, in particular, Part 2 of FDARS 1355-2 is devoted to the “Roadworthiness of vehicles prior to entry into service and thereafter”.

5.4.2. REFERENCES TO QUALITY ASSURANCE STANDARDS

ISO has a quality assurance standard for inspection bodies: the ISO 17020:2012 “Conformity assessment — Requirements for the operation of various types of bodies performing inspection”.

It contains requisites regarding “impartiality, independence, confidentiality, administrative arrangements, organisation and management, personnel, facilities and equipment, subcontracting, inspection methods and procedures, handling inspection items and samples, inspection records, inspection reports and inspection certificates, complaints and appeals, complaints and appeals process, management system documentation, control of documents, control of records, management review, internal audits, corrective actions and preventive actions.”

ISO 17020 is accredited by a single national body, which guarantees consistency with the application of the requirements.

From a more general point of view, the ISO 9000 – Quality Management series can also be applied to the quality assurance of vehicle inspection in general. The main two differences in comparison with ISO 17020 are:

- ISO 9000 is a general-purpose standard, whereas ISO 17020 focuses on inspection.



- ISO 9000 can be certified by any certification body, whereas the accreditation to ISO 17020 is limited to an accreditation body per country.

5.4.3. REFERENCES TO ANTI-FRAUD STANDARDS

ISO standards also provide references for anti-fraud provisions within their standard 37001 – Anti-Bribery Management Systems.

The standard requires⁸:

- “Anti-bribery policy
- Management leadership, commitment, and responsibility
- Personnel controls and training
- Risk assessments
- Due diligence on projects and business associates
- Financial, commercial, and contractual controls
- Reporting, monitoring, investigation, and review
- Corrective action and continual improvement.”

CITA Recommendation 19⁹ – Anti-Fraud Measures also offers a guide on this field and is consistent with ISO 37001.

5.4.4. REFERENCES FOR THE QUALIFICATION AND COMPETENCE OF STAFF

The WP.29’s Resolution RE 6 “on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement”¹⁰ contains a section for “Minimum requirements concerning the competence, training and certification of inspectors”. It defines competence, initial and refreshing training and certificate of competence.

The European Directive 2014/45/EU, Annex IV, contains equivalent provisions with the same approach.

The ISO standards for quality management, both 17020 and 9000 series, also request the precise outlining of the requirements for inspectors.

ARSO standard FDARS 1355-2 First Edition 2021 Part 4 is devoted to the “Requirements for vehicle examiners”.

Finally, CITA Recommendation 18, “Training and Competence”, provides a more detailed view on the fact that only personnel with the right competencies and skills will be in charge of vehicle inspections.

⁸ https://www.iso.org/files/live/sites/isoorg/files/standards/popular_standards/iso_37001_anti-bribery_management/iso.37001.slides.nov_15.pptx

⁹ CITA recommendations are available under request to secretariat@citainsp.org

¹⁰ <https://unece.org/fileadmin/DAM/trans/main/wp29/wp29resolutions/ECE-TRANS-WP29-1132e.pdf>



5.4.5. REFERENCES FOR SUITABLE EQUIPMENT

Equipment requirements are an area with little international harmonisation. The aforementioned WP.29 Resolution RE 6 and the European Directive 2014/44/EU contain a list of necessary equipment depending on each vehicle's category, with some technical requirements.

ARSO's FDARS 1355-2 Part 5 "Requirements for testing equipment" defines requirements for equipment.

ISO 21069 Part 1 and 2 "Road vehicles — Test of braking systems on vehicles with a maximum authorised total mass of over 3,5 t using a roller brake tester" defines roller brake testers for heavy-duty vehicles and can be mostly applied to compressed-air brake systems. The European Directive 2014/45/EU refers to this ISO standard.

CITA Recommendation 8 "Brake Testing in Periodic Technical Inspection" defines both the procedures and equipment to check the vehicle's different braking systems. CITA is renewing this recommendation and, in the coming months, will also release guidance on headlamp alignment devices.

5.5. CRITERIA AND METHODS, INCLUDING THE PROVISION OF INFORMATION FOR INSPECTION OF VEHICLE DEPARTURE FROM EXPORTING COUNTRIES

The system should ensure that no vehicle that cannot be used safely and in roadworthy condition leaves the exporting country as a minimum criterion, as indicated in the figures in section 5.1.

The proposal of this document is based on the concept that only acceptable and roadworthy vehicles shall be shipped abroad. However, recipient countries can decide whether vehicles with deficiencies that can be fixed on arrival can be shipped.

5.5.1. VEHICLE IDENTIFICATION

As with any inspection action, the identification of the item to be inspected is the first activity to be undertaken. The aim is to ensure that the vehicle documents match both the VIN and the registration/title. Further checks aim to prevent property issues, or other kinds of problems such as vehicles declared waste.

In this part of the process, it will be necessary to take pictures of the whole vehicle from different angles, the engraved VIN and key components to ensure traceability.

The inspection shall be completed to identify the possible modifications introduced in the vehicle and assess their impact on the safety or environmental performances.

The information will be added to the batch of data to be transmitted to the recipient country.

Vehicle identification inspection shall be undertaken as close as possible to the shipping point and the shipping moment.

5.5.2. VEHICLE DESIGN

It is highly recommended to undertake the inspection of the vehicle design requirements at the port of departure since design features are, in most cases, complex and expensive



to update. With this approach, the freight of non-compliant vehicles is partially prevented.

The data used for the vehicle's first registration can be used if the country where the vehicle was initially put into service has a vehicle compliance scheme that is deemed acceptable/equivalent according to section 5.4. However, if this is not the case, it will be necessary to undertake the required checks, which can be complex and expensive.

Particularly, vehicles with the steering wheel on the wrong side for the country of destination should be avoided.

5.5.3. VEHICLE FITNESS

The most consistent criteria to ensure vehicles' fitness is to require a valid roadworthiness certificate. This applies to countries with an acceptable roadworthiness scheme as defined in section 5.4.1.

The recipient countries shall define the validity of such a roadworthiness certificate.

5.5.4. PROVISION OF INFORMATION

The exporting countries shall make available to the recipient ones the information above. It should be borne in mind that the shipping country does not necessarily have to be the same as the country where the vehicle was registered.

5.6. CHECKS FOR SUITABILITY PORT OF ARRIVAL

As described before, an information system that gives full information about the used vehicle exported and shipped to the importing country is essential.

It is necessary for the importing country to make the import acceptance criteria available to the exporting country so that an inspection of compliance with the import acceptance criteria can be evaluated even before the vehicle leaves the exporting country. Furthermore, it is recommendable to achieve the highest possible level of harmonisation for import rules.

With this procedure in place, an initial inspection can be carried out before the vehicle leaves the exporting country to ensure identification, eligibility of the conception and, when necessary, roadworthiness.

At the port of entry, it is essential to have this information available in real-time, online, through a web platform with access to the countries of origin of the vehicle.

All information should be based on the unique vehicle identification number – VIN.

It would be preferable to have the complete process and chain of information from the vehicle history to the point of export.

Once this in place, the real inspections procedures of the importing country can start.

If the importing country already has a PTI implemented, this can also be used as the basis for the Port of Arrival Inspection, as it includes an inspection of the general condition of the vehicle and also identifies any fixings on the vehicle.



It should be observed that for a given vehicle, an importing country today may become an exporting country tomorrow.

Some countries could be considered as mere transit countries, such as South Africa, which does not allow the import of used vehicles but is a prominent transit hub for imports to other countries.

In these cases, the country of final destination will have to take special precautions if the transit country has not rejected the vehicle on the basis of a port of arrival inspection based on the requirements of the country of final destination. The port of arrival inspection will then be carried out in the country of the final destination.

The minimum requirement and criteria, as well as the applicable standards, will be discussed and agreed upon in Outcome 1 and Outcome 2 of the overall project, see Annex 5.

The following points are **a preliminary proposal** of the requirements of the inspection procedures before the used vehicle is registered and put on the road in the importing countries. Since these criteria are in practice applied at the port of export, exporting countries shall be involved:

- 1) The vehicle has a valid roadworthiness certificate in the country of origin, with data of inspection less than two months old¹¹:
On arrival: identification inspection, documentary inspection regarding vehicle conception and simplified fitness inspection.
- 2) The vehicle has a valid roadworthiness certificate in the country of origin, with data of inspection older than required in 1):
On arrival: identification inspection, documentary inspection regarding vehicle conception and full fitness inspection according to the 1997 Vienna Agreement or equivalent.
- 3) The vehicle does not have a valid roadworthiness certificate in the country of origin:
On arrival: identification inspection, documentary inspection regarding vehicle conception and full fitness inspection according to the 1997 Vienna Agreement or equivalent.
Whereas this may have some technical background, in practice, this option may be used by vehicle importers to skip vehicle inspection in the country of origin, which might be more challenging.
- 4) The vehicle has a title that indicates damages or other constraints, i.e. “for export only”, “salvaged”, “flooded”, “stolen”, etc.
This vehicle shouldn’t be shipped.
- 5) The vehicle has evidence of severe damages:
This vehicle shouldn’t be shipped.
- 6) The vehicle transits through a third country on export:
On departure:
Registration and vehicle conception data to be provided by the country where the vehicle is registered.

¹¹ Precise time gap to be defined by importing countries.



Export inspection may be undertaken by the transit country if its schemes are deemed acceptable.

Arrival inspection to be conducted in the country of final destination.

- 7) Doubtful identification:
On departure: prevents shipping.
On arrival:
Doubtful identification related to VIN: import prevented.
Doubtful identification related to components that may be fixed: to consider a correction procedure.
- 8) Vehicle deregistered in the exporting country or qualified as end-of-life.
On departure: prevents shipping.
On arrival: import prevented.

This proposal makes it advisable to introduce a system of penalties for hauliers who carry vehicles that should never have left the country of origin, enforced by both exporting and importing countries, accordingly to precise definitions to be defined in a later stage.

5.6.1. FACILITIES AND EQUIPMENT

WP.29's Resolution R.E.6 on test equipment, skills and training of inspectors, supervision recommends a minimum set of inspection equipment, equivalent to the Annex III of Directive 2014/45/EU. Part 5 of FADRS 1355 also contains requirements for equipment.

Further information on Test Equipment can also be found in the earlier analysed Best Practice Procedure in New Zealand¹²

WP.29's Resolution R.E.6 includes the following list of material:

- *“A test facility with adequate space for the evaluation of vehicles which meets the necessary health and safety requirements.”*
- *“A test lane of sufficient size for each test, a pit or lift and, for vehicles having a maximum mass exceeding 3.5 tonnes, a device to lift a vehicle on one of the axles, equipped with appropriate lighting and, where necessary, with aeration devices.”*
- *“For testing any vehicle, a roller brake tester capable of measuring, displaying and recording the braking forces and the air pressure in air brake systems in accordance with Annex A to standard ISO 21069-1 on the technical requirements of roller brake tester or equivalent standards.¹³”. Requirements for the brake testers may be reduced in case of only being used for light vehicles.*
- *“A deceleration recording instrument, while non-continuous measurement instruments must record/store measurements at least 10 times per second.”*

¹² NZ Transport Agency <https://vehicleinspection.nzta.govt.nz/virms/entry-certification/intro/inspection-premises-and-equipment>

¹³ For new facilities, the plate brake tester recommended in R.E. 6 is not advised.

- “Facilities for the testing of air brake systems, such as manometers, connectors and hoses.”
- “A wheel/axle load measuring device to determine the axle loads (optional facilities for measuring two-wheel loads, such as wheel weight pads and axle weight pads).”
- “A device for testing the wheel-axle suspension (wheel play detector) without lifting the axle”, with additional detailed specifications in the document.
- “A 4-gas analyser.”
- “A device for measuring the absorption coefficient with sufficient accuracy”, complemented with a particle number measuring device for Euro 5 and 6 diesel vehicles.
- “One headlamp aiming device....”
- “A device for measuring the tread depth of tires.”
- “A device to connect to the electronic vehicle interface, such as an OBD scan tool.”
- “A device to detect LPG/CNG/LNG leakage, if such vehicles are tested.”

The precise list of equipment shall be adapted to the final definitions of the inspection procedures.

Examples of equipment to carry out the inspection, see below.



Typical lift and equipment for testing lights:



Typical Emission Tester



Typical Roller Brake Tester

5.7. CRITERIA AND METHODS INCLUDING THE RETRIEVAL AND ANALYSIS OF INFORMATION OF VEHICLES AFTER THEIR ARRIVAL IN IMPORTING COUNTRIES

The definition of acceptance criteria for used vehicles coming from abroad is a complex decision. It includes not only technical but also economic and social acceptance aspects. Transport is a key aspect of the countries' economy, and solutions that improve road safety and the environmental impact must consider its impact.

Regulatory schemes for vehicles shall be progressive, providing a continuous improvement of the fitness of the fleet rather than disruptive. Thus, countries with the most comprehensive compliance schemes have developed them.

There are some principles to consider when defining applicable criteria:

- Progressive criteria: considering the current status of the fleet and proposing standards for continuous improvement.
- Adaptative criteria: since criteria are defined for continuous improvement, the compliance scheme shall be easy to update.
- International approach: tailor-made solutions lead to increases in vehicle costs.
- The current vehicle compliance scheme, in particular in countries with a periodical inspection system. The criteria to accept used vehicles and the inspection standards shall be reciprocally consistent.
- External conditions: such as fuel quality altitude above sea level for polluting emissions.

As defined in this document, the assessment of imported used vehicles is based on two kinds of technical checks: design suitability and vehicle fitness defined by the importing country with support of the exporting ones.

The suitability of the design was already checked when the vehicle was registered for the first time in a regulated market. Therefore, the precise information and criteria used in the first registration must be conveyed to allow the recipient country to assess whether the vehicle fulfils its requirements. For reasons of reliability, only the transfer of information via an IT platform is considered in this project.

Activity 1 of this project, "Establish used vehicles information sharing system with data support", recommends the interlink between registration authorities following the model of EUCARIS.

EUCARIS is the network of European registration authorities to facilitate the information exchange of several road transport aspects, including vehicle information. Instead of proposing a unique database for all the countries, it defines the way to interchange information. This allows governments to design their own systems, better suited to internal aspects such as vehicle taxation or administrative structure while ensuring communication.

In EUCARIS, the information on Type Approvals, such as from DETA, could be easily integrated and made accessible through EUCARIS.



In practice, if this model is applied, it means that recipient countries will enter the vehicle's VIN into the system to access the full technical data that will allow them to assess the compliance of the vehicle design and roadworthiness.

References to the criteria are given in section 5.5. They refer mainly to the WP.29 Agreements and equivalent standards such as those of ARSO and the European type-approval and roadworthiness system. Anyhow, and as previously stated, it is critical to ensure that the application of the criteria won't create an economic disruption in the market.

The precise definition of criteria needs to be realistic in order to ensure that the application of the used vehicle inspection scheme will not create an unbearable disruption to the economy of the recipient country.

5.7.1. CRITERIA AND METHODS TO ENSURE VEHICLE IDENTIFICATION

To correctly identify a vehicle, it is essential to collaborate with the country of origin's registration authorities, making available all necessary data for the receiving country.

The general criteria are as follows: if the vehicle identification data, such as the VIN or the registration number, do not match, the used vehicle cannot be registered.

The inspection method is visual and documentary even if it is carried out at exporting country or importing country,

As the approach proposed in this report includes taking pictures of some components in departure, it might be accepted that the vehicle could be restored to its initial condition in the case of no match.

5.7.2. CRITERIA AND METHODS TO ENSURE VEHICLE DESIGN

Criteria related to vehicle design shall be verified by a documentary check before shipment, mainly by following the procedure for registering the vehicle for the first time.

The recipient country shall define the criteria, i.e. only vehicles with a Euro 4/IV emission level or higher and equipped with electronic stability control are admitted. They can also circumscribe the regulatory framework they recognise: WP.29 regulations, European Union type-approval scheme, US accepted vehicles, Japanese approval, etc.

5.7.3. CRITERIA AND METHODS TO ENSURE VEHICLE FITNESS

The control of the vehicle fitness in the country of departure is linked to the roadworthiness certificate. Recipient countries shall define the acceptance of the roadworthiness scheme of the exporting country, i.e., according to the Vienna Agreement of 1997, and/or according to the European Union Directive 2014/45/EU, etc. Furthermore, they also have to set the validity date of that roadworthiness certificate that they accept.

5.8. TRAINING MODULES ON THE PROPOSED FRAMEWORK

This section describes the training modules for the proposed framework, aiming at empowering government authorities to define and manage the most efficient scheme to



ensure compliance of used vehicles. It is highly recommendable to include in the training all the stakeholders related to the import of used vehicles.

The assumption is that the operator will take the necessary endeavours to ensure that inspection related staff will have the necessary skills and knowledge when undertaking the activity. Nevertheless, some guidance for the training of the operator is given at the end of the chapter.

The definition of training modules is conceptual and can be applied to both initial and continuing training.

It should be stressed that the precise definition of training depends on the detailed design of the used vehicles control schemes. It can be partly shared with training for the acceptance of new vehicles and the periodic technical inspection.

5.8.1. GENERALITIES OF THE TRAINING

The capacity and skills of the staff are essential to ensure the success of the used vehicle inspection scheme. Therefore, the training management and supervision need to be carefully considered. It is highly recommended to set up a training and skills assessment centre independent of both the supervision of the activity and the operations.

The training scheme shall define clear and realistic requirements for the required education and previous experience. It also must include a detailed definition of the knowledge and skills to master and the examination process and frequency.

Furthermore, the training scheme needs to be flexible to update the staff with new procedures and techniques to keep pace with the technology evolution of vehicles and the introduction of new inspection procedures.

Staff management schemes shall include the provisions for the eventuality that a person does not reach the necessary level, from further reinforcement of the training to the suspension of the capacitation.

CITA Recommendation 18 “Training and Competence” defines the principal training arrangements for a vehicle inspection scheme.

5.8.2. TRAINING RELATED TO THE SUPERVISION OF THE INSPECTION SCHEME

As already stated in this document, one of the essential questions related to any inspection activity is to ensure governmental control. Because of that, a core part of the training shall focus on developing the capacities to ensure the scheme’s governance.

The following list contains the subjects to be considered:

- The national framework:
 - Organisational arrangements
 - Laws, decrees, regulations and standards
 - Enforcement tools
- Quality management:
 - ISO 17020
 - ISO 9000
 - Inspection staff management



- Equipment management
- Data management
- Quality control techniques: mystery shopping, scheduled and non-scheduled audits, re-inspection, data analysis, live monitoring, etc¹⁴.
- Inspection process automatisation
- Fraud management:
 - ISO 37001

5.8.3. TRAINING RELATED TO THE REGULATORY FRAMEWORK

On a second level, government staff also need to achieve the necessary skills to master the inspection content, even if another stakeholder undertakes the activity itself. The key topics to be included in this section are:

- Vehicle technology:
 - General aspects
 - Safety
 - Environmental protection
- International framework
 - International standards for new vehicles – approval
 - International standards for vehicle in use
 - International standards for vehicle inspection
- The inspection handbook
- Testing methods
- IT tools related to the inspection management and process
- Metrology and calibration

The training of government officers may be supplemented by details of monitoring as defined in the following section for inspection staff.

5.8.4. TRAINING FOR THE OPERATOR

The process of outsourcing vehicle inspection shall contain sufficient provisions to ensure that the operator will manage the training of its staff. The principles to apply are those already indicated in section 5.8.1.

The operator's management staff should undergo a training process similar to that designed for government officials. While it is convenient to give a general overview of quality control management, it is unnecessary to disclose all the details related to supervision techniques.

¹⁴ See CITA Recommendation 9 “Quality System for Independent Road Vehicle Inspection Bodies not Undertaking Related Activities and. Quality System for Road Vehicle Inspection Bodies under the Direct Supervision of a Designated Authority” and CITA Recommendation 13 “Quality Measurement Methods for Vehicle Inspection”



The list below contains a suggestion of staff categories for the operator. Training shall be defined accordingly:

- Quality manager: responsible for fulfilling all quality requirements with the appropriate empowerment from the operator's top management.
- Site manager: responsible for managing all human, material and organisational aspects of the inspection site following the established quality requirements.
- Inspectors: staff in charge of conducting the inspections using the means provided by the operator for doing so.

The inspection staff initial requirements and training shall contain the following subjects¹⁵: mechanics, dynamics, vehicle dynamics, combustion engines, material and material processing, electronics, electrics, electronic vehicle components, IT applications.

ARSO standards FDARS 1355-2 Part 4: Roadworthiness — Requirements for vehicle examiners include the requirements for vehicle inspectors.

5.9. THEORETICAL PROJECT FOR THE IMPLEMENTATION OF THE INSPECTION AND MONITORING OF COMPLIANCE

This section describes the items to be considered in a project to implement an efficient inspection and compliance monitoring scheme for imported used vehicles. While it will be necessary to develop the project in each country, most of the required criteria can be developed at a sub-regional and continental level. In fact, that is the approach of FDARS 1355 standards.

5.9.1. DEVELOPMENT OF THE PROJECT AT THE INSTITUTIONAL LEVEL

This part of the project aims to identify, or if it does not exist in the country, to define the government department that will be in charge of the regulatory scheme and enforcement of used imported vehicles.

It should be noted that developments in this area will also be helpful for the admission of new ones.

Furthermore, it will be necessary to develop the legal framework taking into account:

- The need for a high-level law that empowers the activity and the corresponding governmental actors.
- The need for a lower level legal instrument, decree or similar, which allows for sufficient executive flexibility.

The legal framework should also empower the corresponding leading governmental department to do the following:

- Define the organisational and operational details within the frame of the law and the decrees.
- Liaise with other concerned governmental departments.
- Liaise with authorities of exporting countries.

¹⁵ According Directive 2014/45/EU



- Liaise with international vehicle regulatory forums.
- Set up and enforce the corresponding penalties regime in the first instance.
- Update technical criteria for the inspection without the need to fulfil a whole legislative process.
- Undertake or outsource the necessary control of the activity.
- Host the corresponding database.
- Liaise, dialogue and communicate with involved stakeholders and society at large.
- Manage the financing of the activity.

5.9.2. DEVELOPMENT OF THE PROJECT AT THE ORGANISATIONAL LEVEL

The organisational details of the activity shall be defined with the involvement of the leading department based on the legal frame already developed. The organisational aspects shall include:

- The definition of requirements and, when necessary, the appointment of stakeholders and their roles, in particular:
 - The entity(ies) taking care of the operations.
 - The entity(ies) controlling the operator.
 - The entity(ies) taking care of the training and suitability of inspectors.
 - The entity(ies) taking care of equipment and facilities suitability.
- The dimension of the operative arrangements: size and location of the inspection centres.
- The relationship between the involved stakeholders.
- The definition of the whole process.
- The data management.
- The update and implementation of system and inspection criteria.
- The definition of forums for communication and dialogue with the society at large.

5.9.3. DEVELOPMENT OF THE PROJECT AT THE OPERATIONAL LEVEL

The development of the operational level shall be directed by the leading governmental agency that, in some cases, might decide to involve the entities taking care of some of the aspects of the activity as defined in the previous section.

The definitions at this level must include:

- Detailed rules for the entities defined above.
- Enforcement of these rules.
- Procedures for quality and fraud control.
- Data flow analysis as an activity monitoring tool.
- Detailed criteria for the skills, experience and knowledge of staff and assurance of their continuing suitability.
- Detailed criteria for facilities and equipment and assurance of continuing suitability.
- Management of levies and associated taxes.
- Application of penalties.
- Management of schemes updates: improvement of inspection criteria as
- Assurance of the proper management of citizens complaints.
- Communication campaigns and dialogue with the whole society.



6. CONCLUSIONS AND RECOMMENDATIONS

A regional approach is proposed for the implementation of the scope of this framework, due to the many countries in Africa.

Sub-regions and countries with high ambitions for the implementation of the framework should be identified, and they should commit to launching initiatives.

Regional forums with missions to improve the situation are established and should be used for further communication with other stakeholders.

Exporting countries shall support importing countries to define standards and enforcement schemes, collaborate in preventing the shipment of non-acceptable vehicles and provide the necessary information about each single vehicle.

It is important to establish communication and data exchange forums between exporting and importing countries to give access to historical vehicle data.

Data/information platforms for the exchange of vehicle information are available for international use, EUCARIS and DETA.

The carrier must be liable for the arrival of vehicles according to the acceptance criteria and without modifications since the shipping.

The first activity to be put in place is a plan and ambition of the Ministry and authorities to establish rules and regulations.

Regulatory requirements are proposed to be based on the framework of the 1958 and 1998 Geneva Agreements and the 1997 Vienna Agreement. Equivalences must be considered.

Success will depend on finding pilot countries willing to take the Port of Entry Inspection as a challenge in the belief that this is the way to improvement.



ANNEX 1 – GLOSSARY OF ACRONYMS

ARSO: African Organisation for Standardisation

AU: The African Union

AVIS: Assessment of Vehicle Inspection Systems

CITA: International Motor Vehicle Inspection Committee

CEMAC: The Economic and Monetary Community of Central Africa

CNG: Compressed Natural Gas

COMESA: The Common Market for Eastern and Southern Africa

EAC: The East African Community

EC: European Commission

ECOWAS: The Economic Community of West African States

EU: European Union

FDARS: Final Draft African Standard

ILT: De Inspectie Leefomgeving en Transport

LMIC: Low- and Middle-Income Countries

LNG: Liquefied Natural Gas

LPG: Liquefied Petroleum Gas

NMVTIS: National Motor Vehicle Title Information System

OBD: On Board Diagnosis

PTI: Periodic Technical Inspection

SADC: The Southern African Development Community

TTTFP: The Tripartite Transport & Transit Facilitation Programme

UEMOA: The West African Economic and Monetary Union

UN: United Nations

UNECE: United Nations Economic Commission for Europe

UNEP: United Nations Environment Programme

UNECA: United Nations Economic Commission for Africa

VIN: Vehicle Identification Number

WP.29: The UNECE World Forum for Harmonization of Vehicle Regulations



ANNEX 2 – GLOSSARY TERMS

Conception

Conception is a popular description that the vehicle's design and construction fulfil the rules for import based on the Type Approval information and the legal requirements for registration in the actual country. Reference: UN 1958 and 1998 Agreements and equivalences are considered.

Fitness

Fitness is used as a popular description that the vehicle is in a roadworthiness condition in relation to the requirement that will be set from the importing country. Reference UN 1997 Agreement and equivalences are considered.

Identification

Identification is used as an expression for all activities that the vehicle actual for import is of the same identity as the document presented. It is based on VIN-number or chassis-number, and careful identification should take place to ensure that the actual vehicle for import is the same as the vehicle presented for export.

Periodical Technical Inspection PTI:

Periodical Technical Inspection is a legal system implemented in several countries to ensure that vehicle fitness is acceptable from a safety and environmental perspective.

For those countries that not yet has implemented a PTI scheme, it is highly recommended that a Port of Arrival inspection should be carried out in relation to the UN 1997 Agreement or similar.

Registration

Registration is the procedure to register the vehicle in the National Vehicle Register after fulfilment and acceptance of the steps: identification, conception and fitness.

Type approval:

Type approval is the system where the vehicle manufacturer shows that a type of vehicle fulfils all the requirements that the country for import and registration requires. In addition, manufacturers must prove that every single unit corresponds to one of the approved types.



ANNEX 3 – REFERENCES

CITA Recommendation 1¹⁶: Inspection of Vehicles - Items to be Inspected during Periodic Inspection.

CITA Recommendation 2: Vehicles Carrying Passengers.

CITA Recommendation 9: Quality Requirements for Inspection Bodies and Supervising Bodies Involved in Periodic Vehicle Inspection.

CITA Recommendation No 18: Training and Competence

CITA Recommendation 19: Anti-Fraud Measures

CITA Recommendation 20: White Paper: Introduction of Periodic Technical Inspection

CITA Recommendation 21: Port-of-entry Inspections

CITA Recommendation 22: Guidelines for Performing an Initial Roadworthiness Roadside Check, with CORTE

CITA Recommendation 23: Guidelines on what Should Lead to more Detailed Technical Roadside Inspections, with CORTE

PROJECTS

Economic and Safety Considerations: Motor Vehicle Safety Inspections for Passenger Vehicles in Texas

<https://citainsp.org/wp-content/uploads/2019/07/safteyInspectFullStudy-TX.pdf>

Reducing the Death Toll of Road Accidents in Costa Rica through the Introduction of Roadworthiness Inspections by the Government

<https://citainsp.org/wp-content/uploads/2019/08/SSRN-id3420341.pdf>

Impact Study To Estimate The Economic Effects of the Introduction of PTI in Turkey

<https://citainsp.org/wp-content/uploads/2017/01/BP159-5.2-v1- Impact-analyis-PTI-Turkey-draft-162212.pdf>

Study on the Inclusion of Light Trailers and Two- or Three-Wheel Vehicles in the Scope of the Periodic Roadworthiness Testing

<https://citainsp.org/wp-content/uploads/2019/02/LO.pdf>

AVIS report Togo

<https://citainsp.org/wp-content/uploads/2018/07/TogoReportFinalEN.Final .pdf>

AVIS report Cameron

<https://citainsp.org/wp-content/uploads/2020/07/Report AVIS Cameroun final.pdf>

¹⁶ CITA Recommendations can be requested at secretariat@citainsp.org



REGULATORY REFERENCES

FOR SAFER AND CLEANER VEHICLES ROAD MAPS for the accession to implementation of the United Nations 1958 and 1997 Agreements

https://unece.org/fileadmin/DAM/trans/main/wp29/ROADMAPS_EN_1958-1997_DigitalBrochure.pdf

REGULATION (EU) 2018/858 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of May 30, 2018, on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32018R0858>

DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of April 3, 2014, amending Council Directive 1999/37/EC on the registration documents for vehicles

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:JOL_2014_127_R_0004

COMMISSION IMPLEMENTING REGULATION (EU) 2020/1812 of December 1 2020 laying down rules on the online data exchange and the notification of EU type-approvals under Regulation (EU) 2018/858 of the European Parliament and of the Council

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32020R1812&from=EN>

Waka Kotahi NZ Transport Agency, Importing a Vehicle

<https://www.nzta.govt.nz/vehicles/importing-a-vehicle/>

Swedish Transport Agency Import of Vehicles

<https://www.transportstyrelsen.se/en/road/Vehicles/Vehicle-import-and-verification-of-origin/>

Spain's "Handbook of inspection procedures of PTI inspection sites" – "Manual de Procedimiento de Inspección de las Estaciones ITV."

[Manual de procedimiento de inspeccion de estaciones ITV v7 4 1 COVID19 Rev1.pdf \(aeca-itv.com\)](https://www.aeca-itv.com/Manual-de-procedimiento-de-inspeccion-de-estaciones-ITV-v7-4-1-COVID19-Rev1.pdf)

The Basel Convention

<http://www.basel.int/TheConvention/Overview/TextoftheConvention/tabid/1275/Default.aspx>

The End of Life Vehicle Directive

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02000L0053-20130611&qid=1405610569066&from=EN>

REGULATION (EC) No 1013/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of June 14 2006 on shipments of waste

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32006R1013>



OTHER SOURCES WITH LINKS:

Global Trade of Used Vehicle UNEP Report

<https://www.unep.org/resources/report/global-trade-used-vehicles-report>

Used vehicles exported to Africa, ILT, The Netherlands

<https://www.bing.com/search?q=ilt+export+of+used+vehicles&cvid=c0de7d8022b64a67b0ba2e1e71e25e83&aqs=edge..69i57.3823j0j4&FORM=ANAB01&PC=HCTS>

NMVTIS National Motor Vehicle Title Information System

<https://vehiclehistory.bja.ojp.gov/>

UNRSF

<https://www.unep.org/explore-topics/transport/used-vehicles-and-environment/safer-and-cleaner-used-vehicles>

WEBINARS

CITA Webinar December 16, 2020

UN Webinar December 18, 2020

UN Webinar February 22, 2021

CITA Webinar June 10, 2021



ANNEX 4 – MEETINGS WITH STAKEHOLDERS

2021-03-30 Start-Up and Brainstorming of Activity 2, Safer and Cleaner Vehicles for Africa between Ferose Oaten, Vlad Sogodel, Benny Örnertfors and Eduard Fernández.

2021-04-15 CITA's Regional Advisory Group Africa (RAG A)

2021-05-03 Meeting with Gerrit Fischer, ongoing work African Standards

2021-07-14 Meeting Jane Akumu, Veronica Ruiz-Stannah, Luis Felipe, Eduard Fernández and Benny Örnertfors.



ANNEX 5 – LIST OF STANDARDS AND RECOMMENDATIONS

ARSO – African Standards Organization including country-based standards for methods and equipment

- FDARS 1355 First Edition 2021 “Specification for vehicle roadworthiness”:
 - Part 1: Roadworthiness of vehicles already in service
 - Part 2: Roadworthiness of vehicles prior to entry into service and thereafter
 - Part 3: Roadworthiness — Supporting information
 - Part 4: Roadworthiness — Requirements for vehicle examiners
 - Part 5: Roadworthiness — Requirements for testing equipment
 - Part 6: Roadworthiness — Requirements for roadside assessment

- FDARS 1357 2021 Vehicle test station evaluation-Code of practice

1997 Vienna Agreement on Periodical Inspection of Vehicles

EU Directives/Regulations as referred to in the text

ISO standards – 9000 and 17000 series




ISO standard – fraud control 37001Country based standards for methods and equipment

Report of studies on the value of inspection Togo and Cameroon – AVIS. World Bank and CITA.

Report UN/CITA activity 1, Safer and Cleaner Vehicles for Africa

ANNEX 6 – IMPLEMENTATION PLAN PRESENTED AT THE WEBINAR ON JUNE 10

Project Implementation Plan

OUTCOMES	Activities	LEAD
Outcome 1: Agreement on minimum requirements for Used Vehicle Import/Export	<ul style="list-style-type: none"> Exporting and importing countries develop and agree on minimum requirements for used vehicles for Africa <ul style="list-style-type: none"> Consultative meetings between exporters and importers Present final proposal for adoption by the partners 	
Outcome 2: Policy Development and Implementation	<ul style="list-style-type: none"> Importing countries/sub-regions develop and adopt minimum standards Exporting countries have systems to support export of used vehicles that meet these minimum standards <ul style="list-style-type: none"> Importing & exporting countries joint meeting Initially focusing on ECOWAS and EAC 	
Outcome 3: Support implementation and enforcement	<ul style="list-style-type: none"> Inspection and monitoring framework and compliance system established <ul style="list-style-type: none"> Sharing of information on used vehicles between Africa and exporting countries Development of inspection and monitoring frameworks and systems Develop a used vehicles label 	
Outcome 4: Communication and capacity building	<ul style="list-style-type: none"> Develop a project website and social media platforms <ul style="list-style-type: none"> Awareness raising campaigns on used vehicles in Africa Capacity building, knowledge and training materials 	