

17 - 18 October 2023 / Addis Ababa, Ethiopia

IMPROVING VEHICLES TO IMPROVE LIFE

- ECA - The challenge of E-vehicles
- CITA - RAG Africa Conference



United Nations
Economic Commission for Africa



Gerhard Müller

CITA President



United Nations
Economic Commission for Africa

Eric Ntagengerwa

Representing the Director
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Robert Lisinge

Director Private Sector
Development & Finance
Division - UNECA



Ferose Oaten

Chairperson
CITA RAG Africa



United Nations
Economic Commission for Africa



CITA REGIONAL ADVISORY GROUP AFRICA



17 October 2023, Addis Ababa, Ethiopia

Vision and Strategy



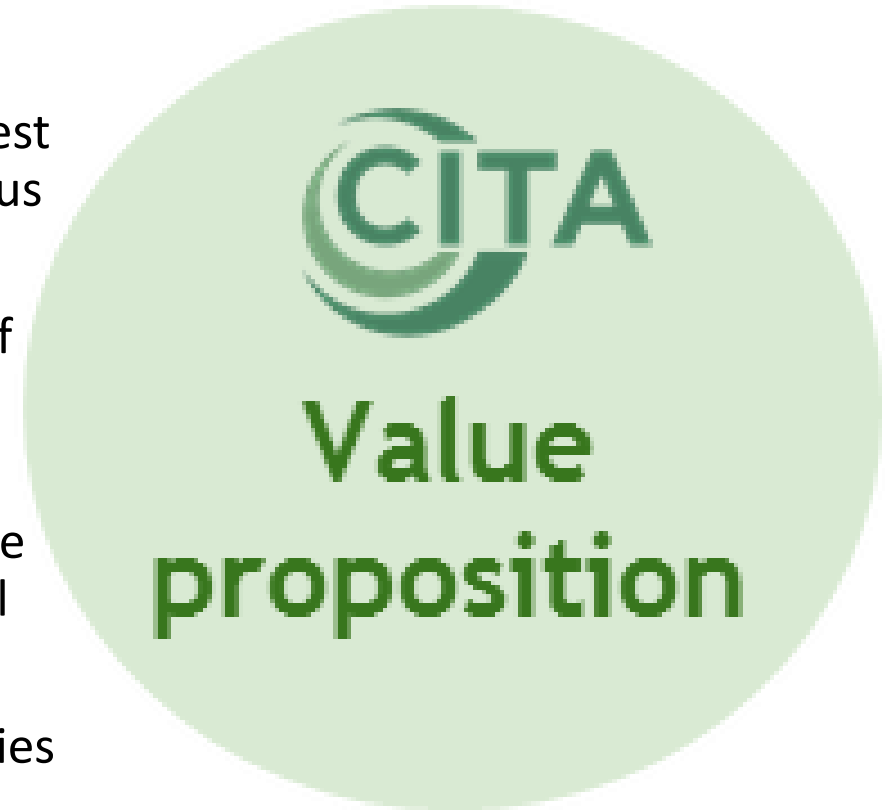
Implementation of **meaningful vehicle inspection controls / PTI** throughout Africa, with at least 75% of the 54 African countries enjoying the CITA value proposition of membership engagement, lobbying and capacitating authorities.

Our vision includes CITA placing Africa on the top of the UN Road and Vehicle Safety agenda to achieve

- Reduction in road deaths
- Harmonised standards for vehicles and vehicle inspection throughout the continent
- Contribute to the enablement and capacitation of PTI in the region

Purpose of RAG Africa

- To provide a platform for the exchange of information on best practices with regard to periodic vehicle testing (with a focus on Africa) with both members and non-members
- To provide a resource to role players in the establishment of the legislative framework and standards compilation for vehicle testing in the region
- To provide a professional network of stake-holders to ensure that the furthest reaches of Africa becomes accessible to all interested parties.
- To promote membership of CITA and to promote the activities and interests of CITA



How do we hope to do this?

Access to overall **CITA webinars** and events, quarterly contribution to newsletters and social media, **sharing of CITA information and publications to Stakeholders, Road Safety Associations and Authorities**

RAG Exco Meeting Q1

RAG Exco Meeting Q2

RAG Exco Meeting Q3

RAG Exco Meeting Q4

Webinar unique to Africa Q2

Webinar unique to Africa Q3

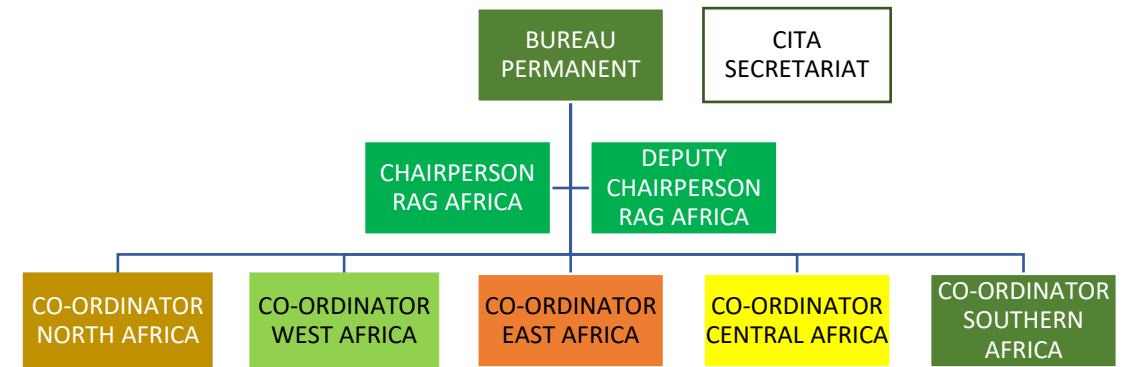
Annual Africa Conference Q4

Our Framework

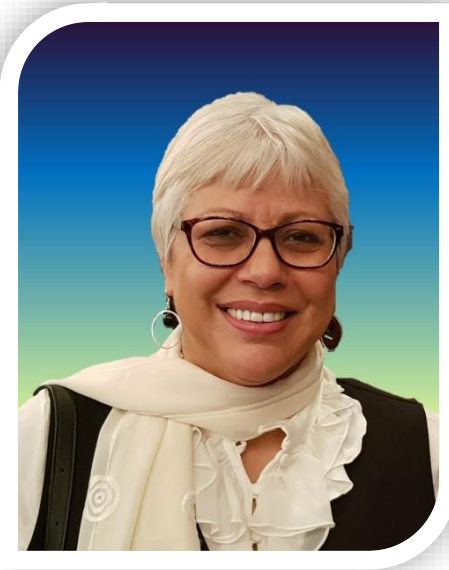
Leadership and Structure

- Comprehensive Africa data base
- Multi-national members with subsidiaries in Africa and interested people on our data base
- Communications on the aims of a CITA Regional Grouping and invite those interested to express interest
- Collaboration with all actors in Vehicle Safety; authorities, stake holders and role players
- Framework / terms of reference of how these regional networks operate with details of responsibilities and accountabilities.

Structure



Role Players in Africa



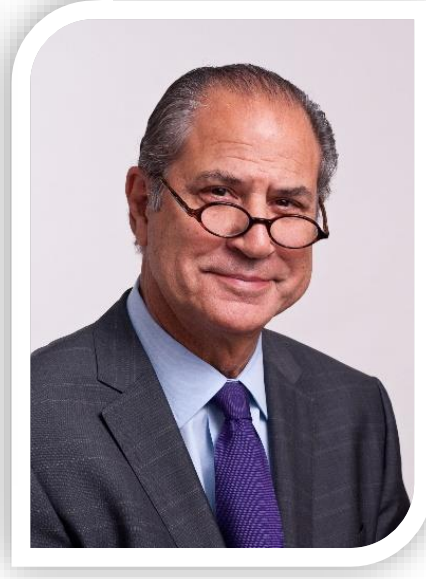
Ferose Oaten
Chairperson
Based in South Africa



Kanvally Bamba
Deputy Chairperson
Based in
Uganda



Benny Örnérfor
Safer and Cleaner Used
Vehicles for Africa



Spiros Voyadzis
Consultant to CITA,
President PFD Group

Daniela D'Onofrio
Communications
Manager, CITA



Eduard Fernandez
Executive Director,
CITA



Awareness of Vehicle Inspection controls

POSITIVES

- Huge potential for growth and awareness
- Appetite for information from stakeholders, operators and authorities
- Many positive initiatives
- Multi-national Member network in Africa
- Strong links to UN, UNECE, EC
- Strong representation in pockets of Africa, including Southern Africa, West Africa, North Africa etc
- Resources of entire CITA available to us
- Development banks involvement in Africa
- AVIS and AVIS scoring initiatives

CHALLENGES

- Vast geographic area, different countries, languages, different levels of development, different regulatory environments; silo mentality
- Lack of political will in certain regions / competing priorities for limited budgets
- Resources spread thin through the region
- Socio-economic environment and lack of affordability of participation
 - Travel costs
 - Registration costs
 - Membership fees
 - Devaluation of the currencies
 - Etc, etc

Activities of CITA RAG Africa

Standards and Regulatory Harmonisation and Domestication

- Awareness
- Involvement of the regulatory framework of UNECE and use our platforms to promote accession and adoption
- Identify the CORE standards for PTI and identify the advantages of harmonisation

Partnerships and Collaboration with Institutions

- Identify the stake-holders and institutions involved in regulatory affairs, road safety and create awareness of CITA
- Present CITA, PTI benefits and Road Safety statistics

Communication and Governance Structure

- Proper RAG with a calendar of meetings, events, visits and activities
- Representation from every region (x2) and establish rules of the game
- Impose goal setting and accountability
- Use the regional Corporate members
- Activities should all result in awareness of vehicle safety and CITA

Activities

RAG EXCO MEETINGS



- Bi-monthly meeting with common meeting agenda
- Report back
- Monitoring function by Secretariat

WEBINARS and TOPICS



Africa Topics

- ARSO Standards update and awareness
- PTI Testing of EV's
- AVIS Scorecard
- Safer Used Vehicles

REGIONAL MEETINGS and ROADSHOWS



- One Conference every 2 years with the help of the CITA Secretariat to create awareness of all topics.
- Regional CITA Roadshows to the authorities in the region

ANNUAL AFRICA EVENT



- Bringing together of all the ACTORS of PTI, stakeholders, operators, authorities, equipment manufacturers and trainers

Safer Vehicles as part of a Global Plan

GLOBAL PLAN
DECADE OF ACTION FOR ROAD SAFETY
2021-2030

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated **SAFE SYSTEM APPROACH**.

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries **BY AT LEAST 50%** during that period.

WHAT TO DO?

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe vehicles
- Safe road use
- Post-crash response

HOW TO DO IT?

- Legal frameworks
- Speed management
- Capacity development
- Gender
- Technologies
- Focus on low- and middle-income countries

WHO TO DO IT?

- Financing
- Government
- Civil society
- Private sector
- Funders
- UN agencies

For further information, visit: [DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)

World Health Organization | United Nations

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

Recommended actions to ensure vehicle safety

- Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:
 - standards on front and side impact to ensure that occupants are protected in a front and side-impact crash;
 - safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled;
 - ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;
 - electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering;
 - advanced emergency braking to reduce collisions;
 - pedestrian protection standards to reduce the severity of impact with a motor vehicle;
 - motorcycle helmets certified according to international harmonized standards;
 - anti-lock braking system and daytime running lights for motorcycles;
 - intelligent speed assistance systems to help drivers keep to speed limits;
 - eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.
- Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle. This can be done, for example, through:
 - mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections;
 - regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles; and
 - building demand for safer vehicles by encouraging independent new car assessment programs.

Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles



CITA RAG Africa Regional Conferences

2013: Johannesburg, South Africa



2014: Cape Town, South Africa



- 123 participants from 22 countries
- African countries
- Participants from Philippines, Russia, Belgium, France and Germany

2014: Cape Town, South Africa



2016: Cote d'Voire



2017: Kampala, Uganda

20-21 November 2017, Kampala.

- 40 participants
- Technical Visit to Safedrive Uganda



2017: Kampala, Uganda



2017: Kampala, Uganda



2017: Kampala, Uganda



2018: Ouagadougou, Burkina Faso



29-31 October 2018,
Ouagadougou
120 participants

CITA TEAM

- Ferose Oaten, Chairperson Africa
- Kanvaly Bamba, Deputy Chairperson RAG Africa
- Eduard Fernandez, Executive Director, CITA
- Vlad Sogodel, CITA Project Manager
- Spiros Voyadzis, CITA Advisor

Zalissa KOUMARE née OUIILLIO

Directrice Générale

Centre de Contrôle des Véhicules Automobiles

CCVA



2018: Ouagadougou, Burkina Faso

What is WP.29 doing?

Emissions of pollutants and CO₂

General safety

Passive safety

Noise and tires

Automated/autonomous and connected vehicles

Light and light signalling

TRANSPORT

Francois Guichard



Contrôler - Vérifier - Sécuriser

- Visite technique
- Diagnostic Automobile
- Conformité des Véhicules
- Evaluation des Véhicules
- Expertise Automobile Industrielle

Technical Visit to CCVA, Ouagadougou, BF







2019: Marakech, Morocco



2021 Virtual hosted by WAEMU

2022 Virtual hosted by Senegal



2022: RAG Africa Conference

Cape Town, November 2022









Topics of discussion

- Best practices
- **Inspection of Electric Vehicles**
- Vehicle inspection equipment innovations
- **Safer Used Vehicles in Africa**
- World Bank projects
- Safer Africa
- **UN Frameworks**
- Road Safety Impact on the Economy
- Public Awareness of Vehicle Safety
- Capacity Building of Authorities
- **Harmonisation of standards**
- Reliable statistics
- Assessing the **readiness of vehicle inspection systems**
- Accession status of UN Conventions
- Many challenges of AFRICA



Standardisation and Harmonisation



- TTTFP underpinned by 2 multilateral agreements
 - Vehicle Load Management Agreement (VLMA)
 - Multilateral Cross-Border Road Transport Agreement (MCBRTA)
- **Agreements have been adopted by Tripartite Ministers**
 - **Infrastructure on 31 October 2019**
 - **Legal Affairs on 18 September 2020**
- Voluntary implementation already commenced in a number of Member/ Partner States
 - Considered as sound domestic policy by such States
- Obligations of Member/ Partner States following signature of Agreements by Heads of State
 - Ratification, followed by Domestication
- **ARS 1355: Vehicle Roadworthiness (Apr 2021)**
 - Part 1: Roadworthiness of vehicles already in use
 - Part 2: Roadworthiness of used vehicles prior to entry into service and thereafter - effective from 1 Mar 2022
 - 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

Source: Gerrit FischerTTTFP



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COFFEE BREAK



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