

PUBLIC TRANSPORT

INFRASTRUCTURE ISSUES

TESTING SITES - government

**CAPACITY BUILDING OF
TECHNICIANS/MECHANICS - certification
program**

**ACCREDITATION/AUTHORIZATION -
(number must be controlled)**

**INDEPENDENT EMISSION TESTING
CENTERS (should this be allowed?)**

STANDARD SETTING

COMMON STANDARD FOR ROADWORTHINESS

**PHASED IMPLEMENTATION OF EMISSION
STANDARDS**

TEST PROCEDURES

**MUST ADDRESS GROSS POLLUTERS
(INITIALLY)**

**MORE APPROPRIATE TEST TO BE
DESIGNED LATER**

**GOVERNMENT AGENCY TO ISSUE
CERTIFICATION**

**CALIBRATION CENTER
(manufacturers, government)**

QUALITY ASSURANCE

INDEPENDENT AUDITORS

**CERTIFICATION OF CENTERS,
REPAIR SHOPS, MECHANICS AND
TECHNICIANS**

ROADSIDE INSPECTION

TAX INCENTIVES

LOWER TAX FOR GENUINE PARTS

**INSPECTION REFUND FROM
MANUFACTURER (issues to be resolved)**

**HIGHER TAX FOR OLDER VEHICLES
(how much?)**

BANNING OF TECHNOLOGY VS STANDARD

STANDARD DRIVEN (single standard)

MANUFACTURING VS NON- MANUFACTURING

SAME STANDARD

MINIMIZE ECONOMIC DISTURBANCE

COST OF SETTING UP FACILITY

PRIVATE SECTOR

**COST OF TESTING - REGULATED BY
GOVERNMENT**

PROFIT

PHASE OUT OF OLD VEHICLES

GOVERNMENT TO SET USEFUL LIFE OF VEHICLE

FARE STRUCTURE SHOULD INCLUDE DEPRECIATION

WHAT TO DO WITH SCRAPPED VEHICLES?

INCENTIVE FOR SCRAPPAGE BEFORE USEFUL LIFE.