GARAGE Registration& Standard Process

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1) Introduction

Garage registration is an essential requirement for the regulatory purposes of the motor Industry in almost all developed countries, as it is the most effective bottle neck between the industry, consumer and the motor vehicle. The Contents of this proposal has been shaped through from 2017 with all stake holders input in many levels Ranging From Ministry Of Transport, Department Of Motor Traffic, Ministry Of Environment, Central Environment Authority, Ministry Of Industries, All Provincial Councillors and their representatives , Sri Lanka Automobile Service Providers Association, Ceylon Motor Traders Association and of-cause, a few rounds of Public and stake holder consultations to register and comply with the rule changes. The notion of the required adaptations of this proposal is to create a catalyst for a better economic return as well as to provide job opportunities to the younger generations as well as assist with the protection of the environment and the consumers whilst future proofing the industry.

As a prerequisite of the content of this document, the justification comes from the mandatory requirement, that requires that all **Garages MUST be registered** under the revised **Environment Protection Act No 47 of 1980in 2008,** to protect the environment from the pollutants and waste created during and after the repairs and/or maintenance of an automobile.

As a secondary Requirement, the entire Vehicle population is subject to an annual **Vehicle Emissions Test (VET)** to make sure that the vehicle is maintained to its optimum levels. And as per the initial proposal of the VET program, it has been noted that all **garages, able to repair failed vehicles** should be updated periodically to provide a solution to the consumer without causing undue stress on the vehicle owner if it has Failed the VET.Thus in order to update, the DMT must have a registration list of the establishments.

The Next requirement for Garage Registration is with reference to requirement set from the **section 16 of Act No8 of 2009**, and the **SOP approved by the Cabinet of Ministers on the 11th of January 2021**, where it refers to all garages that engage in manufacturing **should be registered with the DMT** and such registered entities are then only allowed to **assemble and/or manufacture Automobiles** in Sri Lanka. Thus, **subsection 6** of the same section 16 of the amended Act no8 of 2009, also refers to garages engaged in **conducting modifications to vehicles**, thus it should be made a requirement that such organisations should be registered and managed by the DMT to continue the standards set forth by the Commissioner General DMT and IN accordance to the Motor Traffic ACT or any other standards deemed required from time to time.

Final requirement of Garages to be registered is arisen from the **vehicle registration cancellation** due to **condemn** status of the physical vehicle. Of which it is required that the **vehicles be assessed** for its repair-ability at the time of condemning of the vehicle, to grant the Commissioner General DMT a technical base for deciding to reinstate the registration of a vehicle an/or to cancel the registration permanently.

Further, it is proposed that the entire vehicle population be scrutinized for its **fitness annually** and/or after a major accident repair to lower the fuel usage of the country as well as enhance safety of the Road users per the regulations allowing the Minister in charge to decide of the applicable testing process and the types of vehicles as per the Motor Traffic ACT.

Also as a country Embarking on being a global hub for Automobile Manufacturing and assembly, it is required that the DMT as per the powers vested from the Motor Traffic Act, employs a transparent and efficient process to enable the Commissioner General DMT to approve the Prototypes presented by Motor Manufacturers and that a world-class Vehicle Identification Number (VIN) be granted to all automobiles Manufactured/Assembled In Sri Lanka by the Commissioner General DMT

In summary, this proposal ultimately requires that

1. **All garages must be registered as conducted presently.**
2. **All garages graded according to facility (tools and Skill, Knowledge of work force)**
3. **Arrange short term / Week end / Evening courses with technical institutions to enhance and skill and knowledge of present and new employees in garage and upgrade the grade of garage accordingly and continually.**
4. **Vehicle owner/user should be able to identify which garage suitable to correct/repair his vehicle. (Code)**
5. **All Garages are classified/categorized and registered in a digital manner**
6. **Vehicle Condemning processes to be updated by garages via digital connectivity with DMT**
7. **Vehicle Population already classed and each and every class to obtain a fitness test annually and/or after heavy repair/modification with relation to Provincial based workshop registration and DMT centralized Digital Database for Fitness test results.**
8. **Create a marking scheme for Vehicle Prototyping as per the SOP V1.0 requirement**
9. **Adopt a standard Vehicle Identification Number (VIN) to locally manufactured vehicles**

2) Background

At present the Motor Traffic DMT Act of 1951 enables any Garage to get registered with the DMT. However it is not mandatory nor does it specify the scope of a registered garage when manufacturing, assembling, modifying, maintaining or repairing an automobile.

However, there is a contradiction, by means of other state entities making it mandatory that all garages be registered under the Environment Protection Laws as well as Automobile Assembly and Manufacturing SOP vs the Motor Traffic Act's open wording. Thus, all the laws and regulations of Sri Lanka, regardless of industry, should be aligned to better serve the citizens of the country as well as to protect the fundamental Rights of the entrepreneur. And as the regulatory authority, the DMT together with the MOT must update the laws and regulations to align with the needs of other ministries, central government and most crucially, the technological enhancements and requirements of the Industry in a timely manner.

Further, As a country stepping into Automobile Manufacturing and assembly, it is a requirement that a standards VIN number be allocated to locally manufactured Automakers as per the Motor Traffic Act. And in doing so, a transparent and efficient process be followed for prototype approval.

In Addition, All vehicles that accesses public roads should be deemed fit and roadworthy as then only optimum safety can be ensured. At present, the fitness testing system is highly disjointed and ineffective, as to the fact that, under **section 155 and 29 of 2009 amendment**, a vehicle in working order is a must; but subsequently, under the **extraordinary special Gazette of 2017**, it has been instructed that all motor Tricycles must conform to **section 196 of the Motor Traffic Act** by obtaining a Fitness Test Yearly. Thus It has been observed that No Motor Tricycle conforms to the rule set in 2017, and is in breach of this regulation. As to remove such disjoints and to Maintain a healthy Motor Vehicle Fleet and a uninterrupted and safe road network, It is suggested that all types of vehicles should be Tested annually for fitness.

3) Project Justification

When considering the functions of the Technical division of the DMT, it is observed that the regulatory part of vehicle repairing centers, manufacturing organizations, Insurance and vehicle traders are regulated up to some extent only.

EMV of the Technical branch of the DMT attends to all functions and requirements within the scope of MTA as required by the DMT. For this service,Presently One (01) Assistant Commissioner (Technical), four (04) chief examiners of motor vehicles and one hundred and ten (110) examiners of motor vehicles are involved.

With this information it is clear that the garage functions monitoring and supervising part is and should be carried out by the same staff, As per skill, knowledge and facility (tools and equipment's) not equipped with many garages (island wide) not able to establish garage functions monitoring and supervising part successfully functioning, although it is highly important to the country, the motorist and motor vehicle owner and most of all, to the manufacturing community to enable export of Automobilia and reduce the out flow of foreign currency for fuel, parts and high risk, low safety vehicles.

3.1 Reasons for Change

Currently 7-8million vehicles on the road undergo routine periodic maintenance as well as 5-6million be tested for emissions yearly, to check conformity of emissions of the vehicle to reduce the total consumption of fuel as a country. A small percentage of the population is checked for fitness. But, If a country is to be developed, the general public's time management should be enhanced in a way that their time is allocated for national productivity rather than wasting-time on their transport needs. In an era, where technology enables, previously written-off vehicles to be restored to its former safety and dimensions, it should be idolised and a proper mechanism should enable such repairs to take place to reduce waste.
Whilst Garages are to be registered, it enables a steady growth option for lower tier workshops and its personnel during the course of its natural life. Thus, enabling a much more productive economic activity.

Further more, with a transparent prototype assessment we could enable and empower local inventors to progress onto being a motor manufacturer or enable assemblers to produce the vehicle using an internationally accepted VIN granted by the Commissioner General DMT without any grey areas or delays.

Thus in a post pandemic world, it is paramount that the regulators be connected to the applicant via a digital format to enable smooth and remote connectivity. Thus a Digital registration process of Garages via a DMT website and a separate dash board to obtain fitness test and other workshop related activities would enable a transparent and efficient process to save time of the citizen and bring in timely revenue to the Treasury and the DMT.
(Propose to allow Category M/S/A/B/C workshops and licensing to conduct types of work, Refer **7.1.3 Table2**)

3.2 Legal Justification

3.2.1 Environment Protection Act

Under the National Environmental ACT No47 of 1980 and No 1553/6 dated 25thJanuary 2008 Amendment, It has been made mandatory that all garages SHOULD be registered. Thus, it should also, be made mandatory under the Motor Traffic Act on 1951 that, the GARAGES must be registered at the DMT with compliance to the Environment ACT as stated above. The Environment Act, provides the below types of Licences, depending on the work and the type of vehicle. Such has been considered in formulating 7.1.3 Table 2.

PART A- Section 70 - SERVICE stations/Garages

Requirement - Vehicle Service Stations or container Yards having vehicle service activities excluding three wheeler and motor cycle services & interior cleaning should get registered at the CEA and obtain the EPL

PART B- Section 30 - Repair and Maintaining Garages

Requirement - Vehicle Repairing and maintaining garages including spray painting or mobile A/C activities should get registered under CEA and obtain an EPL

PART B- Section 32 - Three-wheeler and Motor Cycle Service Stations/Garages plus interior cleaning garages

Requirement - Three-wheeler of motorcycle servicing activities or interior cleaning activities can only be conducted after registering with CEA and obtaining EPL

PART C- Section 1 - Petroleum Handling Garages

PART C- Section 21 - Vehicle Repairing and maintaining Garages including Automobile A/C

PART C- Section 24 - All electrical and electronic goods repairing centers where more than 10 workers are employed

3.2.2 Standard Operation Procedure for Vehicle assembly and Manufacturing

As per the section 3 of the SOP approved by the Cabinet of ministers on the 11th January 2021, It is required that any and Motor Manufacturer and assembler must be registered at the DMT.

3.2.3 Motor Traffic Act

As per the **Motor Traffic Act**, each **Prototype manufactured in Sri Lanka should be approved by the Commissioner General DMT (CGDMT)** prior to obtaining a VIN from the Commissioner General, DMT. Thus, to improve the efficiency and transparency, a **standard evaluating process should be applied** under the CGDMT's preview, a world class, standard Vehicle Identification Number(VIN) should be presented for successful applicants under the powers vested onto the Commissioner General DMT.

As per **section 155 of 2009** all Vehicles ***must be in working order.*** Also, as per **section 29 of 2009 amendment**, all vehicles categorized as ***motor lorry, light motor lorry, heavy motor lorry, motor coach, light motor coach, heavy motor coach, motor hearse or motor ambulance, must obtain a valid fitness test certificate*** *according to* ***section 196 of the Motor Traffic Act***.Subsequently, under the **extraordinary special Gazette of 2017**, it has been instructed that all motor Tricycles must also conform to **section 196 of the Motor Traffic Act.** Therefore It is understood that, the only way to fully comply with section 155 of 2009, is to **make it compulsory for all types of vehicles** to **comply** with **SECTION 196** of the **Motor Traffic Act**.

3.2.3.1 cancellation of registrations Vs accident data

Description	Total	OTV	Other Vehicle Types
Fatal Accidents	3,500	2,800	700
Major Accidents	11,500	8,050	3,450
Medium to small accidents	25,000	15,000	10,000
Total Annual Accidents	**40,000**	**25,850**	**14,150**

Cancellation of vehicle registrations are between **450 to 600** vehicles an annum. Which means 1% of all accidents as above table. Thus it is evident that around **3000-11,000 vehicles** which has been in a fatal or major accident, which may have structural and/or safety critical damages are repaired without any scrutinizing to check its fitness and/or its repair process and its crash worthiness in an accident thereafter.

4) Objectives

4.1 Vehicle owner/user will able to identify which garage is suitable to correct/repair his vehicle(Code)

4.2 Provide guarantees to public for quality and on correct diagnosis and repairs (will save FC)

4.3 To regulate the Repair and Maintenance Garages spread across the island

4.4 To regulate the Motor vehicle assembly plants as approved via the SOP launched by Ministry Of Industries

4.5 Te regulate The Motor Manufacturing and prototyping process and organisations as per the SOP v1.0

4.6 To establish unique system for garage registration and operations

4.7 To maintain database for the purpose of monitoring as well as big data enabled decision making

4.8 To Align laws and regulations of multiple ministries/ACT's for the Motor Industry(Garage Registration)

4.9 To update the vehicle write-off process and enable re-registration of written-off vehicles

4.10 To Categorize the vehicle population for efficient management

4.11 To make mandatory the Fitness test for each and every type of vehicle operating on the roads (to save fuel consumption and outflow of Foreign Currency on spare parts, fuel and other materials)

4.12 To implement a transparent and efficient prototype assessment mechanism to aid Commissioner General of the DMT, on the decision making process

4.13 To provide an Internationally accepted VIN to all vehicles, manufactured in Sri Lanka

4.14 To change the vehicle registration cancellation process and the re-registration process by considering a professional and a safe repair process by an registered workshop

5) Project Activities

5.1 Issuing/renewal of Automobile License for Manufactures.

5.2 Island wide coverage of registering entire garages

5.3 Establish a system for waste management

5.4 Categorization of total vehicle population

5.5 Maintain a sharing database system with DMT

5.6 Implement a transparency and efficient prototype evaluation process

5.7 Adopt a internationally recognised VIN for locally Manufactured/ Assembled vehicles

5.8 Amend/Update the vehicle condemning process and re-registration process

6) Methodology

6.1 Amend the Act to make it compulsory to register any and all GARAGES who are engrossed in service, repair,Manufacturing & Assembling with the DMT

6.2 Enhance the Certifying officers Knowledge and experience within the DMT

6.3 Cap all Insurance claims to be paid only to registered garages under any and all circumstances if a repair is made, and/or the full vehicle value, direct to the vehicle absolute/owner if the vehicle written off under the proposed new system

6.4 Work with the SOP V1.0 with the Ministry of Industries for Vehicle Manufacturers, assemblers and prototype makers and categorize during the registration process

6.5 Call for registration of all types of service providers in the Motor Industry for repairs and maintenance and categorize the garages during registration process

6.6 Call for registration of all motor technicians and professionals/engineers in the Automobile industry

6.7 Introduce a better vehicle categorizing system

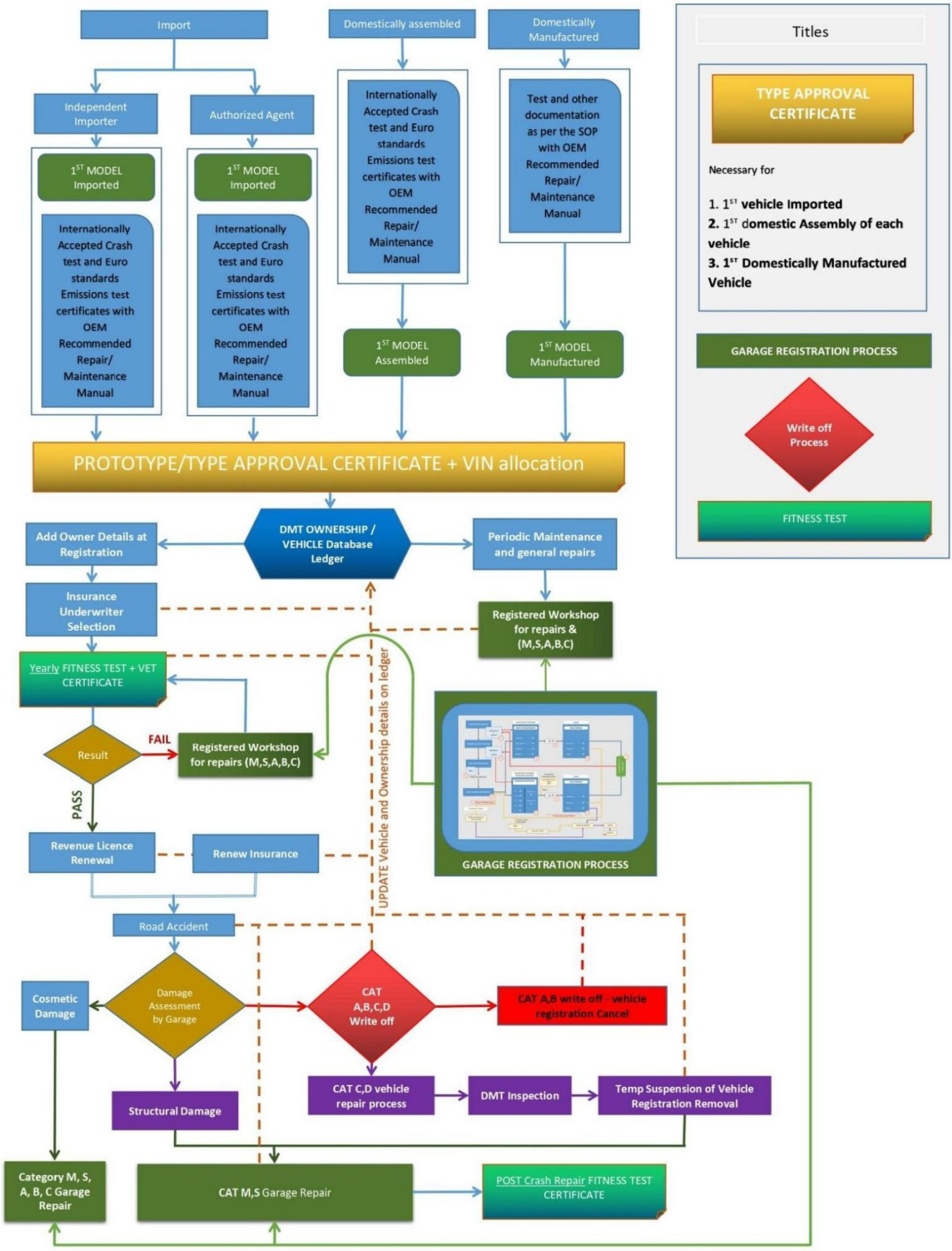
6.8 Issuing a certificate with the supervision of the DMT - Technical division through the sharing data base

6.9 Implement a prototype testing process along with a marking scheme for prototype approval

6.10 Adopt an Internationally accepted VIN, and provide the same for all motor manufacturers with an approved prototype

6.11 Amened the motor traffic act on vehicle registration cancellation and re-registration process

7) Project Implementation Mechanism



7.1 Issuing/renewal of Automobile License for Signatories of Manufacturers/Repair Garages

7.1.1 Conditions -

7.1.1.1	Institutional License(Signatory) Should be held by an individual of Sri Lankan Residence
7.1.1.2	The Licence Holder as per 7.1.1.1, who holds the Licence should be part of a proprietorship, partnership, Private Limited Company, Limited, Cooperation or a Guarantee Company under/with a Franchiser Brand
7.1.1.3	The individual License holder may register the License under his nameand/or a Brand Name if required
7.1.1.4	The main Licence Holder should be of Sri Lankan Citizenship
7.1.1.5	If a business requires more than one outlet under the same brand name/group of companies, within the country, a separate Licence Holder, staff and facilities will be required for the registration and for licensing requirements
7.1.1.6	Franchisee must hold 51% shares of the Garage 7.1.1.6.1 The Franchisee Can Old One Licence Within Sri Lanka 7.1.1.6.2 The Franchisor may Own maximum of 49% of each location
7.1.1.7	license holder may comply with the licensing requirements of staffing and facilities and obtain one or multiple licenses for one address and will operate independently and fairly.
7.1.1.8	Each Garage Must Maintain standard Rates for standard services

7.1.2 Application Process-

7.1.2.1	All Applications for License should be made online or via the District Secretariat Office or the DMT
7.1.2.2	Only one application form should filled by the applicant, and it should have separate sections to collect the relevant information required to process the application by the relevant Government Institutions and organizations
7.1.2.3	District Secretariat should inform the relevant institutions of the application, within 48 hours in a digital format. And the status of the application should be made available online.
7.1.2.4	Relevant Institutions such as DMT, CEA, Inland Revenue department, EPF, ETF ROC, Sri Lanka Customs, IDB Should receive the application and process the application (via a physical visit where necessary to authenticate the equipment, facilities, compliance and customer information boards)
7.1.2.5	Upon Satisfactory applications, the License to be granted within 14 working days. And should be available to be downloaded online or via printed certificate from a district secretariat with reference of license, name of license holder, place of business, trade or brand name under which it is operated clearly marked
7.1.2.6	The granted license should be reactivated every 3 years, but could be reviewed under legitimate reasons of malpractice.
7.1.2.7	Should the application is rejected, the applicant should be given reasons of rejection as well as an applicable category under which the business could be continued, with restrictions on services.

7.1.2.8	Upon rejection of an application, the applicant could appeal, and in the case of an appealed application, the institution/s who rejected should appoint a 100% new set of appraisers
7.1.2.9	Upon reevaluation of the application, if the applicant is granted the license the applicant should pay the appropriate reevaluation fees, and ifthe application is rejected, the applicant should only pay 50% of the fees.
7.1.2.10	A special Digital Application Process has been proposed to DMT, and the same platform could be utilized to manage the business entities andgrant them authority to conduct Road-worthiness Testing, which would create a better economic activity that will bring a credible revalue to Bossiness engrossed in the Automobile SME sector

7.1.3 Human resource requirement For each category of garage

HR Elements in a Garage/manufacturing/ Assembly organisation

Post code	Post	Experience in the same field Only	Or	Qualification + Experience
J	Chief engineer	N/A	N/A	Chartered- AUTOMOBILE Engineer
J1	Consultant/subsystems Engineer	N/A	N/A	Charted - Mechanical / Electrical / Electronic / Mechatronic / Pneumatic /Marine /Energy / IT/etc engineer, relevant to the sub sector of the project, UNDER THE AUTHORISATION of the chief engineer+ 5 Years Experience
K	Workshop/ Service - Engineer / Manager	17 years	Or	Incorporated Automobile Engineer / NVQ 7(Automobile) NVQ 6(Automobile) + 5 years Experience in relevant field of Employment
L	Asst. engineer / Supervisor Foreman / Manager	12 years	Or	NVQ 5(Automobile) + 3years in relevant field of Employment
M	Senior Technician	10 years	Or	NVQ 4(Automobile) + 2years in relevant field of Employment
M1	Technician	7 years	Or	NVQ 4(Automobile) in relevant field of Employment
N	Assistant/ Junior Technician	2 Yrs	Or	NVQ 2(Automobile) or GCE A/L
O	Trainee technician	-	Or	GCE O/L

Table 1 *- Evidence for Experience should be provided with references*

Workshop Category	Human Resource Requirement /signatory Minimum Requirement	Jobs Allowed											
		Vehicle Manufacturing	Component /Part Design &Manufacturing	Modification of vehicles	Critical component Repair	Critical component replace	Periodic Maintenance (Lube Change)	Diagnose	NON Critical component Repair/ Paint	NON Critical component replace/ Paint	General washing & detailing	Fitness Test*	CAT-C & CAT-D Write-off Correction
M	Signatory - **J** , Other Positions for direct work **J1 , K, L , M, N, O**	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
S	Signatory - **K** , Other Positions for direct work **L , M, N, O**			☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
A	Signatory - **L** , Other Positions for direct work **M, N, O**						☑	☑	☑	☑	☑	☑	
B	Signatory - **M** , Other Positions for direct work **N, O**						☑	☑	☑	☑	☑	☑	
C	Signatory - **M1** , Other Positions for direct work **N, O**						☑	☑	☑	☑	☑		

Table 2 *- Garage Operational Licence Categorizes (All registered Garages should display the above table in a place easily visible to all consumers)*

****Fitness Testing - Signatory should have a minimum of NVQ4(Automobile) and special equipment required***

HIGH VOLTAGE/ELECTRIC VEHICLE repairers to undergo Special Health And Safety Training and waste engagement protocols. And such establishments to hold a special mark on the signage.

7.1.3.1 Definitions

Critical Components - All components that is a active and/or a passive part related with safety such as Brakes, Air Bags, Chassis, Engine, Gearbox, Suspension, Doors, Front and Rear Crash Structure, etc, as defined by a list approved by the Commissioner General of the DMT with recommendations from the EMV

Non Critical Completeness - All components that is not defined as a Critical Component. Such as Air Condition, Air Filter, Side Mirror, Tyre, Silencer, Head Light, etc

Signatory - each and every job to be signed off by the signatory and he/she should be the responsible officer for each job, should any technical issue arise.*he/she should have a valid Professional Liability Insurance from a licensed Insurance company.

7.1.4 Facilities and equipment requirement for each categorized Garages (Minimum)

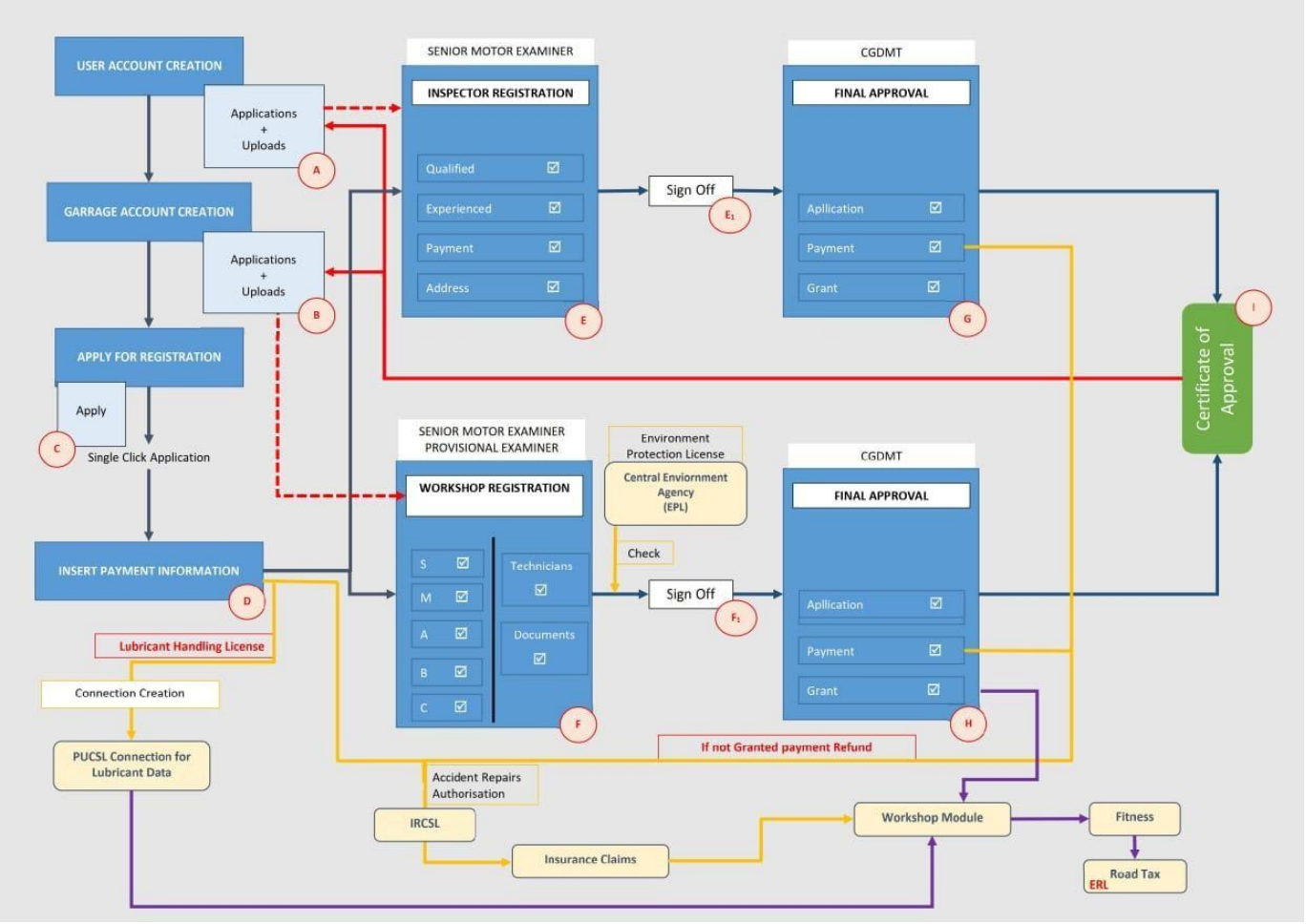
	Tool Name	Repair And Maintanence Facilities										Regulatory		
		Mechanical	Electrical	Structural	Painting	A/C	Periodic Maintaiance	Detailing/ Beautification	Tyre & Wheel Alignment Celer	Tuning Centers	Vehicle Assembly & Manufacturing	VET	FITNESS	WRITE OFF CORREECTION
1	Inspection Pit/Ramp (20feet Long, 30Inch Deep) **AND/OR**	☑		☑			☑				☑		☑	☑
2	Two/Four Post Hoist 2TON **AND/OR**													
3	Two/Four Post Hoist Appropriate/5 TON **AND/OR**													
4	Standard, Universal Hand Tools	☑	☑	☑	☑	☑	☑		☑	☑	☑		☑	☑
5	Oil Drain Collector			☑			☑							
6	Head Lamp Aligner			☑			☑						☑	
7	Taply Meter **AND/OR**										☑		☑	☑
8	Rolling Road Brake Tester													
9	Dignostic Trouble Code Reader		☑				☑				☑		☑	☑
10	Brake Oil water Content percentage Tester	☑					☑				☑		☑	☑
11	Tyre Inflator Inc Guage	☑		☑			☑		☑		☑		☑	☑
12	Ethylene-Glycal & Propylene-Glycal Coolant Tester	☑					☑				☑		☑	
13	Battery Load and Capacity Tester		☑			☑	☑				☑		☑	
14	Circuit Test Lamp		☑			☑								☑
15	Electrical Circuit Test Multimeter		☑			☑					☑			☑
16	Tyre Depth Guage			☑			☑		☑		☑		☑	☑
17	Wheel Alignment Guage			☑					☑		☑		☑	☑
18	Wheel Balancer								☑		☑			☑
19	Emissions Tester - Petrol Tuning **AND/OR**									☑	☑	☑		
20	5 Gas Tester With Printer - Petrol **AND/OR**													
21	Smoke Opacity Tester- Diesal VET **AND/OR**											☑		
22	2 Gas Welding Equipment (Oxy-Act)			☑										☑
23	Electric Arc Welder **AND/OR**			☑							☑			☑
24	MIG/TIG Welding Equipment **AND/OR**			☑										☑
25	Spot Welding Equipment **AND/OR**			☑										☑
26	Metal Dent Puller			☑										☑
27	Aluminium Dent Puller			☑										☑
28	High Pressure Washer						☑	☑						
29	Dry Vaccum Cleaner						☑	☑						
30	Wet/Dry Vaccum Cleaner						☑	☑						
31	134a Gas Recycling Meachine with HI/LOW Pressure Guages					☑					☑			☑
32	A/C System Vaccum with HI/LOW Pressure Guages					☑								☑
33	Piston Type Air Compressor **AND/OR**	☑		☑	☑		☑	☑	☑		☑			☑
34	Screw Type Air Compressor **AND/OR**													
35	Air line Filtering system **AND/OR**	☑		☑	☑		☑	☑	☑		☑			☑
36	Air Line dryer System **AND/OR**													
37	Spray Gun			☑	☑						☑			☑
38	Paint Booth			☑	☑						☑			☑
39	Color Mixing Meachine with Scale			☑	☑						☑			☑
40	Structural Repair Jig Inc OEM Data Sheet			☑										☑
41	Body Repair Jack/Puller			☑										☑
42	Undetbody and Over Body Measuting to OEM Data			☑										☑
43	Inspection/Hand Lamp	☑	☑	☑		☑	☑	☑		☑	☑		☑	☑
44	Android Mobile Phone/Tab	☑												
45	Desk/Lap Top Computor													

***Table 3**- Equipment and Facilities*

7.1.5 Garage registration and approval process

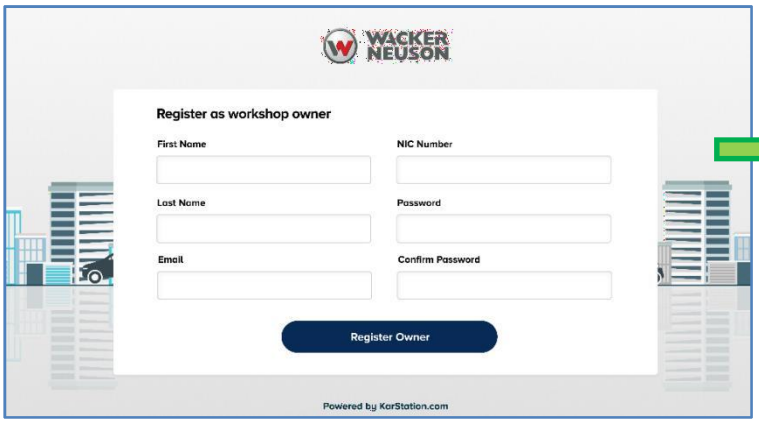
Any Workshop with a Business registration from the ROC or with the DISTRICT Secretariat, And in engaged in Vehicle Service or repairs could Log In to the MOT website and create an account as shown Below. The account is secured via mobile OTP verification. Upon Verification, The workshop will be classed as a Category M,S,A,B & C workshops. If specialist work such as fitness test, VET, Safety critical repairs are required, the registered workshop needs to have special facilities as listed on 7.1.4

A Block-chain enabled web based SaaS Solution/Platform (**Attachment 1**) is to be obtained by the commissioner General of Department of Motor Traffic under the guidance of the **public Finance Circular NO 03/2020 by the Ministry Of Finance**, with conformity to the **Personal Data Protection Act, No 9 of 2022**, for the COMPLETE REGISTRATION & APPROVAL PROCESS OF WORKSHOPS & TECHNECIANS. The implementation is to be launched in a progressive manner with API connectivity to the DMT Vehicle Database, for the purpose of Vehicle Data authentication during the fitness test process. Existing Digital Hardware could be used for this with separate user accounts and login links to each user to operate the proposed cloud system.

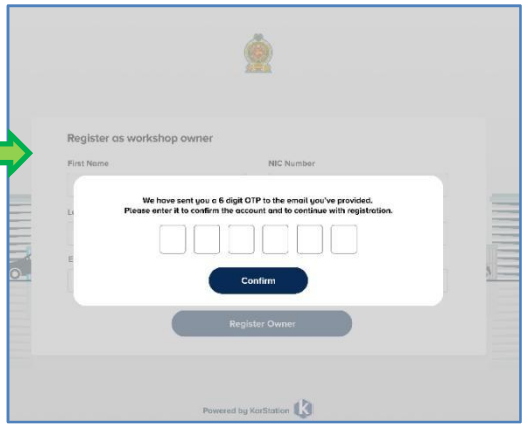


Garage Registration process flow

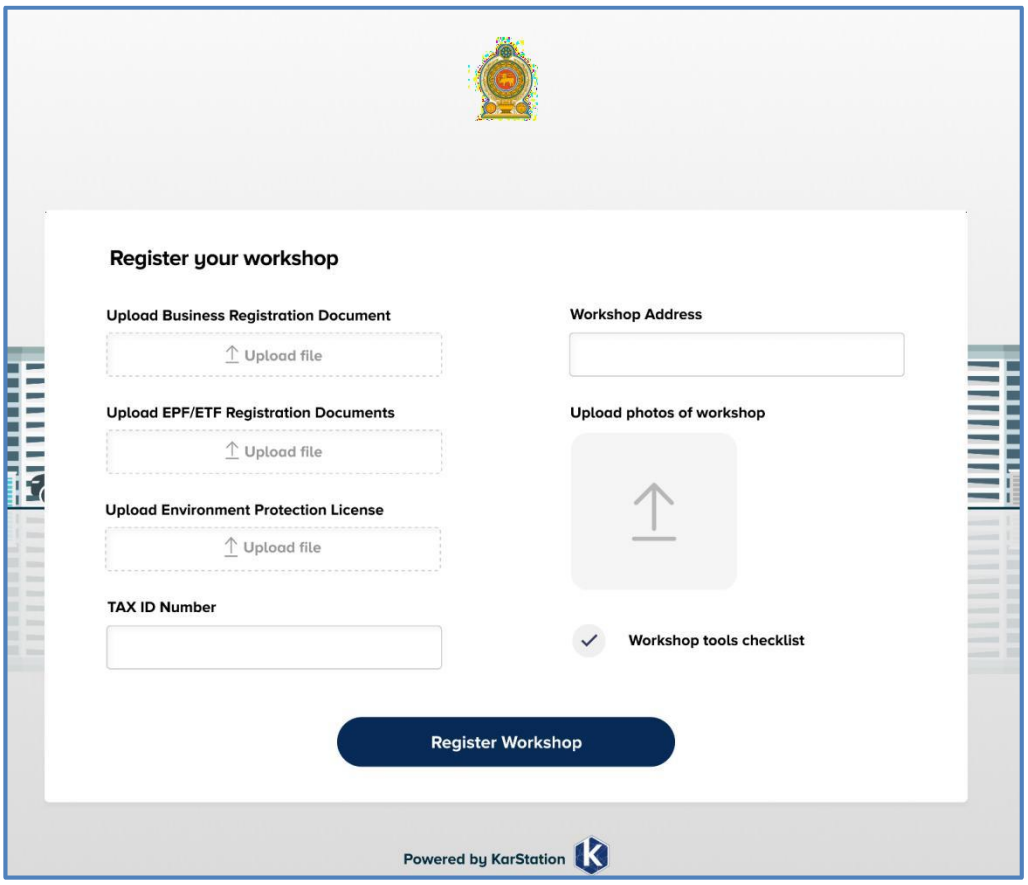
A subjective regulation change is in place to allow cross connectivity with CEA, PUCSL and IRCSL for other regulatory requirements, and if required, it can be altered to meet requirements.



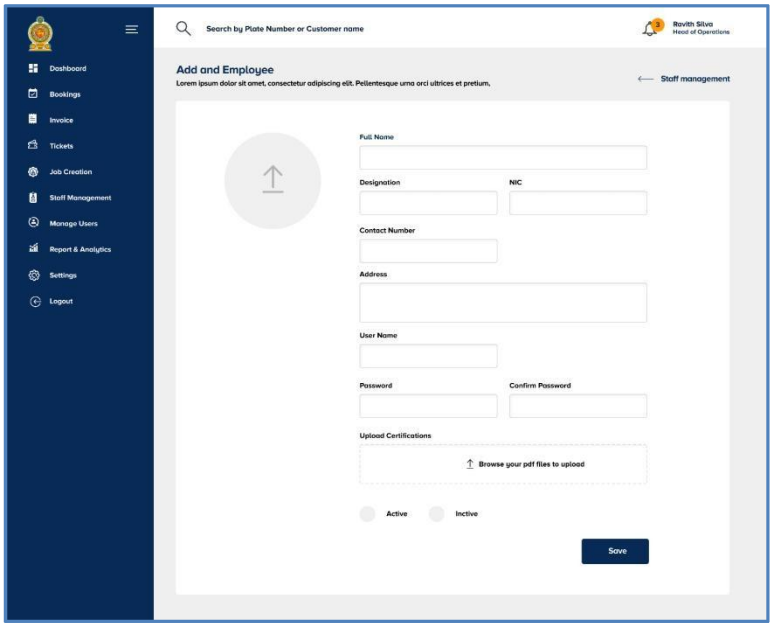
Step 1 – Account Creation on MOT website



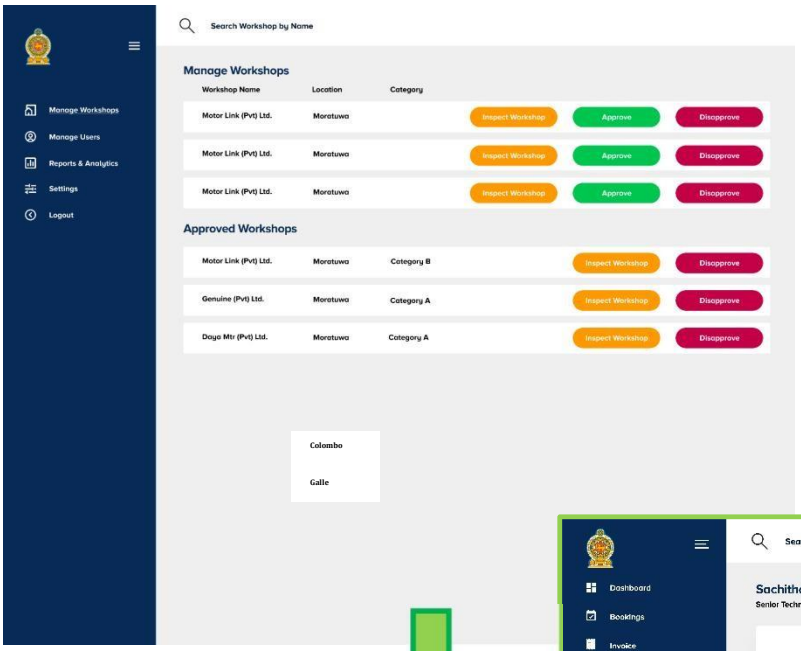
Step 2 – OTP authentication



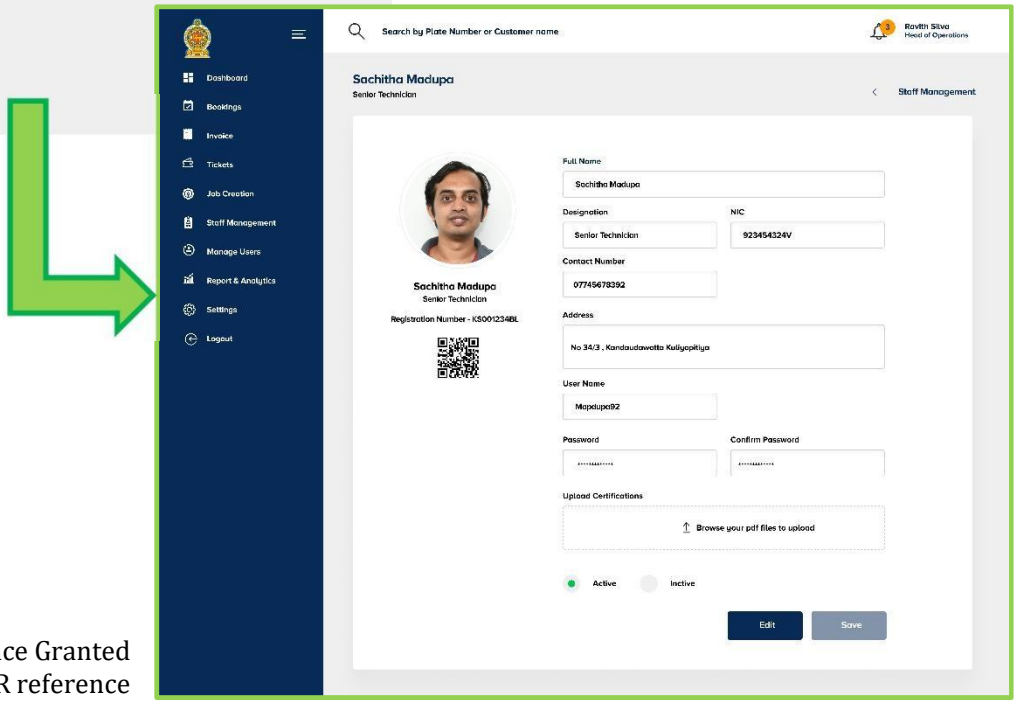
Step 3 – Workshop Registration



Step 4 – Testing/Certifying Officer Registration



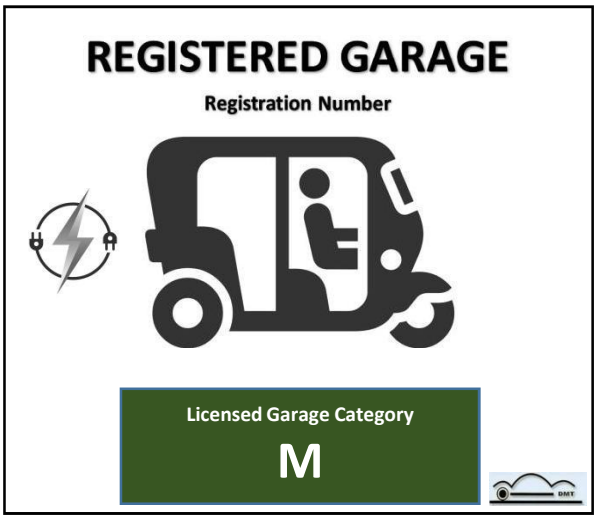
Step 5 – Workshop Registration
Inspection and approval



COMPLETE – Licence Granted
with Unique QR reference

7.1.5.1 Display Board for Registered Garages

All Garages registered under a said category May display the category of the workshop as well as the category of vehicles manufactured, and/or assembled and/or repaired and/or maintained in a board 24inch by 24inch in Size as Per the below standard, should they wish to display their compliance along with **Table 1**, **Table 2** and **Table 3** in a clear and visible manner to the customer



Vehicle Category		Vehicle Type	Official Logo
Public Service Vehicles Special Purpose Vehicles *(Licence Holder may choose from supplied Logo)*	**PSV**	BUSES	
	SPV	MOTOR LORRIES	
		PRIME MOVERS	
		LORRY TRAILERS	
		LORRY OTHERS	
		L.V. TRACTORS	
		N.A. TRACTORS	
		L.V.TRAILERS	
Private Light Motor Vehicle *(Licence Holder may choose from supplied Logo)*	**PLMV**	MOTOR CARS	
		QUADRICYCLE	
		HEASRSES	
		DUAL PURPOSE VEHICLES	
		AMBULANCES	
		MOTOR HOME	
Open Type Vehicle	**OTV**	MOTOR TRICYCLES	
		MOTOR BICYCLE	
ELECTRIC VEHICLE* *Special Mention*	**EV**	EV and Hybrid	

7.2 License Issuing/renewal of 'Vehicle Dealers'

All Vehicle manufacturers, assemblers, Importers and traders should be registered via the same system and the registration certificate should be displayed in a visible area to the consumer

7.3 Fines and Offences for complaints from unworthy repairs by unregistered garages

It should be an offence punishable under the law With Rs 100,000 being the maximum penalty and Rs 20,000 the minimum In Sri Lanka for operating a workshop or providing services without a valid licence. Further, he/she or the organisation will be liable to pay compensation to the consumer if prosecuted under the law, only if operated without a valid licence.

If any repair hasn't done to OEM standards, the licence holder will be issued a warning at the 1st instance, at the second Instance a final warning and a Monetary fine of two times the amount charged from the client will be charged, of which will be reused to repair the vehicle back to its Original Standard. On the 3rd such offence, The licence will be suspended for a period of 3- 12months by an independent panel appointed by CG DMT to provide an just and independent verdict.

Re Instatement of Licence will be done as per the SOP provided for obtaining a fresh licence. If the same licence Holder's Licence is suspended for 3 times within 5 years, there will be a ban for a period of 5 years for any type of licence as listed above.

7.4 Establish a system for waste management

All Waste generated should be managed by CEA accredited waste disposal unit or any authorized.

Special waste such as Petroleum products should be sold to PUCSL/CEA/MOI registered entities with clear traceability of waste.

Lithium based products to be handed over to a special unit at the CEA, with the receipt of handing over to be kept with registered garage with reference to the vehicle registration number

7.5 Upgrade the vehicle wright-off process

Category	Description	Restrictions
A	Scrap only. For cars so badly damaged they should be crushed and never re-appear on the road. Even salvageable parts must be destroyed.(ex. Fire damaged)	• Decommission, • Cant Repair - • Registration status - Cancel
B	Body shell should be crushed. Signifies extensive damage, although some parts are salvageable. Should never re-appear on road, although reclaimed parts can be used in other road-going vehicles. Salvageable Parts to be audited and released to market with unique reference number(Pasted of part) and quality certified according to guide lines managed and derived by a committee comprised of members of Moratuwa University, SLASPA, Commissioner Technical(Asst. Commissioner tech), Ministry Of Transport, Institute of Automobile Engineers and any other required professional body/s	• Parts Salvage, • Cant Repair - • Registration status- Cancel

C	Category C means the vehicle has suffered structural damage. This could include a bent or twisted chassis, or a crumple zone that has collapsed in a crash. Category C damage is more than just cosmetic, therefore, the vehicle will need to be professionally repaired. In addition, it will not be safe to drive until then. After repair, the vehicle has to be examined by the DMT and tested in an official test station (See Testing Station requirements section) and be issued with a Certificate of compliance from the repair facility(Automobile Engineer at the repair workshop) when requesting clearance from DMT(Official Re registration). And quality assurance certificate. All testing and certificate issuance to be done in one day in one location for customer convenience. If not conforming to the standards, the reason and rectification process to be suggested within 24 hours of official rejection.	• Structural Damage, • Can Repair- • Re Register
D	Vehicles graded accordingly haven't sustained structural damage, so the issue may be cosmetic, or a problem with the electrics that isn't economical to repair. Don't assume such vehicles are drivable, however; non-structural faults may include brakes, steering or other safety-related parts.After repair, the vehicle has to be examined by the DMT and tested in an official test station (See Testing Station requirements section) and be issued with a Certificate of compliance from the repair facility(Automobile Engineer at the repair workshop) when requesting clearance from DMT(Official Re registration). In addition, quality assurance certificate. All testing and certificate issuance to be done in one day in one location for customer convenience. If not conforming to the standards, the reason and rectification process to be suggested within 24 hours of official rejection.	• Non Economical Repair, • Can Repair- • Re Register

***Any other damage that does not require the DMT to be involved; Thus, all other accidents will be categorized as **Minor/cosmetic damage** only. Still, such repairs should be carried out with utmost care to international safety standards to agreed processes as agreed via an advisory board setup by the DMT for Automobile safety standards.*

7.5.1 POST REPAIR CRASHWORTHINESS

Every car on the road has been tested for safety before it gets manufactured. Safety testing means deliberate crash testing of pre-production vehicles to assess the deployment of airbags and the structural integrity before it's made available to general public.
Structural integrity is a very important aspect due to the fact, it is the primary barrier in the event of a crash, to safeguard the occupants inside the cocooned seating area.
Restraint systems such as seat belts restrain the occupants from being thrown around and having secondary injuries from the crash. And then comes the windshield, yes it acts as a shield, to retain the occupants inside the vehicle, and to keep out any flying debris from entering and to strengthen the weakened structure due to the large steel void. Thus the windshield needs to be to a certain strength of MOR (Modulus of rupture)
Then comes the most important safety feature, the airbags. Airbags help cushion the impact of passengers to the steering wheel and any other hard surface, due to the high Gravitational (G) forces imparted on to the passengers created from the crash.

After each repair, it is very important that the structures are repaired or replaced to OEM specifications and dimensions using the correct equipment, process, materials and of cause the parts.

If one of the elements are missing, this constitutes towards a NON CRASHWORTHY repair

Just like any other industry and businesses, the motor vehicle repair industry is also a profit making industry. But we have seen in the recent past that, due to the quenching of labor rates and unsolicited repair techniques, the repair industry is made to take drastic decisions to comply with INSURANCE Rates rather than the OEM recommendations. This constitutes to less qualified personal, less experienced personnel and use of non-approved equipment and paints.

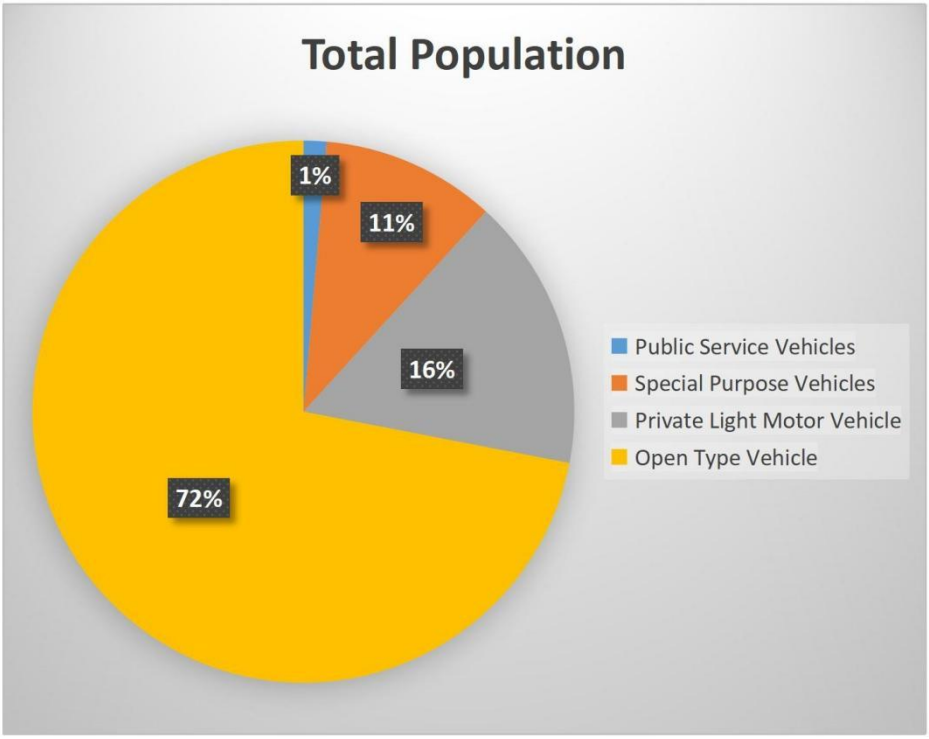
Thus, as the Repairers guardian angel, SLASPA is to request that adequate rates are imparted towards the repairs and allow each repairer to SIGNOFF every vehicle that it is conforming to post repair CRASHWORTHINESS.

If the repairers are not remunerated efficiently, then this calls for the Insurance to issue CRASHWORTHINESS certificates to each vehicle that is repaired as per their rates.

If the REPAIRERS are paid FAIR RATES this would mean the repairers could use highly skilled labor, OEM approved products and OEM approved equipment to repair the car back to a CRASHWORTHINESS State and ISSUE a CERTIFICATE to confirm the same.

7.6 Categorization of total vehicle population (PSV/ SPV / PLMV/ OTV)

Vehicle Category		Vehicle Type	Population 2019	Total Population
Public Service Vehicles **(Heavy Vehicle)**	**PSV**	BUSES	112,005	112,005
Special Purpose Vehicles **(Heavy Vehicle)**	**SPV**	MOTOR LORRIES	375,500	844,377
		PRIME MOVERS	4,818	
		LORRY TRAILERS	7,877	
		LORRY OTHERS	7,515	
		L.V. TRACTORS	375,601	
		N.A. TRACTORS	958	
		L.V.TRAILERS	72,108	
Private Light Motor Vehicle **(Light Vehicle)**	**PLMV**	MOTOR CARS	875,864	1,320,007
		AMBULANCES	2,706	
		HEASRSES	442	
		DUAL PURPOSE VEHICLES	439,020	
		QUADRICYCLE	1,972	
		MOTOR HOME	3	
Open Type Vehicle **(Ultra Light Vehicle)**	**OTV**	MOTOR TRICYCLES	1,175,077	5,843,151
		MOTOR TRICYCLE VAN	N/A	
		MOTOR CYCLES	4,668,074	



7.7 Vehicle Fitness test parameters

No	Description	Pass (Remark)	Needs Attention (Remark)	Vehicle Category					
				PSV		SPV	PLMV	OTV	
				PSV Normal	PSV-3wheel			3 wheel	Bicycle
1	Dashboard warning Indicator	No Faults	Errors Present	X	X	X	X	X	X
2	Dip Beam	Working	Faulty	X	X	X	X	X	X
3	Head Beam Bulb/s	Working	Faulty	X	X	X	X	X	X
4	Parking Bulb/s	Working	Faulty	X	X	X	X	X	X
5	Reverse Bulb/s	Working	Faulty	X	X	X	X	X	
6	Signal Bulb/s	Working	Faulty	X	X	X	X	X	X
7	Brake Bulb/s	Working	Faulty	X	X	X	X	X	X
8	Dome/Hood Bulb/s	Working	Faulty	X	X	X	X	X	
9	External Lamp/s	Working	Faulty / Non Complient	X	X	X	X	X	X
10	Windows (UP/DOWN)	Working	Faulty	X		X	X		
11	Front Wiper Blade	Clear Vision	Vison Impaired	X	X	X	X	X	
12	Engine Oil Leaks	No Oil Leaks/Level	Oil not level, Leak Present	X	X	X	X	X	X
13	Transmission Oil Leaks	No Oil Leaks/Level	Oil not level, Leak Present	X	X	X	X	X	X
14	Power Steering Oil Leaks	No Oil Leaks/Level	Oil not level, Leak Present	X		X	X		
15	Brake Fluid Level/ Leaks	No Oil Leaks/Level	Oil not level, Leak Present	X	X	X	X	X	X
16	Differential/ Transfer Case Oil	No Oil Leaks/Level	Oil not level, Leak Present	X		X	X		
17	Battery water level	Level, Visually OK	Water Level low/Terminal Damage/ Visually not ok	X	X	X	X	X	X
18	Coolant condition check	Good condition, level	Leaks and needs attention	X		X	X		
19	Cooling fan check	Fan Working with/without A/C	Fan function faulty	X		X	X		
20	Brake Pad / Caliper FRT	Good Condition, Can run 5,000Km	Faulty mechanism, Can't run 5,000Km	X	X	X	X	X	X
21	Brake Pad/shoe RER	Good Condition, Can run 5,000Km	Faulty mechanism, Can't run 5,000Km	X	X	X	X	X	X
22	CV Boot Condition check	Good condition	Faulty, Damaged	X	X	X	X	X	X

No	Description	Pass (Remark)	Needs Attention (Remark)	Vehicle Category					
				PSV		SPV	PLMV	OTV	
				PSV Normal	PSV-3wheel			3 wheel	Bicycle
23	Steering mechanism Boot Check	Good condition	Faulty, Damaged	X	X	X	X	X	X
24	Suspension Dust Boots Check	Good condition	Faulty, Damaged	X		X	X		
25	Horn Check	Original/working condition	Modified/Faulty	X	X	X	X	X	X
26	Tire ware Check	Above safety standards	Below Safety Standards/Needs replacement	X	X	X	X	X	X
27	Belt Condition Check	Good Condition, free from cracks	Needs replacement, Cracked, damaged	X		X	X		
28	engine/Transmission Mount Condition	Good condition visually	Faulty, has vibrations, needs to replace	X	X	X	X	X	X
29	Ball/Universal Joints check	Good condition visually	Faulty, has vibrations, needs to replace	X	X	X	X	X	
30	All Cable Conditions	Good condition visually	Faulty, has damages, needs to replace	X	X	X	X	X	
31	RER Windscreen washer Adjust	Good working Condition	Not working, needs attention	X		X	X		
32	Hub Razor Check Only	good working condition	Faulty, Needs replacement	X	X	X	X	X	X
33	Exhaust System Leak/Damage CHK	No leaks, original	Leaks and modified	X	X	X	X	X	X
34	Suspension check	Visually working order,	Faulty, needs checkand replace	X	X	X	X	X	X
35	HV Charging port Check	Visually ok	Needs attention, Unsafe use	X	X	X	X	X	X
36	Parking and Foot Brake Efficiancy	Satisfactoty	Fail	X	X	X	X	X	

No	Description	Pass (Remark)	Needs Attention (Remark)	Vehicle Category					
				PSV		SPV	PLMV	OTV	
				PSV Normal	PSV-3wheel			3 wheel	Bicycle
37	Chassis/Monocoque/Fame/Structure	Good Original Condition with Clear VIN identification	Damaged, Corrosion, Unclear VIN, Unsafe	X	X	X	X	X	X
38	Windshield	Driver Vison clear and Original Safety rated Glass	Driver Vison Impaired, Driver vison impaired	X	X	X	X	X	
39	Mirrors(side and center)	Clear undistracted view	Distracted, unclear view	X	X	X	X	X	X
40	Seat Belts	Working condition	Faulty	X		X	X		
41	Air Bags-visual	SYSTEMNormal	Faulty, Modified	X		X	X		
42	Pedestrian Safe exterior	Pedestrian Safe exterior	Exterior body work unsafe for pedestrians at 40km or lower	X	X	X	X	X	
43	Paint work and Exterior condition	Visually no damages and free from rust	Damages, unsafe repair, corrosion and no paint	X	X	X	X	X	X
44	Passenger Seats and interior comfort	Safe and comfortable	Unsafe, uncomfortable	X	X	X	X	X	
45	Safety Door	OPEN FROMINSIDE/ OUTSIDE	CANT OPEN/ PATH BLOCKED		X			X	
46	Brake Perfomance	Satisfactory	Not OK		X			X	
47	Tyre Pressure	Correct	Faulty		X			X	
48	3rd/ FRT view Mirror	OK	Faulty		X			X	

The above Vehicle Fitness test parameters as per the *section 7.6* would ensure that the safety of the total vehicle population is managed in a healthy and a safe manner to reduce the cost of fuel and parts import as well the number of accidents in Sri Lanka.

7.7.1 Post Repair Fitness check list (Additional to the checklist presented in section 7.7)

1) All vehicles should obtain a conformity check according to OEM dimensions from a OEM approved system as a post repair inspection requirement and the measurements should conform to OEM standards
2) Structures should be free from rust, Bud welds and should be coated with appropriate paint and rust prevention chemicals
3) The vehicle should not posses any Safety critical component trouble codes in the systems
4) The vehicle should obtain a Wheel alignment certificate from a registered Garage.
5) The vehicle should conform to the Brake testing process mentioned in the Type Approval certification process
6) The vehicle should be accompanied with a limited warranty for the repairs conducted

7.8 Prototype approval process

All prototypes that is manufactured as per the Motor Traffic act and guidelines set-forth by Commissioner General DMT is to obtain a Motor Vehicle Type Rating Certificate (MVTRC) After THE ASSESMENET Process and marks obtained in a satisfactory manner as pre set by Commissioner General DMT, the applicant is to obtain formal approval via the granting of an Internationally accepted Vehicle Identification Number (VIN) as per Attachment 2 of this proposal

7.8.1 Motor Vehicle Type Rating Certification (MVTRC) - V1.0

A type Rating is required by all motor-powered vehicles that is to be used in public Roads with or with out passengers. The certification is Granted after the below mentioned process is conducted. Without the certification of the vehicle, such vehicle will not be permitted to be registered as a motor vehicle under any category for use on Sri Lankan Roads.

1. **Certification Requirement segments**
   a) Any vehicle Imported to Sri Lanka
   b) Any vehicle Imported in parts and assembled in Sri Lanka
   c) Any vehicle Designed and manufactured in Sri Lanka

2. **International Certification Acceptance**

All vehicles imported to Lankan as parts (CKD, SKD) or as a whole (CBU) should provide the EU certification for Safety (NCAP) and Emissions Standards ***(Refer Requirements- section 8)***

Any Vehicle Conforming to Currant EU standards will be accepted and be granted MVTRC upon authenticity of the certificate.

3. **Sri Lankan Designed and manufactured Motor Vehicle Certification**

All vehicles of Sri Lankan Origin and local brand name, with adherence to the DVA matrix of the SOP will be classed as a "SRILANKAN ORIGINAL EQUIPMENT AUTOMOBILE MANUFACTURER"

Sri Lankan Original Equipment Automobile Manufacturers require MVTRC certification only with strict adherence to the processes defined and the standards described

4. **Certification Agency**

a) Department of Motor Traffic via Ministry Of Transport will be the successful certificate issuing authority after the inspection/certification team (5) who would successfully propose as per 7.i, as an interdependently commissioned entity via **ANNEX-A** for independent assessment and **ANNEX-B** for group assessment. The final certificate accompanied by a VIN Number according to **ANNEX- C** will be signed off by the Commissioner General Of Department of Motor Traffic and the Secretary of the Ministry Of Transport, within 10 working days from receiving **ANNEX-A** &**ANNEX-B**

5. **Inspection/Certification Team**

a)	Snr Examiner of Motor Vehicles	- DMT
b)	Industrial Development Officer	- Ministry of Industries
c)	Department Head Automobile	- CGTTI
d)	Department Head Mechanical Engineering Faculty	- UOM
e)	Charted Automobile Engineer	- EC Sri Lanka

6. **Certification Process of Prototype**

A) Certification TEAM should drive the vehicle for a minimum of 40km for 4 wheel and 4km for two wheel and allocate marks independently on a date mentioned 30days in advanced

I. **Drive-ability/Handling (2 MARKS) 0 bad 1 average 2 Good)**
II. **Visibility (2 MARKS) 0 bad 1 average 2 Good)**
III. **Comfort (2 MARKS) 0 bad 1 average 2 Good)**
IV. **Fuel Consumption (2 MARKS) 0MARKS more than +10% from stipulated ltr/Km)**
1MARKS between +/- 10% from stipulated ltr/Km
2MARKS between +/-5% from stipulated ltr/Km

B) The maximum speed to be recorded by a Professional Driver of choice
   I. From stationary position up to 100m under acceleration*
   II. From a rolling speed of 20km up to 100m under acceleration **

C) Breaking Distance conformity (at touch)
   I. From speed recorded at **6.B)I**.* to stand still (If Damp, 10% extra distance allowed)

4 wheels and above

Speed KmPH	Stopping Distance	
	Meters	Feet
40	25	82
60	38	125
80	53	174
100	76	249

2wheels

Speed KmPH	Stopping Distance	
	Meters	Feet
30	12	40
50	23	75
80	53	173
90	77	252

   II. From speed recorded at **6.B)II**.** to stand still

4 wheels and above*

Speed KmPH	Stopping Distance	
	Meters	Feet
40	25	82
60	38	125
80	53	174
100	76	249

2wheels

Speed KmPH	Stopping Distance	
	Meters	Feet
30	12	40
50	23	75
80	53	173
90	77	252

* For commercial Vehicle's speed limits apply and per TON 1% extra distance allowed as per above table

D) Emissions Std Euro 4

E) Safety Features
   I. Seat Belts - (1 MARKS if equipped, 0MARKS if not equipped) - Not applicable for Motor Cycles
   II. Air Bags - (1 MARKS if equipped, 0MARKS if not equipped) - Not applicable for motor Cycles
   III. Energy Storage Device Safety - (Meets a Standard - 1 Marks , Fire Safety - 2 Marks , not safe - 0 Marks)

** Motor Cycles/scooters - no exposed chains or belts allowed (if exposed -5 marks)*

F) Conformity to Dimensions as per Motor Traffic Act of 2D-Drawing of
   I. Plan View (equal/below specification - 2MARKS, more than Specification - 0MARKS)
   II. Side Elevation (equal/below specification - 2MARKS, more than Specification-0MARKS)
   III. Front Elevation (equal/below specification 2MARKS, more than Specification - 0MARKS)

G) Successful Simulation and report-based design changes using industry accepted software
   I. Stress analysis (3MARKS for successful changes done to DVA components at design stage)
   II. NVH (1MARKS for successful changes done to DVA components at design stage)
   III. Aerodynamics (1MARKS for successful changes done to DVA components at design stage)

One Random production vehicle from each of the 1st three batches are to be certified and results should be inline with the prototyping vehicle

7. Certificate marks requirements

i. Should Obtain 55marks or more for successful certification - Signed by Secretary Ministry of transport (within 10 working days from receiving of report as attached in **ANNEX-A** from each Inspector and **ANNEX B** from the group of inspectors

ii. If between 40-55marks, a retrial could be requested after 30days of initial process with design modifications and part changes with a presentation and a report to showcase the changes

iii. If below 40marks a retrial could be requested 60 days of initial process with design modifications and part changes with a presentation and a report to showcase the changes

8. Attachments required for Imported Vehicle prototyping

A. Speed Calibration Certification to be obtained and provided with application

B. EURO 4 Standard Emission Certification to be obtained and produced with application

C. Design Attributes to be clearly listed and produced with application

D. Charted Engineer Certification for the design of vehicle

E. ISO, EU or other standards attributes used for design and manufacture of vehicle

F. Repeatability/duplication of quality during manufacturing as per Prototype

G. Warranty Document in detail with process and warranty procedure and coverage

H. After sales Support and continues supply of parts till End Of Life (EOL) and EOL solution process (special process and supply network to replace HV energy storage battery modules, cells and packs to the consumer for a period of 20 years)

I. Recycling and hazardous waste Management program commitment and certificates (For Electric vehicle HV system including battery only)

9. Fees payable to obtain type rating certificate

a) Rs 250,000 for all OTV type vehicles
b) Rs 550,000 for all PSV type of vehicles
c) Rs 500,000 for all SPV and PLMV

10. VIN Number Allocation

a) The Commissioner General of the DMT will allocate a 17 Digit Vehicle Identification Number as per **ANNEX B** to successful prototypes in-order to be registered as a vehicle to be used in Sri Lankan Roads and Highways as appropriately regulated via the Highways Act for classes of vehicles,

MOTOR VEHICLE TYPE RATING CERTIFICATION (MVTRC)

Individual Inspection Report **ANNEX-A** V1.0

DMT ME/ MOI IDO/ CGTTI DHA/ UOM DH Mic/ ECSL CEng (Delete as appropriate)

Date; _____

Vehicle Identification number: _____
Engine Capacity: _____
Brand name : _____
Model Name: _____
OE Specified Fuel Consumption: for 6.A)IV Comparsion

REF	Remarks				Results (use relevant column)					Marks	
					DMT	MoI	CGTTI	UOM	ECSL	Ava	Given
6. A)I.										2	
6.A)II.										2	
6.A)III.										2	
6.A)IV.										2	
TOTAL										8	

Trip start location: _____ Start ODO:
Trip end location: _____ End ODO:
Total Distance:

Trip Route: _____

Notes: _____

Inspector Name: _____
Inspector Contact Number: _____
Inspector Email: _____

_____ Signature of inspector

_____ Official Frank

TO BE FILLED BY INDIVIDUAL INSPECTOR

Abriviation	*Institute*	*Position/Qualification*
DMT ME	Department Of Motor Traffic	Motor Examiner
MOI IDO	Ministry Of Industries	Industrial Development Officer
CGTTI DHA	Ceylon German Training Techinical Institue	Department Head Automobile
UOM DA Mic	University Of Moratuwa	Department Head Mechanical
ECSL CEng	Engineering Coiuncil Sri Lanka	Charted Engineer - Automobile Decipline

MOTOR VEHICLE TYPE RATING CERTIFICATE (MVTRC)

Team Inspection Report **ANNEX-B** V1.0

Test date: _____ Location: _____
Make: _____ Model: _____
VIN: _____ Engine ID: _____
Fuel type: _____ Weather conditions: _____ Temp: _____

Ref		Remarks	Summery of results					Marks	
			DMT	MOI	CGTTI	UOM	IESL	AVA	Given
6.A)I.								10	
6.A)II.								10	
6.A)III.								10	
6.A)IV.								10	
6.C)I.		4 wheels / 2wheels							
		40Kmph / 30Kmph						2	
		60Kmph/ 50Kmph						2	
		80 Kmph/ 80Kmph						3	
		100 Kmph/ 90Kmph						3	
6.C)II.		4 wheels / 2wheels							
		40Kmph / 30Kmph						4	
		60Kmph/ 50Kmph						4	
		80 Kmph/ 80Kmph						6	
		100 Kmph/ 90Kmph						6	
6.D)		Emmissions std conformity						15	
6.E)	Except 2 wheel	Seat belt						1	
		Air belts						1	
		Energy Storage Device						2	
	2 wheel	Motor cycle (Default)	Automatically handed to 2 wheelers					2*	2
		Energy Storage Device						2	
6.F)I.	Plan view	Length						1	
		width						1	
6.F)II.	Side elavation	Length						1	
		height						1	
6.F)III.	front elevation	Length						1	
		height						1	
6.G)I.								3	
6.G)II.								1	
6.G)III.								1	
TOTAL *For motorcycles and mopeds 6.E) Default is automatically given								76	

Test driver name: _____
DL Number test _____

PASS/FAIL

DMT	MOI	CGTTI	UOM	ECSL	
ME	IDO	HOD Auto	HDD metch	Auto - CEng	

instructions for certificate issue

CG DMT
Date:

Secratary MOT
Date:

***Pass Mark to be Determined by the Commissioner General of the DMT**

19th December 2022

ANNEX-C

Vehicle Identification Number coding system

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
L	R	A	V	I	1	1	C	1	M	C	0	0	0	0	0	1
Lanka	Manufacturer		Brand		Engine Capacity		Type	Security Code	Year	Colombo	Production Number					

Box	Code	Meaning	Code By
Country Code			
1	L	Lanka/Asia	*DMT*
Manufacturer Name			
2,3	KR	KEWR	*DMT*
	AB	ABRO	
	RA	RACEACT	
Platform ID			
4	V	Brand 1st Letter	*MANU*
5	I	Brand 2nd Letter	
Engine Model Ref			
6		1st Digit on Engine Capacity/Kw	*MANU*
7		2nd Digit on Engine Capacity/Kw	
Vehicle Type			
8	M	Mopad	*DMT*
	C	CAR	
	Q	Quad Bike	
	T	Threeewheel	
	L	Lorry	
	B	Buss	
Secret Security Code			
9	1	Project 1	*MANU*
	2	Project 2	
	3	Project 3	
Factory Location			
11	C	Colombo Factory	*MANU*

Box	Code	Decode	Code By
Year of Manufacture			
10	M	2021	*DMT*
	N	2022	
	P	2023	
	R	2024	
	S	2025	
	T	2026	
	V	2027	
	W	2028	
	X	2029	
	Y	2030	
	1	2031	
	2	2032	
	3	2033	
	4	2034	
	5	2035	
	6	2036	
	7	2037	
	8	2038	
	9	2039	
Vehicle Production number			
12	Production Serial Number		*MANU*
13			
14			
15			
16			
17			

8) Project Outputs & Outcome

8.1 Identify and manage unworthy vehicle fleets via an improved write off process

8.2 Professionalize and improve the entrepreneurship

8.3 Help differentiate and identify unique service standards

8.4 Standardize and upgrade the Industry

8.5 Provide inspirations and goals to self archive/upgrade garages

8.6 Infuse professionalism into the Industry

8.7 Allow motor manufacturers/assemblers/modifiers and service providers a transparent and independent management process

8.8 Build Confidence from the general public to the inner workings of the DMT and service providers alike

8.9 Enable traceability and seamless connectivity via a safe and secure digital platform

8.10 Ensure the Carbon free Greenery environment for the entire society

8.11 Influence National Educational System (UGC and VTA) to identify & fulfil the Automobile Sector Requests

9) Cost Benefit Analysis of the Project

Income Description		Rate	Expected Qty	Economic activity	Income to DMT	Income to Treasury
Garage Registration	CAT M	50,000.00	5	250,000.00	250,000.00	0.00
	CAT S	50,000.00	5	250,000.00	250,000.00	0.00
	CAT A	25,000.00	1500	37,500,000.00	30,000,000.00	7,500,000.00
	CAT B	15,000.00	600	9,000,000.00	7,200,000.00	1,800,000.00
	CAT C	8,000.00	10000	80,000,000.00	64,000,000.00	16,000,000.00
Fitness test Anually	PSV	800.00	112008	89,606,400.00	71,685,120.00	17,921,280.00
	SPV	800.00	844377	675,501,600.00	540,401,280.00	135,100,320.00
	PLPV	600.00	1320004	792,002,400.00	633,601,920.00	158,400,480.00
	OTV	300.00	5843151	1,752,945,300.00	1,402,356,240.00	350,589,060.00
Fitness Test POST Accident Repair (Reclaimable via Insurance)	PSV	15,000.00	770	11,550,000.00	3,465,000.00	693,000.00
	SPV	15,000.00	118	1,770,000.00	531,000.00	106,200.00
	PLPV	6,500.00	3262	21,203,000.00	6,360,900.00	1,272,180.00
	OTV	4,500.00	10850	48,825,000.00	14,647,500.00	2,929,500.00
Total Anticipated Income				**3,520,403,700.00**	**2,774,748,960.00**	**692,312,020.00**

Annual **Fitness test to be incorporated to periodic maintenance for the vehicle**, and every time a lube change/service is done the service station/garage should remit the appropriate fee to the DMT.

Every time a vehicle meets with a major and/or a fatal accident, the vehicle should under go a special post accident fitness test to check fitness of the vehicle, at the stipulated fee, of which the fee will be claimable via any type of motor Insurance Policy. And of the stipulated fee, the DMT is to be paid 30% by the registered workshop. And of which the DMT may pay the treasury 20% of its income to the Treasury under a special fund to develop the Automobile Industry and or to use.

10) Benefits of the Project

10.1 Generates extra income for the DMT as well as Treasury

10.2 Expanded Data Usability

10.3 Ensure the Carbon free Greenery environment for the entire society

10.4 Improves the efficiency of the division and the department

10.5 Improves public service and response

10.6 Allows a streamlined process to update regulations and policies in a timely manner to be inline with the advancements of the Automobile Industry

10.7 Reduce waste from condemned vehicles

10.8 Reduce Fuel and spare-parts consumption/Import as a country

10.9 Direct Income to the DMT and a percentage to the Treasury to increase Government Revenue

10.10 Creates an positive micro economic activities

10.11 Provides consumer protection

10.12 Provides credibility and value for services obtained from garages by Consumers

11) Conclusion

11.1 Implement Garage Registration process (refer section 7.1-7.4)

11.2 Implement vehicle write off process (Refer section 7.5)

11.3 Implement Vehicle Categorization process to better manage the population (Refer section 7.6)

11.4 Implement a detailed and categorized fitness testing checklist (Refer section 7.7)

11.5 Implement Motor Vehicle Type Rating Process (Refer section 7.8)

11.3 Create/amend required Regulations to the DMT Act

12) Suggestion

12.1 Amend Regulation to make Garage Registration compulsory via the Motor Traffic Act.

Motor Traffic Act section 195 (1) of Act No 8 of 2009 to be amended as below

195 (1) *The Commissioner-General may, upon a compulsory application made in that behalf in the prescribed form by the registered owner of a garage or inspection and testing centre and upon payment of the prescribed levy and service charge, by Order declare—*

(a) that the garage or inspection or testing centre specified in such order shall be an approved garage as per a category decided by the Commissioner General DMT and/or approved inspection and/or testing centre for the annual examination, certification, maintenance Repair,Modify, Manufacture, Assemble of vehicles for the purposes of section 29; and

(b) that such registered owner, and the other person or persons employed at such approved garage or approved inspection or testing centre and specified in the order, shall each be an approved certifying officer for the purpose of such examination, certification, Repair, Maintenance, Modify, Manufacture, Assemble and/or any other specified selective work of motor vehicles at such approved garage of the selected category and/or approved inspection or testing centre.

12.2 Amend required Regulations to the DMT Act to enable Categorized Vehicle Condemn/Write off process of vehicles

Motor Traffic Act section 13(amendment on section 18 of the principal enactment) of Act No 8 of 2009 to be changed to below

9) For the purposes of subsections (7) and (8) a motor vehicle shall be written off only if, –

(a) the vehicle has been damaged by collision,fire, flood, accident, trespass or other event or circumstances In a category appropriate/suitable for the scale of damage and its repair-ability/re-usability under the categories which the Commissioner General of Motor Traffic may amend as required and/or proposed by the Assistant Commissioner Technical Motor Traffic and publish for the general public in a suitable manner

; and

(a) the insurer of the vehicle together with a letter of recommendation for the type of write off from a DMT registered garage in a suitable category or, if there is no insurer, the registered owner of the vehicle with a letter of recommendation for the type of write off from a from a DMT registered garage makes a determination that the extent of the damage is such that the vehicle's damage is beyond safe usage, fair salvage value plus the cost of repairing it for use on a road or road related area would be more than its fair market value immediately before the event or circumstances that caused the damage

12.3 Amend required Regulations to the DMT Act to change Fitness testing conditions/situations

Motor Traffic Act section 29 (1) (a) of Act No 8 of 2009 to be amended as below

29 (1) (a) *No revenue license for all types of vehicles including, but not limited to Duel Purpose Vehicle, Motor Car, Motor tricycle, Motor Tricycle van, Motor Bike, Quadro cycle, motor lorry, light motor lorry, heavy motor lorry, motor coach, light motor coach, heavy motor coach, motor hearse or motor ambulance shall be issued by any licensing authority unless a Certificate of Fitness is obtained during the periodic preventive maintenance (Service) conducted at a registered garage and an Emission Certificate issued in respect thereof under section 196, is produced.*

12.4 Amend required Regulations to the DMT Act to change Fitness test certificate and emissions test requirement

Motor Traffic Act section 155A (1) of Act No 8 of 2009 to be amended as below

155A. (1) *A person who drives or uses a motor vehicle that Is repaired unsafely, has impaired vision, risk of structural failure during an crash at the prescribe speeds of the used roads, emits smoke, visible vapour, grit, sparks, ashes, cinder, grease or oily substances as well as not have a valid post repair and/or an annual fitness and VET certificate, which is likely to –*

12.5 Amend required Regulations to the DMT Act to provide a marking process for Prototype vehicle approval

Motor Traffic Act section 19A (2) of Act No 8 of 2009 to be Amended as below

19A (2) *The Commissioner - General may upon application made in the prescribed Form and on payment of the prescribed fee, grant approval to such applicant to manufacture, assemble, fabricate, innovate, adapt, modify or change the construction of a motor vehicle as the case may be, subject to compliance by the applicant with terms and conditions as set forth with a pass mark (set by the Commissioner General of DMT) acquired via the Motor Vehicle Type Rating Certification form (ANNEX B) which would be assessed by an committee appointed by Commissioner General DMT who would asses individually (ANNEX A) as well as a team(ANNEX B) as per the defined Certification process, which then be finally approved by the Commissioner-General with a notice in writing, prior to the grant of such approval with a VIN number specified in ANNEX C.*

12.6 Add required Regulations to the DMT Act to provide a unique Vehicle Identification Numbering system

Motor Traffic Act section 19A (14) of Act No 8 of 2009 to include the addition as below

(C) Issue a 17 Vehicle Identification Number made up of numbers and letters as per international guidelines, whilst bearing a code indigenous to Sri Lanka as specified by the Commissioner General DMT upon passing the Motor Vehicle Type Rating and Certification process

12.7 Eliminate Single Use Plastic and Paper by Digitizing the Regulatory Processes and make available an automated web service (With conformity to the **Personal Data Protection Act, No 9 of 2022)** to renew and obtain regulatory services such as Revenue Licence, Driver Licence, Fitness Test, Emissions Test etc as per the **Public Finance Circular No 03/2020** by the Ministry Of Finance.

Obtain Approval for policy & Regulation changes Accordingly

12.8 Appoint members to the "**Automobile Industry Development committee**" by the Minister Of Transport and Commissioner General of the DMT in consultation with each other top carry out duties and tasks as per 12.10

12.9.2 Commissioner, Central Environment Authority or a Representative
12.9.3 Secretary of Ministry Of Industries or a Representative
12.9.4 Asst Commissioner Technical, DMT or a Representative
12.9.5 Secretary Of Ministry Of Transport or a Representative
12.9.6 Provincial Council Secretary or a Representative
12.9.7 A professionally registered Automobile Industry Representative of Engineering Council Sri Lanka

12.9 Main Tasks Of the "**Automobile Industry Development Committee**" to be

12.10.1 Resolve Issues during Registration Process of Garages
12.10.2 Update and Upkeep Vehicle Fitness test Process
12.10.3 Monitor the Garage Registration Process and Update when necessary
12.10.4 Provide Arbitration for disputes and appoint technical Subcommittees
12.10.5 Develop Vehicle Categories and vehicle Definitions
12.10.6 Advice Commissioner General and provide required reports to make decisions
12.10.7 Advice Minister In charge of required changes to regulations
12.10.8 Develop KPI's for the Industry
12.10.9 Conduct Feasibility studies required to uplift the Industry
12.10.10 Device FUTURE plans for better management of Vehicle and Drive population
12.10.11 Monitor the KPI's, the market conditions/responses to decisions and advice CGDMT/Line Minister with data

12.10 Tenure of the "Automobile Industry Development Committee"

12.11.1 To be 2 Years from the date of appointment or unless relinquished by CGDMT and Line Minister

12.11 Conditions for the "Automobile Industry Development Committee"

12.12.1 This committee is only an advisory committee to assist the decision Makers
12.12.2 External Communication or orders are prohibited unless duly approved in Writing by the CGDMT