



**Transparency International – Pakistan**  
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**FINAL RECOMMENDATIONS  
FOR  
ENSURING TRANSPARENCY  
IN THE  
VEHICLE FITNESS DEPARTMENT**

**UNDER  
A MEMORANDUM OF UNDERSTANDING  
BETWEEN THE  
  
THE DIG – KARACHI CITY TRAFFIC POLICE  
AND  
TRANSPARENCY INTERNATIONAL – PAKISTAN**

**October 20, 2003**

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## **TRANSPARENCY INTERNATIONAL - PAKISTAN**

Strives to make Pakistan a better country to live in

Mr. Mohammad Yameen Khan  
DIG - Traffic  
Karachi City Police  
Karachi

October 20<sup>th</sup>. 2003

### **Submission of Final Recommendations “Vehicle Fitness Department”**

Dear Mr. Khan

An agreement was signed between Mr. Saud Ahmed Mirza - DIG-Karachi City Traffic Police and Shaukat Omari - Transparency International Pakistan (TI-Pakistan) on July 02, 2002 whereby TI - Pakistan would:

**“Carry out a detailed study of the following Departments of the Karachi City Traffic Police**

- **Department of Driving License and,**
- **Department of Vehicle Fitness Test.**

**With special emphasis on the existing situation of Rent Seeking and make its recommendations in accordance with the Memorandum of Understanding attached along with.**

Transparency International – Pakistan through its representatives has carried out surveys of the two departments and has had discussions with:

Mr. Saud Ahmed Mirza.	DIG – Traffic (former
Mr Yameen Khan.	DIG – Traffic (Present)
Mr. Aleem Jafri	SP - Traffic
Dr. Aftab Pathan	SSP License & MVI Department
Mr. Munir Khoro	DSP License Branch
Mr. Jamil Malik	MVI Department
Dr. Ch. Naseer Ahmed	Sr Medical Officer
Dr. Qamar	DSP Traffic

Meetings with the above were held on the following dates:

<b>Date</b>	<b>Meeting with</b>
July 02, 2002	DIG Traffic Saud Ahmed and department
July 29, 2002	DIG Traffic “ “
August 28, 2002	DIG Traffic “ “
November 12, 2002	DIG Traffic “ “
January 20, 2003	DIG Traffic “ “
January 24, 2003	DIG Traffic “ “
March 22, 2003	DIG traffic “ “
April 07, 2003	SP Traffic Aleem Jafri
May 06, 2003	DIG Traffic Yameen Khan “

May 14, 2003	SP Traffic	Aleem Jafri
June 03, 2003	DIG Traffic	Yameen Khan
August 15, 2003	SP Traffic	Aleem Jafri
October 06, 2003	SP Traffic	Aleem Jafri

In consequence of the various surveys held, discussions carried out and joint reviews of our recommendations, Transparency International – Pakistan is submitting along with its Final Recommendations with regards to the “Vehicle Fitness Department.”

Following your review of the recommendations, we would appreciate the opportunity of making a presentation to Mr. Syed Kamal Shah - Inspector General who was made aware of the Memorandum between the Traffic Police Department and Transparency International – Pakistan. I remain,

Yours sincerely

Shaukat Omari  
Executive Director  
Transparency International – Pakistan.  
83-Q Khalid bin Waleed Road,  
Block –2, PECH Society, Karachi. - Pakistan  
Off Tel: 0092-21-4552438 and 4544400  
Res Tel: 0092-21-6883747 and 5886128  
Fax: 0092-21-4559152  
e-mail [omari@transparency.org.pk](mailto:omari@transparency.org.pk)  
[ti-pak@khi.paknet.com.pk](mailto:ti-pak@khi.paknet.com.pk)

**c.c. Mr. Syed Kamal Shah – Inspector General Police Sindh  
Mr. Saud A. Mirza – DIG Training**



## **Transparency International Pakistan**

### **Memorandum of Understanding Between The DIG – Karachi City Traffic Police And Transparency International – Pakistan**

#### **“THE INTEGRITY PACT”**

An agreement between DIG-Karachi City Traffic Police and Transparency International Pakistan (TI-Pakistan) has been reached on July....., 2002 whereby TI - Pakistan shall:

**“Carry out a detailed study of the following Departments of the Karachi City Traffic Police**

- **Department of Driving License.**
- **Department of Vehicle Fitness Test.**

**With regards to the existing situation of Rent Seeking and make its recommendations.”**

**And whereby both parties agree to perform the following services/responsibilities;**

1. The Karachi City Traffic Police agree to implement the “Integrity Pact” including the OPEN System.
2. Transparency International Pakistan agree to provide all required professional services to Karachi City Traffic Police at no cost to the Police Department.
3. The Karachi City Traffic Police will provide all relevant information requested for by Transparency International - Pakistan.
4. Karachi City Traffic Police Department agree that **Access to Information** and elimination of **Discretionary Powers** is the Key element in setting up Transparent Procedures and which shall be part of the “Integrity Pact”
5. Both the parties agree to **jointly monitor** the implementation of the Integrity Pact and if required seek the support of the Civil Society and Professional Associations.
6. The DIG Karachi City Traffic Police shall approve a Three member Coordination Committee for the purpose of implementing the Integrity Pact and OPEN System. The Committee shall comprise - Two (2) representatives from the Karachi City Traffic Police department and One (1) representative from Transparency International - Pakistan.
7. The representatives nominated by the DIG - Karachi City traffic Police should be fully authorized to gather and provide all information to TI - Pakistan

8. The DIG – Karachi City Traffic Police agrees to implement all recommendations of the coordination Committee that **are within his jurisdiction**
9. DIG Karachi City Traffic Police must take the responsibility to inform the public with regards all decisions taken by the Coordination Committee following his approval.
10. The DIG Karachi traffic Police must carry out necessary Awareness programs decided upon jointly, so as to implement successfully the recommendations of TI – Pakistan
11. In accordance with this agreement, Transparency International Pakistan will provide professional services for 06 months beginning from June ....., 2002

It is also agreed, that the DIG Karachi City Traffic Police will continue the Integrity Pact even after the completion of this project, and will provide any information whenever required by Transparency International Pakistan for the purpose of replication of this Program.

It is also agreed by the DIG – Karachi City Traffic Police that in case the DIG Karachi City Traffic Police fails to carry out the recommendations of the Coordination Committee after his approval, TI-Pakistan has the right to withdraw from its commitment and declare so through a public announcement.

**Note:**

The “Integrity Pact” and the OPEN System are components of the Integrity System which ensures that:

- All services and responsibilities must be carried out without giving or taking any kind of benefit, financial or otherwise.
- A code of Conduct be practiced both in Spirit and in action by all within the Karachi City Traffic Police..
- it provides for Access to Information to the Community, thus accomplishing the necessary Transparency in all its dealings
- The possibility of **Easy Access** to monitoring the procedures through the internet
- Transparency and Internet Access to the customer’s application for a Driving License thus removing Public Distrust.
- In addition, it ensures that all activities and decisions of the Karachi City Traffic Police are transparent

Hereinafter the above is agreed by:

**Mr. Saud Ahmed**  
DIG – Traffic  
Karachi City Police

**Shaukat Omari**  
Executive Director  
T I - Pakistan

## **INTRODUCTION**

In June of 2002 Transparency International – Pakistan made a presentation to Mr. Saud Ahmed – DIG Traffic Police Karachi in the Offices of the City District Nazim – Mr. Naimatullah Khan. We were then requested by the DIG Traffic to meet with him in his office to look into the possibility of studying one or two departments under him with a view to Transparency. The idea was basically to see if there was a possibility to improve on the present system with a view to clean up, if not completely then at least eliminate the possibility of corrupt practices wherever possible... At the same time it would help the department in its image building process which Mr. Saud Ahmed felt was very necessary in the light of the present policy of the City District Government Karachi and of the Government of Pakistan.

On July 2<sup>nd</sup>. 2002, following an official signing of a Memorandum of Understanding between the Karachi City Traffic Police and Transparency International – Pakistan the program was initiated with a Press release to all local and national newspapers.

A comprehensive study was carried out by TI-Pakistan along with interviews of senior and junior police officials posted at the Vehicle Fitness Inspection facilities at Baldia Town and in the City.. In the various interviews it was evident that the senior and junior officials were quite aware of the problems facing the department relating to the existing organization. In fact it can be frankly said that the senior officers have been very helpful and their knowledge of the existing problems have greatly helped TI-Pakistan in compiling this report.

It is also clear that the major obstacle to the efficiency of the administration at the Vehicle Fitness Inspection is basically the lack of funds, but one must remember that providing sufficient funds for development of infrastructural facilities in any organization is not always a panacea for removal of corruption. Most times it is the funds itself when provided which is a cause for corruption albeit of a different nature. In this case it may not be so, for there is certainly a lack of funds to provide for the basics of running an efficient and effective Vehicle Fitness Inspection, which is manpower and equipment. The present number of Vehicles coming in for inspection and certification is just too much to be handled by the few personnel allocated to the centre at the same time the lack of Vehicle Testing equipment for inspection of Heavy and Light duty vehicles is just not available. The Administration lacks computers even for normal work and there is no computerization of records nor does it seem possible in the very near future..

It is not in the mandate of TI-Pakistan to help the police department locate funds, what we have been assigned to do is to devise a new or to improve on the existing procedures with regards to restricting the possibility of corruption inadvertently allowed for in the existing procedures for issuance of “certificates of Fitness: for heavy and light vehicles.

It is normally stated that simplification of any or a set of procedures is probably the only way of reducing corruption, the other is the removal of any discretionary powers available with the public official, but at the same time simplification is not necessarily the solution. It is the discretionary powers of the public official and the lack of “access to information” to the common citizen which is the root cause of most corruption. These two evils are evident in nearly every existing law, ordinance, act, regulation or existing procedure presently in force.. It is our colonial legacy. The colonial powers needed the discretionary powers to rule as much as they needed the secrecy to keep from citizens what was their right.

Trying to issue Vehicle fitness certificates (CFA’s) with inadequate staff and absolutely no equipment for testing or computerization of records is sufficient reason for corrupt practices. At the same time lack of the two does not mean that the officials are corrupt it just means that it is not possible to put a check to corruption

The department is carrying out the procedures basically as a formality under the circumstances. There is no way that the few Motor Vehicle Inspectors / Examiners deputed to the Centre and that too without the necessary Vehicle Testing equipment can carry out the needed inspection as per the requirement of the existing Motor Vehicle Rules.

The Inspected and certified vehicles definitely do not meet the requirements of safety as specified in the Motor Vehicle Laws. Thus in addition to the possibility of corruption, which is understood to be rampant, the Motor Vehicle Inspectors let loose even though inadvertently on the citizens of Karachi, vehicles which are actually unsafe with the certification of safety issued to them. Unfortunately this blame we cannot lay at the doorstep of the Motor Vehicle Inspectors but on the government and the relevant Authorities. Vehicles with Broken Axles and Tie-rods are a common sight on the roads of Karachi. So too are runaway vehicles killing men, women and children when brakes have failed. Smoke emitting vehicles are silent killers on our citizens, the lead content in our atmosphere is far above the safe levels recommended, but who and how is one to check this.

Taking into consideration both aspects, of facilitation and protection of the lives of citizens, and at the same time looking solely to the problem given to us of reducing corruption, TI-Pakistan is submitting to the authorities our recommendations in the light of our terms of reference, which is to reduce corruption and suggest if possible improvement within the existing system. We feel that the safety of the lives of the citizen should take precedence over facilitation, and that a minimum qualification for obtaining a Certificate of Fitness must be adhered to. This the government of Pakistan and the relevant Traffic Authorities should not compromise on.

The foundations of a building must support the structure. The structure must be functionally designed for at the end of the day the structure must be strong. The police have enough on its hands at present than to let loose on the streets Vehicles which do not qualify to do so in terms of the minimum safety standards. The vehicles are creating havoc and at the same time fear. There is seldom a person who does not fear being hit or who does not look into his rear view mirror at traffic lights or at road crossings. There are few drivers in Karachi who have one time or another not been hit from behind by either a Water Tanker, a Bus or a coach whose brakes may have not failed. Deaths by runaway Tankers, buses and coaches are a regular feature.

Transparency international – Pakistan have studied the laws and rules for issuance of Certificate of Fitness of Vehicles as laid down in the Motor Vehicle Laws. These must be immediately implemented. There should be no compromise in this by the Traffic Police authorities.

Facilitation and simplification in obtaining of a Fitness Certificate is of course essential but there must be a minimum requirement for obtaining such a certificate without endangering the lives of the Citizens of Karachi. At the same time procedures for obtaining of Vehicle Fitness certificates should in no circumstances allow for its issuance through “speed money” or “safarash” (recommendations) or “wastaa” (Connections) the latter more often than not allows for other junior officials to take advantage and use the same reasoning for issuing FCA’s to others illegally. Speed money or “greasing of palms” is only possible if the evils of discretion which is available to the Motor Vehicle Inspector is removed. Checks and Balances must be put in place and adhered to.

Transparency International Pakistan recommends that the program for “Ensuring Transparency in the Vehicle Fitness Department” should be implemented in two stages.

Phase I

- Institutional strengthening.
- Allocation of sufficient Motor Vehicle Inspectors / examiners
- Computerize records.

Phase II

- Installation of Testing equipment for Heavy and Light Duty Vehicles

OR

The government should immediately consider the possibility of handing over this department to the Private Sector. To any, who may want to set up Vehicle testing Facilities on a Build – Operate - Own basis. The existing Motor Vehicle Inspection personnel of the Traffic Police Department can then be used for Overseeing or Monitoring of these installations within the Private Sector.

## **Existing Procedures in the issuance of Vehicle Fitness Certificates**

### **Location of the Motor Vehicle Testing Departments**

The Motor Vehicle Testing Department is located about 20- Kilometers away from the center of town on the HUB Road, on an area of about 288,200 square feet, approximately 32,022 square yards or 6.6 Acres, behind the SITE area and situated beside the Police Training school.

There are presently only four centers where Vehicle Inspections for testing are carried out in the Province of Sindh.

1. Karachi
2. Hyderabad
3. Sukkhar and
4. Mirpur Khas.

### **Existing Staff**

It is needless to say at this stage that the Senior and junior staff in the department is ashamedly inadequate and thus unable to fully carry out its responsibilities as is necessary and required under the Motor Vehicle Inspection Procedures. All procedures are carried out visually and sad to say cursorily. In spite of this handicap, one can say that they are doing their job not adequately as is required but efficiently under the circumstances. The total personnel presently operating Province of Sindh is as follows.

<b>Personnel</b>	<b>Sindh</b>	<b>Karachi</b>
• Deputy Superintendent	01	Based in Karachi
• Number of MVI's	15	Of which 11 are in Karachi
• Number of clerks	14	
• Number of ASI's	01	
• Number of Head Constables.	08	
• Number of Police Constables	17	
• Number of Naib Qasids	01.	

The above may not be the latest record but it does tend to show the inadequacy of the staff that has been allocated to carry out such an important job.

Note MVE = Motor Vehicle Examiner.

Note The inadequate staff and the subsequent cursory inspection carried out by these few inspectors is sufficient cause for the allowance of any corrupt practices

### **NUMBER OF VEHICLES PLYING THE ROADS OF KARACHI**

See Annexure F.

### **Types of Vehicles.**

The following 8-categories of vehicles plying the roads have to undergo a Vehicle Fitness Test every 6-months, to obtain from the Motor Vehicle Inspector (MVI) a certificate ensuring that the Vehicle is Roadworthy.

1. Buses
2. Minibuses
3. Transport Coaches
4. LTV – Trucks

5. HTV – Trucks
6. Taxis
7. Yellow Cabs (Differentiated from Taxis)
8. Motor-cab Rickshaws. (Three Wheelers)

Note. LTV and HTV represents Light and Heavy Transport Vehicles respectively.

**Number of Inspections.**

It is estimated that a total of about 350-400 inspections are carried out every day inclusive of all the categories listed above. This is the average number that comes in every day, but this does not necessarily mean that this is the number that should come in for inspection, for if the department of traffic would carry out their work on the roads of Karachi we would have far more vehicles coming in everyday to be tested.

Note Again at this stage we would not like to point out the reasons for this discrepancy that is obviously either inefficiency, dereliction of duty or corruption.

**APPLYING FOR A CERTIFICATE OF FITNESS (CFA)**

The existing procedures in applying for a Vehicle Fitness Certificate includes:

**Documentation required.**

- A standard Application form (CFA) or (CFRA) as the case may be. (Attached as Annexure)
- A fee to be attached along with the Application in the form of Stamps purchased from a Post Office.(Details of Fee attached in Annexure)
- Particulars of any Previous Certificate of Fitness granted.

Note:

There does not seem to be the need for the applicant to submit any of the following which is a major cause for concern:

- Proof of Registration of Vehicle
- Proof of Ownership of Vehicle or his own Identification
- Authority of the Owner to the Driver to drive.
- Any identification of the Driver.
- Submission of a copy of his NIC or his Driving License.

**Applying for a Fitness Certificate.**

1. The submission of an Application Form (Form CFA) addressed to the MOTOR VEHICLES EXAMINER requesting for the issuance of a Certificate of Fitness is required by:

SECTION 39 :OF THE WEST PAKISTAN MOTOR VEHICLE ORDINANCE – 1965.

The Application form to be submitted for the Certificate of Fitness is entitled:

FORM C.F.A.  
APPLICATION FOR CERTIFICATE OF FITNESS  
UNDER THE RULE 35 (2) OF THE W.P. MOTOR VEHICLES RULES - 1969

## **GENERAL PROCEDURES:**

The Owner / Driver of the vehicle drives his vehicle and enters the compound of the MVI through a Specified Gate during the allotted Time Frame. Gates are then closed. The Vehicle is Registered at the Gate. The Driver is then directed to drive his vehicle to a specific area. Areas have been designated as per the classification and type of the vehicle.

Each classification of Vehicle or Specific area is attended by a Motor Vehicle Examiner / Inspector (MVE or MVI) who receives the Stamped Application Form from the Driver of the Vehicle and subsequently carries out his inspection of the vehicle.

### **The Scope of Inspections for award of “Certificate of Fitness”**

To place on record at this point in time, the Check List according to which the MVI has to check the Vehicle for roadworthiness and final issuance of the Fitness Certificate even though specified in the MOTOR VEHICLE LAWS is really not justified. To be fair to the Motor Vehicle Inspection Department, it is nearly impossible to carry out the stated Visual Inspection and Mechanical Tests required by the Law due to the inadequate number of Motor Vehicle Examiners MVE's, non-availability of testing equipment and insufficiency of Space for Testing, but placing it on record at this stage is a requirement that must be fulfilled. We are therefore listing the requirements in detail at the very outset of our report. See Annexure

The DSP in charge was reluctant to admit what the existing procedures were that were being carried out. And one can very well understand his reluctance but due to the enormity or impossibility of the above task, he felt that he must point this out as a part of the cooperation insisted upon by the DIG Traffic Mr. Saud Ahmed and his own conscience..

**The Actual Inspections** carried out on vehicles applying for Fitness are all visual inspections on the vehicle and includes the following:

- Engine Performance – Checking for excessive gaseous emissions
- Brake – performance of the foot and hand brake.
- Body - Paint work, condition of upholstery, denting, patch work.
- Ladies Partition – Adequate partitioning.
- Electrical Systems – Working of all Lights, horn, self starter.
- Extra / dangerous projections
- Tires – Condition, nuts and studs.
- Cleanliness – General
- Seating – Distance between seats and their condition.

The above as we see is grossly inadequate, but they feel that this is the best they can do under the circumstances.

The DSP confirms that there is no Check List provided to the MVE for Vehicle Fitness Inspection, it is solely based on a visual inspection as detailed above.

The present system of inspection has been the practice since 1974. The present procedure is, that the MVE simply writes “FIT” or “REJECT” on the reverse of the application form (CFRA Form). In case the vehicle is rejected the MVE notes down the reasons for rejection on the same form.

Note: The Present Inspection Form (CFRA) form as per Rule 35(13) of Motor Vehicle Laws is attached along with as an annexure.

Note: The examination / inspection carried out on the vehicle is not in compliance with the Standard Check List as required by the Motor Vehicle Laws, but more of a cursory or much

less rigorous but wholly visual procedure. The reasons given for this inadequate or partial inspection and non-conformity with the Rules, is quite evident and legitimate under the present circumstances where there is:

- Insufficient number of Motor Vehicle Examiners / Inspectors and other personnel.
- Non-availability of any equipment to carry out a more exhaustive inspection as is required under the Rules.
- Inadequate land available for more detailed inspection procedures.

Note: What is also of immediate concern is that the existing Inspection Criteria does not include for checking of the Engine or Chassis number of the Vehicle even though this is part of the Application Form. Thus, allowing for Corruption.

Note: It must be pointed out here that in this whole process the Director of the MVI in this case a Deputy Superintendent of Police has no say in the matter. Nor is there a supervisor to check the Motor Vehicle Examiners. It is the Motor Vehicle Examiner who certifies all vehicles for issuance of Fitness Certificate.

Note: A Check List has been recommended by the Director of the MVI, but there has been no move to have it implemented. His recommendations supported by our observations are given in the annexure.

#### **POWERS OF THE MOTOR VEHICLE INSPECTOR**

The legal powers of the MVI under the Motor Vehicle Ordinance and Rules and as per other Police Laws are:

- To issue and Renew Fitness Certificates
- To suspend and restore Fitness Certificates.
- To cancel Fitness Certificates.
- To suspend Registration Certificates.
- To cancel Registration Certificates.
- To condemn Government vehicles.
- To inspect Vehicles following accidents.
- To arrest defaulting drivers under the law.
- To Challan (penalize) if Challan Books are issued to them.
- To detain vehicles under certain circumstance.

#### **Note:**

The common complaint is that the MVE's in the traffic department are under a great pressure from Transport mafias, Unions and vested groups including powerful politicians and Feudal in carrying out their legal duties as given above. Unfortunately there is no government protection for the Officers.

## IMPORTANT OBSERVATIONS

- The Vehicle Fitness department of the Karachi City Traffic Police is conspicuous by the absence of any Mechanical or Electronic equipment for the testing of any procedures.
- There are no Computerized facilities even for typing letters.
- No Computerized records of any kind are kept.
- We have not checked the budget of this department. But understand that no funds have ever been allocated for stationery, furniture or other office materials.
- The fee charged by the department through Stamps affixed to the application form is pathetic, but even this fee is not collected by the MVI department.
- We understand that no vehicles or transport has ever been provided to this department or to any Motor Vehicle Inspector for road checking purposes.
- We understand that there are many transport vehicles which under the Motor Vehicles Manual, are supposed to carry out fitness tests but are exempt from this Vehicle Fitness test even though classified as transport vehicles.
- Fitness certificates are issued on Fitness Certificate (FC) Books The books are of a different color indicating the type of vehicle examined.
- Daily Inspection Dairies are kept by the MVI and then submitted to the DIG and DSP
- The CFRA forms of all such vehicles issued FC's are kept in their respective files in the record room on a daily basis.
- A separate CFRA register is maintained by each MVE for each category on a daily basis.
- There is a Register maintained at the Main Entry gate for registering all vehicles entering the compound for Vehicle fitness tests. This is kept as a check on the number of vehicles actually tested for Fitness and ultimately issued FC's.
- Since all fee for Vehicle fitness is collected through Stamps affixed to the Application Forms there is no money transaction in the MVI department.

## RECOMMENDATIONS

Under the restraints of availability of insufficient financial allocations to this department, it is difficult to put forward recommendations that at the end of the day the study and the recommendations will probably gather dust in the Police Library or in the office of the DIG Traffic Police Department .

Transparency International – Pakistan feels that even so, it must make the effort to provide as far as possible recommendations, that are not only necessary in the light of the existing corruption within the department but it has to be fair to the Deputy Inspector General of Police Mr. Saud Ahmed who requested us to help him.

Transparency International – Pakistan also realizes that it is not the availability of finances that would be a problem, for there are many International Donor Agencies and the government itself if pushed sufficiently, may provide the necessary finances. **It is really the will of the Department to follow up on the recommendations** which at most times hits the “income” of the department and its officials and thus receives much opposition to its implementation.

Transparency International – Pakistan according to its Memorandum of Understanding is to provide recommendations to “Ensure Transparency in the Procedures” which will enable the Motor Vehicle Fitness Department to function in a corrupt free atmosphere. This as most people will say is easier said than done. This is unfortunately true. What TI-Pakistan can do is to recommend “reasonable” practical procedures which may not actually eliminate corruption but may tend to reduce it if applied in the spirit that the recommendations are made and the intentions with which we were approached by the DIG City Traffic Police – Mr. Saud Ahmed.

Unfortunately this limits TI-Pakistan to making recommendations that does not consider the ills in the existing system which is the cause of corruption in the first place. However fool-proof a system may be, it will not work unless the unless the existing ills in the total system is not given just consideration. Recommending Transparent Procedures with the necessary built in Checks and balances will always fall short of giving the desired results which are expected. We know that there is a dearth of qualified staff and adequate testing equipment. We also know that the MVIs’ are getting meager salaries and remunerations, working conditions are poor. All these are a cause for corruption. If we do not place this on record and try to solve the problem by just recommending Transparent Procedures, we will actually be short changing the Police and at the same jeopardizing any chance of success in the implementation of the recommended procedures.

We shall therefore in our recommendation include other factors which we feel must be simultaneously implemented by the government if it is looking for real improvement in the system.

### **INSTITUTIONAL STRENGTHENING.**

In discussing this problem with the Traffic Police Department, it was felt that the existing personnel must be supplemented with the following.

#### **Superintendent Police – Technical**

- |                   |    |
|-------------------|----|
| - For Karachi     | 01 |
| - Interior Sindh. | 01 |

## **Dy. Superintendent Police – Technical**

Karachi Division	
- Supervising Officer MVI for Fitness Certificate	01
- Supervising Officer MVI Registration	01.
- Officers for Road Checking.	05.
Hyderabad Division	
- Supervising Officer MVI	01
- Officer for Road Checking.	01.
Mirpur Khas Division	
- Supervising Officer MVI	01
Sukker Division	
- Supervising Officer MVI	01
- Officer for Road Checking.	01.
Larkana Division	
- Supervising Officer MVI	01
- Officer for Road Checking.	01.

## **Motor Vehicle Examiners MVE's**

Presently there are between 350 to 400 vehicles that come in to the Motor Vehicle Institute for obtaining a fitness certificate, whether it is for a new vehicle or for renewal etc. The total number of MVE's in Karachi to carry out the above inspections are only Eleven.

In the present system the MVE's work for about 4-5 hours on carrying out inspection. Thus each MVE carries out about 35 to 40 inspections every day. Therefore in the 4-5 hours given for inspection, the inspection of each vehicle cannot be for more than 5-7 minutes. In a test carried out on site, we timed that each inspection could not take less than 30- minutes. Even this trial test did not conform to the testing requirements of the Motor Vehicle Manual.

This number of 350 to 400 applying for Certification every day, is only when most of the "transport" vehicles in Karachi do not come in for testing under the laws. If the traffic Police were to carry out its duty (unfortunately the Traffic Police also has its limitations) there would be far more vehicles coming in for Vehicle Fitness Testing every day.

In discussions with the authorities, and in going through various earlier correspondence with the relevant authorities we find that the MVI Department has requested for an increase to 30 Motor Vehicle Examiners (MVE). In our understanding even this number seems far less than what would be required if "proper" testing of vehicles were to be carried out. Departmental recommendations suggest that at least 02 – head Constables, 02 – Police Constables and 02 – Clerks to be attached to each MVE for proper inspection and maintenance of records. The recommendations given by him are given below:

Karachi Division	19 Nos.
Hyderabad Division	05
Mirpur Khas Division	01
Sukker Division	03
Larkana Division	02.
Total.	<hr/> 30.

### **Road Checking MVE's**

Presently the MVE's at the Fitness Institute even though they are empowered to inspect vehicles on the road and are allowed to penalize them as stated above, but this is seldom done and this duty is left to the Traffic Police, who in most cases do not have the technical qualification or the necessary experience to make such inspection of vehicles as are required under the Vehicle Fitness laws. Thus smoke emitting vehicles are quite often seen plying the roads along with other major faults which require repair such as inadequate brakes etc., but these repairs are seldom carried out and often times are a cause of serious fatal accidents.

It is therefore recommended that MVE's having the necessary technical expertise be placed on the roads of Karachi and Interior Sindh as follows;

Karachi Division	05
Hyderabad Division	01
Mirpur Khas Division	01
Sukker Division	01
Larkana Division	01.
Total	<hr/> 09.

Recommendations: TI-Pakistan feels that the above numbers are insufficient at least for Karachi and that each of the 18 – designated Towns of Karachi should have at least one MVE. The other Divisions being increased at least by double the number given above.

Recommendations: - In-house:

- To upgrade the qualifications for appointment of MVE's
- Appointments to be made through the Public Service Commission
- A Three month training course at the Police Academy at Risalpur
- A Two month On-the-job training at the Motor Vehicle Fitness Center
- A one month on-the-job training at an Automobile Manufacturing Plants.
- Senior MVE's be sent abroad for specialized training in inspection techniques

### **Land and other Requirements for additional Vehicle Fitness Tests.**

It is understood that even if the number of MVE's were increased as recommended, we would fall short in the area that is required to carry out such testing of vehicles as is required. The present area is about 6.6 acres and is insufficient for the number of vehicles that are presently tested. The surfaces that are required for testing of brakes is not available. It is recommended that not only more area be made available from land alongside the present centre, but that at least three more centers be set up. One in North Nazimabad, one in Sohrab Goth and one in Landhi. These are probably the only location where such land is readily available. It is not only that extra Vehicle Fitness centers be provided but at the same time the prerequisites of development of surfaces for brake testing, Pits for inspection of suspension, oil leakage, under carriage etc. and necessary buildings for office space and even accommodation for the staff if possible be provided. The structures may be very basic, and similar to the buildings at the present Vehicle Fitness center.

### **Office Equipment and Computerization of records.**

It is a sad state of affairs that more than fifty years have passed, but the very basic office equipment of Computers, Printers, scanners, photocopying machine etc. even suitable furniture such as filing cabinets etc is a thing unheard of at the Vehicle Fitness Center. Computerized records will probably remain a dream for many more years to come.

The government must take steps along with other departments of the Police to set itself up to cope with the 21<sup>st</sup>. Century. Details of such requirements can be had from each department, or a consultant can be hired to prepare a cost effective program which could be funded by International Donor Agencies in the first instance..

Computerization of records enhances Transparency and is one sure way of reducing the possibility of corruption.

### **Collection of Stamp Duties**

The present system is that government stamps are purchased from Post Offices in different parts of the city, at vendors in front of the Vehicle Fitness Centres etc. These stamps along with CFA Forms are obtained at a premium and at the same time act as a source of these very same vendors acting as touts, understanding very well that the average Driver is not even capable of filling out these CFA forms or the application that is required along with.

It is recommended that the Postal Department be requested to provide a Post Office exclusively within the precincts of the Vehicle Fitness Center. Standard Driver Friendly Application forms must be printed. In addition an Information Officer should be provided by the Traffic Department for the convenience of the many illiterate drivers. This will increase transparency and at the same time help the poor troubled driver.

### **TESTING EQUIPMENT.**

The present system for inspection of Vehicles for safety and issuance of Fitness Certificates is solely on the basis of physical and visual inspection by the MVE's. There is no standard check list, nor is there any computerized or mechanical equipment to support their observations. It is completely at the discretion of the MVEs whether to pass or fail a particular vehicle for any particular reason.

There are also no means of checking the decisions of the MVE's as every decision is arbitrary and may vary from MVI to MVI. There is no equipment mechanical or otherwise that may be used to check the decisions. In fact there are no supervisors or monitors to verify the decisions of the MVE's. There are no standard procedures for surprise checking or to counter check whether a vehicle does meet the standard requirements of safety– whatever they may be, or even as loosely described above. If there is a suspicion that an MVI is favouring a particular vehicle, there is no standard authority to contradict the decision taken by that MVI. This leaves a lot of questions to be answered.

It is understood that in September 2001 Mr. Yameen Khan then Deputy Inspector General Police (Traffic had shown an interest in providing TEST LANE (Computerized and Mechanical) Equipment to increase the efficiency of the Motor Vehicle Fitness Centre, Unfortunately the matter was dropped due to any of many reasons including non-availability of funding or his own transfer to another posting.

Mr. Saud Ahmed DIG Police (Traffic) has once again taken up the matter and also seems keen to push for improving the facilities at the center, with a view not only to provide an efficient Vehicle Fitness Testing Centre but also with a view to putting in place procedures to lessen the possibilities of corrupt practices and the unlimited discretionary powers of the MVE's.

The Computerized and mechanical testing equipment "Vehicle Safety Inspection Systems" would include for both Light and Heavy Vehicle and would include the following tests :

### **Light-Duty Vehicle Safety Inspection Systems.**

- Head Light Tester.
- Data Entry Scanner
- Side Slip Tester (Alignment)
- Suspension Tester
- Brake Tester
- Chassis Dynamometer
- Gas Analyzer
- Diesel Opacity Smoke Meter
- Speedometer Tester
- Sound Level Meter
- Joint Play Tester.

### **Heavy-Duty Vehicle Safety Inspection Systems**

- Head Light Tester.
- Data Entry Scanner
- Heavy Duty Side Slip Tester (Alignment)
- Bogie Roll Set
- Heavy Duty Brake Tester
- Chassis Dynamometer
- Diesel Opacity Smoke Meter
- Heavy Duty Speedometer Tester
- Sound Level Meter
- Heavy Duty Joint Play Tester.

The above Procedures for inspection of vehicles for safety is followed by an inspection of the mechanical condition of a vehicle's axle components, this is visually inspected.

After completion of the Joint Play Test, a Motor Vehicle Inspection report is generated and the MVE will either approve or reject the vehicle based on the above report. The report will also indicated as to which test the vehicle has failed. The vehicle will be recalled for testing of that particular test, before final approval and Fitness Certificate can be issued.

Recommendations: Understanding the number of inspections are presently 350-400 per day it will be impossible for just one or two of the TEST ON LINE systems to be capable of carrying out the necessary inspection. As we have suggested that there should be at least a total of four testing centers in Karachi alone, similarly it is recommended that at least two of these TEST ON LINE systems be placed at each of the four centers.

Recommendations: We would further recommend that the Provincial / City Government should consider allowing Private Operators to set up TEST ON LINE stations or better still set up a Police Trust or Foundation which can employ retired Police Officers to run these stations on a Profit Sharing Basis. The funds generated from these stations can be used to set up schools, clinics, hospitals and development of housing projects for the families of Police.

Recommendations: It is understood that the inspection of vehicles for fitness is a highly technical affair, unfortunately this at present is not a criteria for approval of vehicles. There are not enough MVE's and the few that are there do not have sufficient time to carry out a comprehensive or even a sufficiently reasonable inspection. We are also aware that inspections presently being carried out are arbitrary and discretionary. Thus this argument does not hold water. It is therefore recommended that along with the provision of standard

equipment as described above. Training programs for MVE's must be carried out either by the Motor Vehicle Center itself or by the Police Training Center as a separate course.

### **SALARIES AND REMUNERATIONS:**

The Pakistan Motorway Police is the only organization in the country which is a completely corruption free and no incident of graft or corruption was reported since its inception five years ago. This conclusion was drawn by the National Accountability Bureau (NAB) in its final National Anti-corruption Strategy report presented to the President of Pakistan.

Mr. Ziaul Hassan the Inspector General of Motorway and National Highway Police (MNHP) in an interview said that he took great pride in this compliment and explained that the objective of the MNHP was to conduct policing of the Motorway with a police force of International Standards which should be a role model for enforcement for traffic rules, safe driving and to assist motorists and drivers in emergencies and difficult situations.

An important feature of the Motorway Police is that it does not have low rankers and has only constables, sub-inspectors., Inspectors and deputy Superintendent of Police.

They were given an extensive training and motivation coupled with good salary packages and living conditions and in addition were provided with the latest vehicles and equipment.

The major concern is to preserve the reputation of the Motorway Police and to this end, they were selecting the best people in a very transparent manner and providing them with good training. In addition they were given good living and working conditions to ensure their self esteem and goodwill. The basic factors in this success story is of the working environment and pay packages but equally important is the fact that the law is applied to all equally with no exception

One of the reasons given for the success of the Motorway Police is that they have been provided with the latest state-of-the-Art equipment to carry out their duties. They are also provided with the necessary resources and financial assistance to facilitate them in their work.

A performance factor worthy of mention is the increase in fines collected by the Motorway police on the M-2 Motorway alone.

In 1987 the fines collected amounted to Rs. 835,000/= whereas in 2002 the fines collected on the same motorway was Rs. 42,318,065/=

The reason that the above is mentioned here is quite evident, for it is not enough to increase the number of Vehicle Fitness Testing Centers, or the number of senior officials and MVE's., or by providing them with the latest in equipment for a program of "Ensuring transparency in the Procedures" to be successful What is required is to improve the living and working conditions of the personnel, to increase their pay packages and to provide an environment which substantially increases their self esteem and pride in their work. Only then will transparent Procedures in which discretionary powers of the MVE's are curtailed will really work.

Recommendations: TI-Pakistan recommends that the Provincial / Local government immediately establish a task force to consider revising the pay scales of all personnel working at the Motor Vehicle Fitness Testing Center.

## THE FEE STRUCTURE

If we look at the fee structure for issuance of Fitness Certificates and its renewal given in Annexure – J, we will see that this fee was probably established at least 30 to 40 years ago probably in the Motor Vehicle Ordinance of 1965 or so. The Punjab government in an amendment to the Motor Vehicle Rules of 1969 in accordance of sub rule –9 made the following amendments for Vehicle Fitness Certificates and its renewal.in July 1996.

<b>Fitness Certificates</b>	<b>Punjab 1996</b>	<b>Karachi 2003</b>
• For Transport Vehicles except delivery vans	Rs. 500.00	Rs. 150.00
• For Delivery Vans	Rs. 200.00	Rs. 75.00
<b>Renewal of Fitness Certificates</b>		
• For heavy Transport Vehicles	Rs. 300.00	Rs. 75.00
• For Light transport Vehicles	Rs. 250.00	Rs. 35.00
• For Delivery Vans	Rs. 150.00	Rs. 35.00
• For Motor Cab/ Motor Cab Taxi/ Motor Cab Rickshaw	Rs. 150.00 Rs. 150.00	Rs. 25.00 Rs. 10.00

Other applicable fees have also been changed in the same ratio as given above.

Recommendation: That the nominated Task Force also consider revising the fee structure which in this day and age is ridiculous to the extreme. Funds must be developed so as to allow the Inspection Center to sustain itself. The Government or the International Donor Agencies may provide the initial capital to provide the equipment and other facilities on a once of basis, but the Inspection Center must be able to carry on from there.

## ISSUANCE OF STICKERS.

One of the necessary procedures for transparency is the issuance of “Stickers” which must be affixed on the front wind shield of the “certified Vehicles” These stickers would be similar to the stickers issued by the Motor Vehicle Tax Department to identify immediately to the Traffic Police Inspectors whether the vehicle has been “certified for safety” or not.

## COORDINATION WITH MOTOR VEHICLE TAX DEPARTMENT

No certificate should be issued or Challan accepted for payment of Motor Vehicle Tax unless and until a copy of the “Vehicle Fitness Certificate” is not attached. This will not only increase the number of Vehicles turning up for obtaining Vehicle Fitness Certificates but at the same time will increase revenue for the Vehicle Fitness Department.

# ANNEXURE - A

## FORM M.V.Is.

(See Rule 35(13) of the West Pakistan Motor Vehicles Rules – 1969)

### INSPECTION REPORT OF A MOTOR VEHICLE

INSPECTION REPORT OF – TRUCK NO: \_\_\_\_\_  
BUS NO: \_\_\_\_\_  
MINI BUS NO: \_\_\_\_\_  
TAXI NO: \_\_\_\_\_  
M.C.R. No: \_\_\_\_\_

Engine No: \_\_\_\_\_ Make \_\_\_\_\_  
Chassis No: \_\_\_\_\_ Model \_\_\_\_\_

### WEIGHT PARTICULARS

	Tyre
	_____
	No. and Size, Ply Rating.
U.W. _____ Lbs.	Front Axle _____
R.L.W. _____ Lbs.	Rear Axle _____
F.A.W. _____ Lbs.	Any other Axle _____
R.A.W. _____ Lbs.	No. of Seats _____
	(Including driver)
	No. of Standees _____

### VEHICLE FITNESS CHECK LIST

1. Front Axle and Steering \_\_\_\_\_
  - (a) King pins and Bushes.
  - (b) Front Wheel Bearings.
  - (c) Front Wheel Alignment.
  - (d) Steering turning Circle.
  - (e) Steering lock.

- (f) Wheel free movement.
  - (g) Steering connections.
  - (h) Other items.
2. Front Spring \_\_\_\_\_
- (a) Shackle pins and Bushes.
  - (b) Clamps and U Bolts.
  - (c) Camber.
  - (d) Hangers and Brackets.
3. Fuel System \_\_\_\_\_
- (a) Fuel Tank.
  - (b) Fuel Lines.
4. Electric System \_\_\_\_\_
- (a) Lamps.
  - (b) Wiring.
  - (c) Horn.
  - (d) Dipper.
5. Engine performance\_\_\_\_\_.
6. Silencer.
7. Transmission \_\_\_\_\_
- (a) Clutch.
  - (b) Gear Box.
  - (c) Universal joint.
  - (d) Propeller Shaft.
  - (e) Differential.
8. Rear Springs \_\_\_\_\_
- (a) Shackle pins and Bushes.
  - (b) Clamps and U Bolts.
  - (c) Chamber.
  - (d) Auxiliary Springs.
  - (e) Hangers and Brackets.
9. Tires.\_\_\_\_\_
10. Chassis Frame \_\_\_\_\_
- (a) Distorted.
  - (b) Welded.

- (c) Cracked.
  - (d) Reinforced.
11. Body \_\_\_\_\_
- (a) Paint Work.
  - (b) Upholstery.
  - (c) Painting of weights.
  - (d) Rear Wings.
  - (e) Dimensions.
  - (f) Floor boards.
12. Brakes \_\_\_\_\_
- (a) Foot.
  - (b) Hand.
  - (c) Booster System.
13. Compulsory Equipment \_\_\_\_\_
- (a) Bulb Horn.
  - (b) Windshield Wiper.
  - (c) Rear View Mirror.
  - (d) Speedometer.
14. Requisite Equipment and Spare Wheel.
15. Cleanliness.
16. Any other observation or defect worth mentioning.

1. Issue/Renewal of Certificate is refused for the reason that the vehicle does not comply with the requirements of Chapter VI of the West Pakistan Motor Vehicles Ordinance – 1965, \_\_\_\_\_ vide the above defects.

2. Issue/Renewal of Certificate of Fitness is hereby sanctioned for a period of \_\_\_\_\_ months.

Place: \_\_\_\_\_

Dated: \_\_\_\_\_

Key to abbreviations:-

R/S. \_\_\_\_\_ Unserviceable

R/A. \_\_\_\_\_ Requires attention.

O/K. \_\_\_\_\_ Satisfactory.

**MOTOR VEHICLES EXAMINER**

## **ANNEXURE - B**

### **FORM – C.F.C**

(See Rule 35(11) of the West Pakistan Motor Vehicles Rules – 1969).

#### **NOTICE STATING REASONS FOR CANCELLATION OF CERTIFICATE OF FITNESS.**

To,

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ -

Dear Sir/Madam,

Whereas I am satisfied that your Motor Vehicle No: \_\_\_\_\_ has ceased to comply with the requirements of the West Pakistan Motor Vehicles Rules, 1969, on account of mechanical defects mentioned below. I hereby cancel the certificate of fitness in accordance with section 39 of the West Pakistan Motor Vehicles Ordinance, 1965, until such time as it has been repaired and passed as mechanically fit by this office.

#### **DEFECTS:**

1.

2.

3.

4.

etc.

Please note the certificate of registration and any permit granted in respect of this vehicle shall also be deemed to be suspended until a new certificate of fitness has been obtained.

Yours faithfully,

**MOTOR VEHICLES EXAMINER**

# ANNEXURE - C

## FORM – C.F.R.A

(See Rule-35(2) of the West Pakistan Motor Vehicles Rules – 1969).

### APPLICATION FOR RENEWAL OF CERTIFICATE OF FITNESS.

To,

The Motor Vehicles Examiner,

\_\_\_\_\_

I, hereby, apply for renewal of the certificate of fitness described below:-

Registration mark of vehicle\_\_\_\_\_

Type of vehicle\_\_\_\_\_

Name of Owner\_\_\_\_\_

Address of owner\_\_\_\_\_

Place where the vehicle is ordinarily kept\_\_\_\_\_

No: of the certificate of fitness and date of issue or last renewal:\_\_\_\_\_

\_\_\_\_\_

Authority by which the certificate of fitness was issued or last renewed:\_\_\_\_\_

\_\_\_\_\_

The date of next inspection as endorsed in the Certificate of fitness last renewed, if any

\_\_\_\_\_

The date of expiry of the certificate of fitness:\_\_\_\_\_

Date\_\_\_\_\_19\_\_\_\_

Signature or thumb impression of applicant.

# ANNEXURE - D

## FORM – C.F.Sub.

(See Rule 35(7) of the West Pakistan Motor Vehicles Rules, 1969).

### TEMPORARY AUTHORISATION OF USE OF VEHICLE WHEN THE CERTIFICATE OF FITNESS HAS EXPIRED.

The certificate of fitness of (1) \_\_\_\_\_  
Registration mark \_\_\_\_\_  
Last renewed by \_\_\_\_\_ on \_\_\_\_\_  
has expired.

I hereby authorize the use of the vehicle until the \_\_\_\_\_  
of \_\_\_\_\_ 19 \_\_\_\_\_, provided that it is forthwith removed with all reasonable dispatch to  
the area of the authority by whom the certificate of fitness is due to be renewed:

Provided also that while being used under this authorisation, the vehicle shall not  
(2) \_\_\_\_\_ -

- (a) carry more than \_\_\_\_\_ persons excluding the driver;
- (b) carry any goods (2):
- (c) be driven at a speed in excess of \_\_\_\_\_ miles per hour (2).

Dated \_\_\_\_\_ SIGNATURE AND JURISDICTION OF THE MOTOR VEHICLES  
EXAMINER.

**ANNEXURE - E**

**FORM – I**

(See Sections 39(1) and 40(2))

**CERTIFICATE OF FITNESS (APPLICABLE IN THE CASE OF TRANSPORT VEHICLES ONLY).**

Vehicle No.:.....is certified as complying with the provisions of Chapter VI of the Provincial Motor Vehicles Ordinance, 1965, and the rule made there under. This certificate will expire on \_\_\_\_\_.

Date:.....19

Signature and designation of Inspecting Authority.

The Certificate of fitness is hereby renewed:-

Upto.....19.....

Signature of Inspecting Authority.

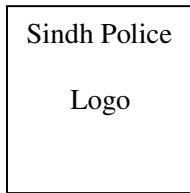
Upto.....19.....

Signature of Inspecting Authority.

Upto.....19.....

Signature of Inspecting Authority.

## ANNEXURE - F



Serial No. \_\_\_\_\_

(See Section 39 (1) & 40 (2)  
of the WPMVO 1965

### **CERTIFICATE OF FITNESS** **MINI BUS**

*(Applicable in case of Transport Vehicles only)*

*Vehicle No. \_\_\_\_\_ is certified as  
complying for the time being with the provisions of Chapter VI of the  
W.P. Motor Vehicle Ordinance 1965 and the Rules made thereunder.*

*This Certificate will expire on \_\_\_\_\_*

Date \_\_\_\_\_

(SIGNATURE)  
Name & Designation of Issuing  
Authority

## ANNEXURE - G

### FORM C.F.A

(See Rule 35 (2) of the West Pakistan Motor Vehicles Rules, 1969).

#### APPLICATION FOR CERTIFICATE OF FITNESS.

To

**The Motor Vehicle Examiner,**

\_\_\_\_\_  
\_\_\_\_\_

I, hereby apply for the issue of a certificate of fitness as required by section 39 of the West Pakistan Motor Vehicle Ordinance, 1965:

Registration marked of vehicle: \_\_\_\_\_

Name of Owner: \_\_\_\_\_

Address of Owner: \_\_\_\_\_

Place where the vehicle is ordinarily kept \_\_\_\_\_

Name of manufacture of vehicle \_\_\_\_\_

Manufacture's model, or if not known, wheel base \_\_\_\_\_

Type of vehicle \_\_\_\_\_

Engine No.: \_\_\_\_\_

Chassis No.: \_\_\_\_\_

Particulars of any previous certificate of fitness granted in respect of the vehicle.

Authority by which granted \_\_\_\_\_

Date when certificate ceased to be valid \_\_\_\_\_

Reason for occasion of validity \_\_\_\_\_

Reason for not producing certificate of fitness \_\_\_\_\_

Date \_\_\_\_\_ 198\_\_\_\_\_

Signature of thumb impression of applicant.

## ANNEXURE - H

Recommended check prepared by Vehicle Fitness Centre. along with a format where the MVI must approve or reject each item as per the list. This total Checking List is never used.

1. Electrical Systems
2. Engine Performance
3. Silencer.
4. Transmission
5. Steering
6. Suspension Front
7. Differential
8. Suspension Rear
9. Tires
10. Chassis
11. Body
12. Brakes
13. Working of Windshield Wipers
14. Adequate Mirrors
15. Front Wind Screen
16. Rear Wind Screen
17. Seats
18. Tools available
19. Spare Wheel
20. Windows
21. Partition of Ladies (Buses, Coaches etc)
22. Hood
23. Speedometer and other meters
24. Dangerous Projections.
25. Overall Cleanliness
26. Compulsory Equipment
27. Requisite Equipment
28. Other visual or Mechanical defects.

The vehicle would then be examined under a standard **criteria** of visual and Mechanical inspection. The MVE filling out an Inspection Report systematically examining the vehicle in accordance with the Check List. If the vehicle is found visually and mechanically fit, an approval for issuance of the Vehicle Fitness Certificate is signed by the Motor Vehicle Examiner / Inspector. The Inspection Report is attested by the MVE as follows:

THE VEHICLE IS CHECKED AND FOUND MECHANICALLY FIT ON. DATED \_\_\_\_\_  
AND FITNESS CERTIFICATE IS TO BE ISSUED.

The Vehicle is checked in accordance with the Check List. **Each system check must have a remark of OK** by the MVE for him to give his final acceptance for issuance of the Vehicle Fitness Certificate.

**In case of Rejection of Vehicle**

During the Systems check of the Vehicle, if any one or more systems fails to meet **the acceptable standards or approval** of the MVI, the vehicle is forthwith rejected with any one or more of the following remarks:

“DEFECTIVE / EXCESSIVE / BRAKES / POOR”

These remarks are to be placed in the column in front of the particular systems requirement in the Check List that has been found defective or as the case may be. (given above).

Note: The arbitrary nature of the Criteria for approval of the systems and the discretion available with the MVE for systems approval is cause for concern.

Note: Another cause for concern is that there are no standard for counter checks or surprise checks on the decisions of the MVE's

**The Vehicle approved by the MVE as Roadworthy under the present criteria of inspection is then issued the “Certificate of Fitness” (Form CFA)**

## ANNEXURE – I

### PRESENT FEE STRUCTURE FOR ISSUANCE OF FITNESS CERTIFICATE.

The Fee for obtaining of a Fitness Certificate is in the form of stamps purchased from Post offices and affixed to the Application Form (CFA or CFRA). This is submitted by the Driver/Owner of the vehicle when the vehicle is brought in for inspection.

<b>TYPE OF VEHICLE</b>	<b>FEE FOR FITNESS CERTIFICATE</b>	<b>FEE FOR RENEWAL</b>	<b>LATE FEE FOR EACH MONTH AFTER EXPIRY</b>
	<b>Rupees</b>	<b>Rupees</b>	<b>Rupees</b>
1. Rickshaws Seating 2-3	Rs. 20.00	Rs. 10.00	Rs. 2.00
2. Articulated Lorries And trucks over 15 tons	Rs. 250.00	Rs. 125.00	Rs. 20.00
3. Trucks (HTV)	Rs. 150.00	Rs. 75.00	Rs. 15.00
4. Buses	Rs. 100.00	Rs. 50.00	Rs. 10.00
5. Mini Buses / Wagons / Coaches (LTV)	Rs. 75.00	Rs. 35.00	Rs. 8.00
6. Rickshaws Seating 1-6	Rs. 25.00	Rs. 12.00	Rs. 3.00
7. Taxi / Pickups (small)	Rs. 50.00	Rs. 25.00	Rs. 5.00

## ANNEXURE - J

S.NO.	CATEGORY	REGISTERED TRANSPORT VEHICLES AT KARACHI AS PER SERIES OF REGISTRATION NO.	VEHICLE GETTING F.Cs FROM KARACHI CENTRE AFTER EACH 6 MONTHS.	F.Cs ISSUED IN THE YEAR 2002.
1):	BUSES.	JA-9999 JB-2000 PA-0700 Average 11000	2474 (23%)	4949
2):	MINI BUSES.	JE-9999 JF-1000 Average 10000	5219 (52%)	10438
3):	COACHES.	PE-6000	2301 (38%)	4602
4):	BABY TAXI.	JL-9999 JM-9999 JN-1000 JJ-1000 Average 20000	10238 (51%)	20476
5):	YELLOW CAB.	PL-9999 PG-9999 PH-4599 Average 20000	4662 (23%)	9324
6):	M.C.Rs.	D-30000 Average 28000	13191 (47%)	26383
7):	HTV/TRUCK, TRAILER O.TANKER, W.TANKER	JT-9999 JP-9787 PT-8186 PP-8975 Average 30000	2662 (09%)	5324
8):	LTV/TRUCK & PICK-Ups	KB-9999 Average	5528 (15%)	11056

INCLUDING DELIVERY	KC-9999	750000
VAN WHICH ARE	KD-4928	37000 Appx:D/Van
EXEMPTED FROM F.C	KE-9999	-----
	KF-9999	38000
	KG-9999	-----
	KH-9999	
	JX-9999	
	PY-2500	
	JY-0700	
	PX-0500	

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<b>GRAND TOTAL:</b>	<b>1,63,000</b>	<b>46276</b>	<b>(28%)</b>	<b>92552</b>
	(Exclusive D/Van)			

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**Note: If assumed that 63000 vehicles have been shifted to other Province/District or converted as other then Transport vehicles even then the percentage of issuing Fitness Certificates from Karachi Centre is not more then 46%.**