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# Push for old vehicle inspection

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The NAP should have clearer direction for the national car makers like Proton and Perodua, says Armin.

PETALING JAYA: The Proton Edar Dealers Association Malaysia (Peda) is hopeful that compulsory annual vehicle inspection for vehicles above 10 years old will be introduced in the revised National Automotive Policy (NAP).

“It will ensure the health and road safety of vehicles on the road.

“We also hope that there will be proper phase by phase implementation of the end of life vehicle (ELV) policy,” said Peda president Armin Baniaz Pahamin.

“Without ELV, Malaysia would not be able to sustain new car registration total industry volume (TIV) in the future, which will effect employment and future investment into automotive industry,” he added.

Armin said he hoped that the implementation of the ELV would be done in phases after the policy was introduced.

“The number of cars on the road and our total new car sales TIV per annum is over-populated compared with our population that is only one-third of Thailand and a lot smaller compared with Indonesia.”

*StarBiz* reported recently that the (ELV) policy was expected to make a comeback in the latest revision of the NAP, which, according to market talk, would be announced by year-end.

Citing an industry observer, it was reported that owners of vehicles aged 10 years to 15 years would have to undergo mandatory roadworthiness inspection under the ELV policy, which was scrapped in 2009 following public protest.

Armin also hopes that the NAP would have clearer direction for the national carmakers, namely DRB Hicom Bhd’s wholly-owned unit Proton Holdings Bhd and Perusahaan Otomobil Kedua Sdn Bhd (Perodua).

“Currently there is no clear direction on where our national carmakers are heading.

“There is also a need to re-define the classification of what a national car is and those that do not qualify should not get the incentives from the Government.”

Armin said incentives for the national carmakers should be retained.

“Policies for national carmakers should be differentiated with non-national cars and these policies are needed to make the former more competitive,” he said.