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It is to introduce and encourage producing spare parts of automobile vehicles as an ancillary production center. In Ethiopia many imported vehicles from different parts of the world are in daily use. Maximum numbers of vehicles are of Toyota. Also the spare parts are imported by spending lot of money and time. The main source of transport for all the classes of people are taxis and buses in the country. There are some private taxies operating in all the cities like matador vans, three wheelers (Bajaj and TVS) from India which are the cheapest mode of transport for the poor people. Also two wheelers (motor bikes) of China (Lifan), India (TVS & Bajaj) and Europe can be seen on the roads, which are of small quantities. Ethiopia claims that there are lots of resources available in the country. It is true the country has treasure of resources which are not being fully utilized or explored. This paper is in relation to develop spare parts for the automobile vehicles. Utilizing the resources like man, machine and the techniques available to produce the spare parts as OEM (Original Equipment Manufacturer). In developed countries in the mass manufacturing industry; they are using latest equipment and improved methods in process to produce the quality goods. Similarly it is possible to produce the same items maintaining the same quality here by using the proper tooling. The spare parts of hydraulic break system are chosen from Automobile industries. Break system of hydraulic is of two types 1. Foundation breaks 2. Disc brake. The parts are chosen from foundation brake system, in which wheel cylinder and master cylinder for passenger car and tandem master cylinder for truck are provided. Totally there are three sub-assemblies in the system. 1. Back plate assembly 2. Wheel cylinder assembly 3. Master cylinder assembly.

KEYWORDS

Wheel cylinder, Master cylinder & Back plate Assembly.

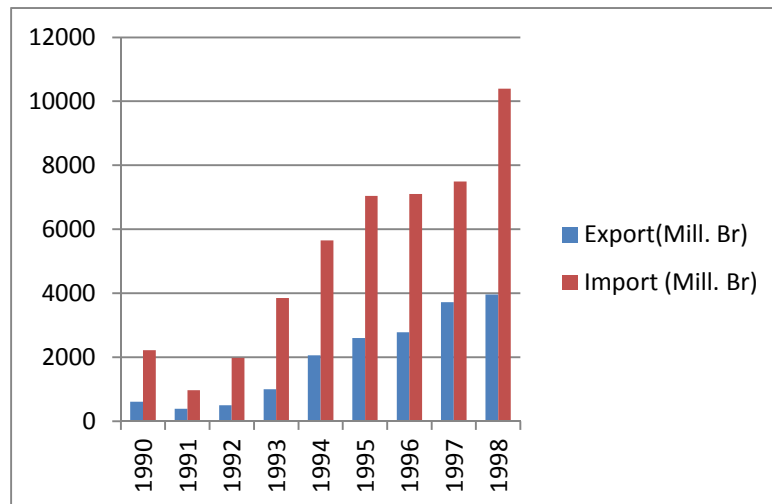
1. INTRODUCTION

Products from original equipment manufacturers (OEMs) are usually comprised of a substantial number of technologically separable components, which are often procured from independent suppliers. An increasingly popular contract form used by OEMs to engage suppliers is the so-called branded component contract. The distinguishing feature of these contracts is the presence of the OEM's brand and the supplier's brand on the end product and on marketing materials.

1.1. ETHIOPIAN INDUSTRIAL POLICY

The Government's broad economic and industry specific policies are designed to increase the growth potential and international competitiveness. [1] In addition, Ethiopia's extensive minerals and energy resources ensure that Ethiopia has relatively low utility charges for industrial users. Ethiopia's levels of educational attainment are a source of competitive advantage and underpin the skills base of the workforce. [10] The Ethiopian Government is undertaking initiatives across the education spectrum to produce employees who will better meet the changing needs of future employers. [11] Ethiopia's welcoming attitude to foreign investment, today, *Invest Ethiopia*, the Government's inward investment agency, provides foreign firms with information in regard to potential investment opportunities in Ethiopia. [12], [13] *Invest Ethiopia* can provide information on location, joint venture partners, establishment costs and skills and taxation information.

All of the motor vehicles operating in the country are imported. [2] As a result, the following statistics of import of motor vehicles will provide a clear picture of the growth of the automotive.

1.2. IMPORT AND EXPORT IN ETHIOPIA**1.3. FACTORS AFFECTING THE AUTOMOTIVE MARKET**

- Fluctuating demand (seasonality of the demand)
- Tough terrain (road condition)
- Lack of capacity in repair and maintenance
- Lack of foreign currency for importation
- Lack of adequate bank finance

There are good numbers of industries in operation throughout the country in various sectors and are in different fields. Mostly the sugar and cement industry is doing well in the country. Agricultural industry, textile industry and spare parts manufacturing units including floricultural industry are some of the additional activities.

1.4. AUTO SPARE PARTS PRODUCTION

The spare parts manufacturing company Akaki industry is well established company in the country apart from the other industries like Mesfin Industrial Engineering, Maru metal and automotive company, are operating for manufacturing the trolleys and for tankers production. [3][BISHOFTU automotive industry, FDRE metals & Engineering Corporation, Metals and Engineering Corporation Adama, Agricultural Machinery Industry, Bus body units and auto garages/works shops are in operation for the full capacities. There are some steel manufacturing units producing nails and zinc sheet manufacturing. As mentioned earlier the spare parts and vehicle manufacturing industry is not in operation. [9]Main focus of the above mentioned industries is assembling, upgrading and localizing city and cross country buses, mid and mini-buses, construction, military and agricultural vehicles. So emphasis is to be made to establish this industry in the country to have their own products. This paper is for manufacturing the Original Equipment Manufacturing in Ethiopia by taking collaboration from other countries which are doing well and interested in giving the technology.

1.5. VALUE OF IMPORT OF MOTOR VEHICLES

Period	Motor vehicles (in thousand birr)	Increase from previous year	Increase during five years
1979 - 1980	135789	-	
1980 - 1981	165328	22%	
1981 - 1982	259372	57%	
1982 - 1983	164765	-36%	
1983 - 1984	210621	28%	
1984 - 1985	179589	-15%	32%
1985 - 1986	287134	60%	
1986 - 1987	339324	18%	
1987 - 1988	369944	9%	
1988 - 1989	379220	-25%	
1989 - 1990	189288	-32%	5%
1990 - 1991	249844	32%	
1991 - 1992	177203	-29%	
1992 - 1993	402403	127%	
1993 - 1994	825890	105%	
1994 - 1995	1015951	23%	43%
1995 - 1996	1393422	37%	
1996 - 1997	1117480	-20%	
1997 - 1998	795978	-29%	
1998 - 1999	1390946	75%	
1999 - 2000	1548459	11%	52%
2000 - 2001	1456285	-6%	
2001 - 2002	1437245	-1%	
2002 - 2003	1817630	26%	
2003 - 2004	2124501	17%	37%

The growth of the automotive sector can also be analyzed from the employment creation perspective. As the following table indicates, the employment creation of the sector has been gradually increasing though with fluctuation for some years. [4]As it's discussed above, the manufacture of motor vehicles in Ethiopia is limited to assembly, manufacture of bodies of vehicles and small scale manufacture of parts and accessories.

NUMBER OF EMPLOYEES

INDUSTRIAL GROUP	NUMBER OF EMPLOYEES				
	2000/01	2001/02	2002/03	2003/04	2004/05
Manufacture of motor vehicles	1,060	1,082	1,019	1,130	1,232
Manufacture of bodies for motor vehicles	987	1,009	946	1,029	1,148
Manufacture of parts and accessories for motor Vehicles and their engines	73	73	73	101	84

The above table indicates that the number of employees engaged in the manufacture of motor vehicles bodies and accessories increased from 1,060 in year 2000/ 2001 to 1,232 in year 2004/05. [2]This overall increase in number of employees engaged in the sector by more than 16% implies the growing trend in the manufacturing section of the automotive industry

2. AN OVER VIEW OF ASIAN COUNTRIES AUTOMOBILE INDUSTRY

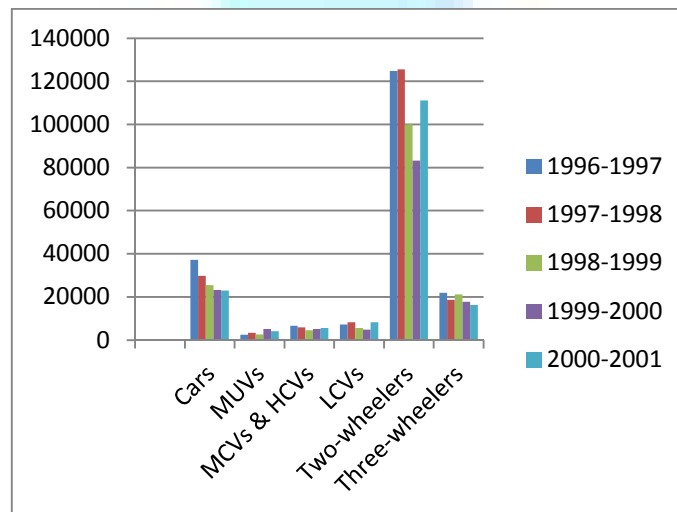
2.1. EXPORT MARKET OF CHINA FROM 1990 TO 2000

	Total (in unit)	Trucks (in unit)	Passenger cars (in unit)	Auto parts (ten thousands of US\$)	Total auto products (ten thousands of US\$)
1990	4 431	3 254	73	8 170	12 784
1991	4 108	2 253	789	10 138	15 284
1992	6 375	2 243	914	12 395	30 615
1993	11 116	4 534	2 866	17 165	42 422
1994	18 648	10 234	784	24 580	51 520
1995	17 747	9 070	1 413	37 609	72 138
1996	15 112	6 525	635	38 208	81 650
1997	14 868	8 297	1 073	44 718	98 784
1998	13 627	8 176	653	48 960	88 343
1999	22 717	3 868	326	70 599	118 727
2000	39 327	7 093	523	152 400	247 900

2.2. AUTOMOBILE INDUSTRY IN INDIA

In India, as in many other countries, the auto industry is one of the largest industries. It is one of the key sectors of the economy. [5]The industry comprises of automobile and the auto component sectors and encompasses commercial vehicles, multi utility vehicles, passenger cars, two-wheelers, three-wheelers, tractors and related auto components. [7], [8]There are at present 13 manufacturers of passenger cars and multi utility vehicles, 7 manufacturers of commercial vehicles, 11 of 2- or 3-wheelers and 10 of tractors besides 4 manufacturers of engines.

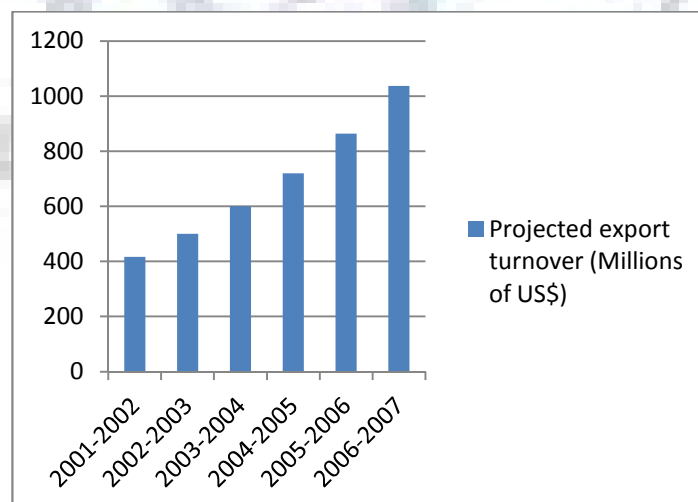
2.2.1. INDIAN CAR EXPORTS, 1996-2001 (number)



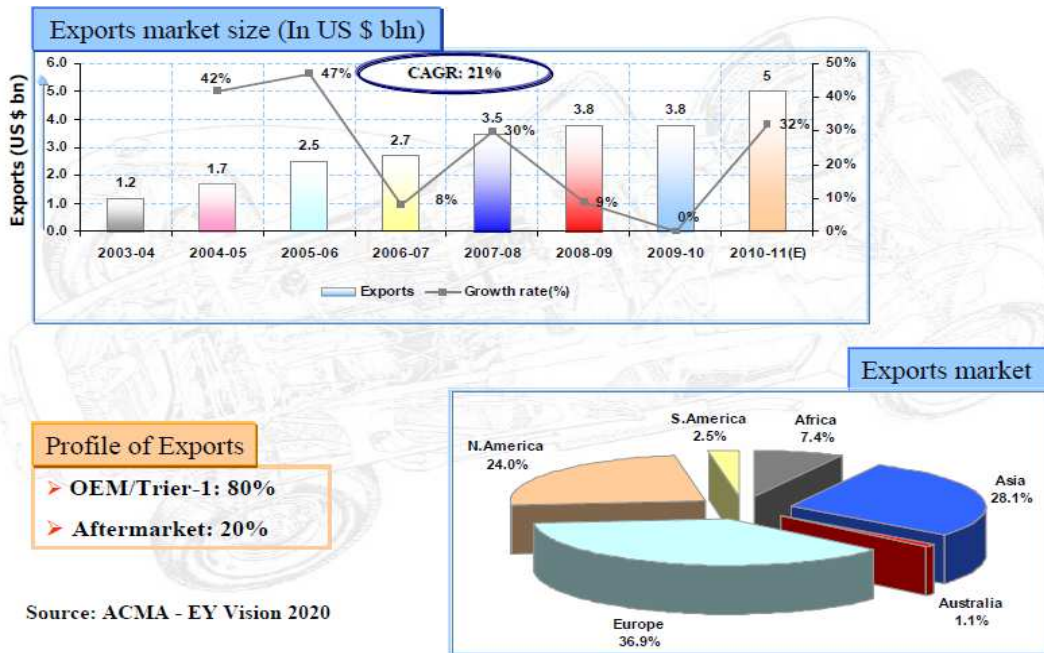
2.2.2. MAIN EXPORT DESTINATIONS

Cars	Egypt, Kenya, Nigeria, Somalia, Tanzania, Afghanistan, Nepal, Turkey, Hungary, Greece, Italy, Netherlands, Spain, Austria, Malta
CVs	Egypt, African countries, Nepal, Sri Lanka, Jordan, Kuwait, Hungary, Russian Federation, France, Brazil
Two-wheelers	African countries; Bangladesh; Sri Lanka; Turkey; United Arab Emirates; Paraguay; United Kingdom; Germany; Argentina; Mexico; Australia; Hong Kong, China

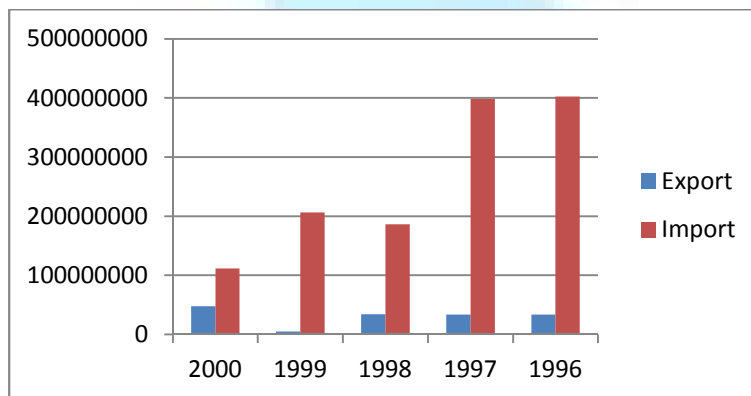
2.2.3. PROJECTED EXPORT TURNOVER (millions of USD)



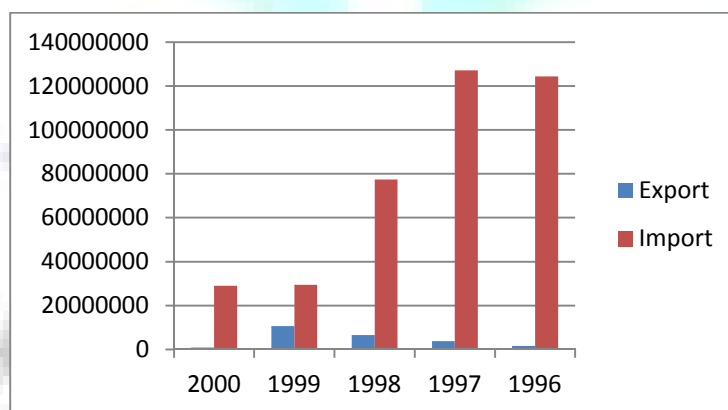
2.2.4. EXPORT MARKET SIZE (in USD bln)



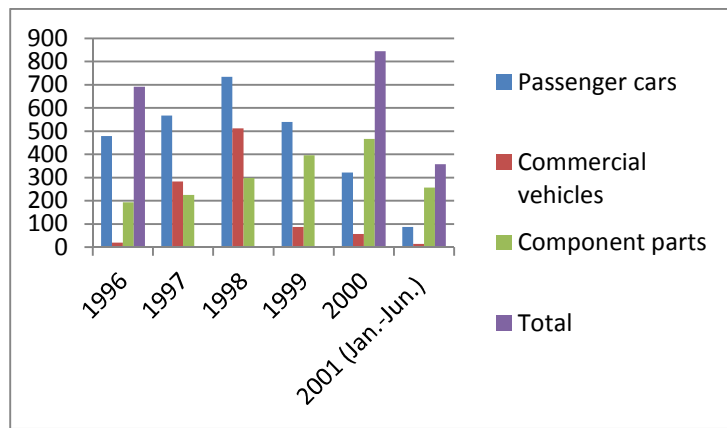
2.2.5. INDONESIA TO THE WORLD: CBU COMPLETELY BOUGHT OUT



2.2.6. INDONESIA TO THE WORLD: CKD COMPLETELY KNOCKED DOWN



2.2.7. MALAYSIA [6]



2.2.8. AUSTRALIA'S TOP TEN EXPORT MARKETS, 2000-2001

Market	Vehicles [000 of A\$]	Components in [000 of A\$]	Total [000 of A\$]	Change on 1999 - 2000 [%]
Saudi Arabia	1 208 675	25 028	1 233 702	+73.9
United States of America	498 729	488 143	986 872	+31.3
New Zealand	363 204	147 083	510 286	-8.7
Republic of Korea	2 041	386 107	388 148	-4.1
United Arab Emirates	230 393	11 587	241 980	+100.5
Japan	34 139	194 836	228 976	-1.8
Kuwait	170 756	6 795	177 051	+36
Indonesia	93 000	58 955	151 955	+11.1
United Kingdom	11 233	54 216	65 449	-32.2
Oman	59 668	2 490	62 158	+31.9

3. CONCLUSION

It is suggested to collaborate with the countries of Asia, which are in the field and select required items to be produced as OEM product with proper contract and start producing the goods. For all these activities there is one agency known as MSE (Macro Small Enterprises) in almost all the cities of the country. The MSE agency is very keen in cluster development activities and motivates the entrepreneur in producing the products. As mentioned, it is suggested to begin the first phase of production with simple products like wheel cylinder assembly, whose manufacturing process is simple and easy. Also it involves simple operations, which can be performed by using conventional machines with suitable fixtures. After fully establishing this product and satisfying the domestic market, proceed for the second phase of producing the master cylinder assembly and finally for the last phase of back plate assembly production. By this time hopefully gaining the local market for the products and after sufficient inflow of finance, think of going for purchasing latest equipment to improve the quality of the product and enhance the rate of production, even to grab the international markets. Once the products produced are accepted in the international market like other countries, who are in the same field, really the country will gain good reputation and feel proud saying that **MADE IN ETHIOPIA**. Let the world recognize the products produced in Ethiopia and full fill their need of demand.

So this is really a good chance for investors, young entrepreneurs to utilize the opportunity and exhibit the skills in producing the products and standing in local and international market. The commerce and industry bureau in collaboration with financial institutions will arrange to fund. The investors, entrepreneurs can obtain the various schemes of these institutions and get benefited from them.

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