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Dear Members of CITA,
Dear colleagues and friends,

I am proud to announce to you the first CITA Annual Report 2015. It is a compendium of a year of substantial evolution, in which CITA has energetically pursued its strategic objectives by promoting the exchange of information, developing best practices and draft international standards, enhancing international relationships and collaborations in the field of vehicle roadworthiness testing.

CORE VALUES CITA is committed to be a leading organization on improving transport sustainability with particular emphasis on road safety and environmental protection. We play an influential role in the development and implementation of policies for safe and sustainable road usage. In order to be able to continue to fulfil those commitments, our focus looking to the future is based on five pillar values that are inextricably linked:

- **ENGAGEMENT** - CITA defines itself by its members and develops a sharing community;
- **IMPARTIALITY** - consideration of the full spectrum of members in all decision-making;
- **KNOWLEDGE** - providing the platform to share and seek out new information;
- **BEST PRACTICE** - stimulating and prioritizing best practice development;
- **AWARENESS** - promote the expertise to our members and to the outside world.

DUBAI As in the second last edition, the CITA General Assembly and Conference in Dubai was very well attended and what really stood out for CITA and its members was the large number of specialists and policy-makers present from all regions of the world. Over 40 speakers as representatives from International Regulatory Bodies, Administrations, Operators, Vehicle Inspection Equipment Manufacturers and more, have provided us with information on current best practice and future vision on the theme, sub-themes and workshop topics. As such, these conferences have developed into a unique opportunity to share insights, experience and knowledge on in-service vehicle inspections and roadworthiness enforcement while meeting other professionals in our field of expertise and interest. It was a catching information exchange for all of us: we are hopeful that this signals a growing relationship between CITA and its members across the world. In the growing globalised community, vehicle inspection is essential in promoting safe, environmental friendly and sustainable transportation.

A NEW APPROACH The Bureau Permanent has developed a new strategy, that has been submitted and approved by the General Assembly in Dubai. The new CITA resulting out of this strategy is a much more open organization willing to interact with stakeholders and members.

THE VALUE OF ENGAGEMENT Our members are doing essential work and deserve our complete support. It's their critical mission that drives us every day, bearing in mind that nothing can be done without the full engagement all of them. We do pledge to maximize our efforts in 2016 and look forward to moving forward together.



GROWING UP CITA is continuing her expansion: with four new members from various fields of vehicles inspection. In total 128 members from 50 countries on five continents. CITA is increasingly known worldwide as an independent expert in the field of vehicle roadworthiness testing.

I sincerely thank all members, the CITA Permanent Bureau, Expert Advisory Groups and staff members for their dedication and ability in their activities and for their contribution to the success of CITA.

Sincerely,

Johan Cobbaut
CITA President



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THIS IS CITA

CITA - The International Motor Vehicle Inspection Committee

CITA is the worldwide organization for vehicle inspection. CITA members are coming from more than 50 countries and both the public and private side of the industry.

The values of CITA are **impartiality** in the assessment of roadworthiness.

Engagement of the members with the activities of CITA and engagement of the whole CITA family with road safety and environment.

Knowledge accrued from the members thanks to their activities in all kind of contexts all around the world and for many years.

That knowledge is encapsulated in **best practice** documents and all together is to be used to increase the **awareness** of how important is vehicle roadworthiness for transport sustainability.

And all these values are **supporting CITA's vision and mission aiming to become the forum to ensure safe and compliant vehicles throughout their life-cycle.**

This is an overview of the activities of CITA during 2015:

- Contacts with 25 stakeholders;
- 14 CITA Working group meetings;
- Attendance of 15 external working groups, committees and meetings related to development of international standards;
- 14 surveys triggered by members;
- 5 active participations in third party conferences;
- 2 collaboration agreements signed with other organizations;
- 1 project presentation;
- 1 International Conference and General Assembly;
- 1 Regional Conference - Central & South America.

Thanks to the engagement of the members, **CITA is the international forum of vehicle roadworthiness knowledge.** Working group meetings and surveys allow the exchange of information among the top level professionals of the industry.



On the horizon...

The General Assembly of CITA endorsed the new strategy that will guide our undertakings over the next years. Our activities will be held on the five core values identified: engagement, impartiality, knowledge, best-practice and awareness.

In practice, that means that **CITA is going to keep and foster current activities**, like surveys, **enhanced quality questionnaires and internal working groups** with the help of telecommunication technologies to make them more available to all members regardless of the geography and travel budget constraints.

On the one hand, the activity of the Ad-Hoc Working Groups will progress during the year, their recommendations shall be very advanced to be submitted to the approval of the **next General Assembly in Zagreb, Croatia, the 6th, 7th and 8th of June, 2017**. On the other hand, during 2016, CITA recommendations will be reviewed to work, when necessary, on their updates.

This is to be completed with a more intense activity in the development of projects, in particular those identifying the best approaches to ensure continuous compliance and transport sustainability involving both members and external organizations when required.

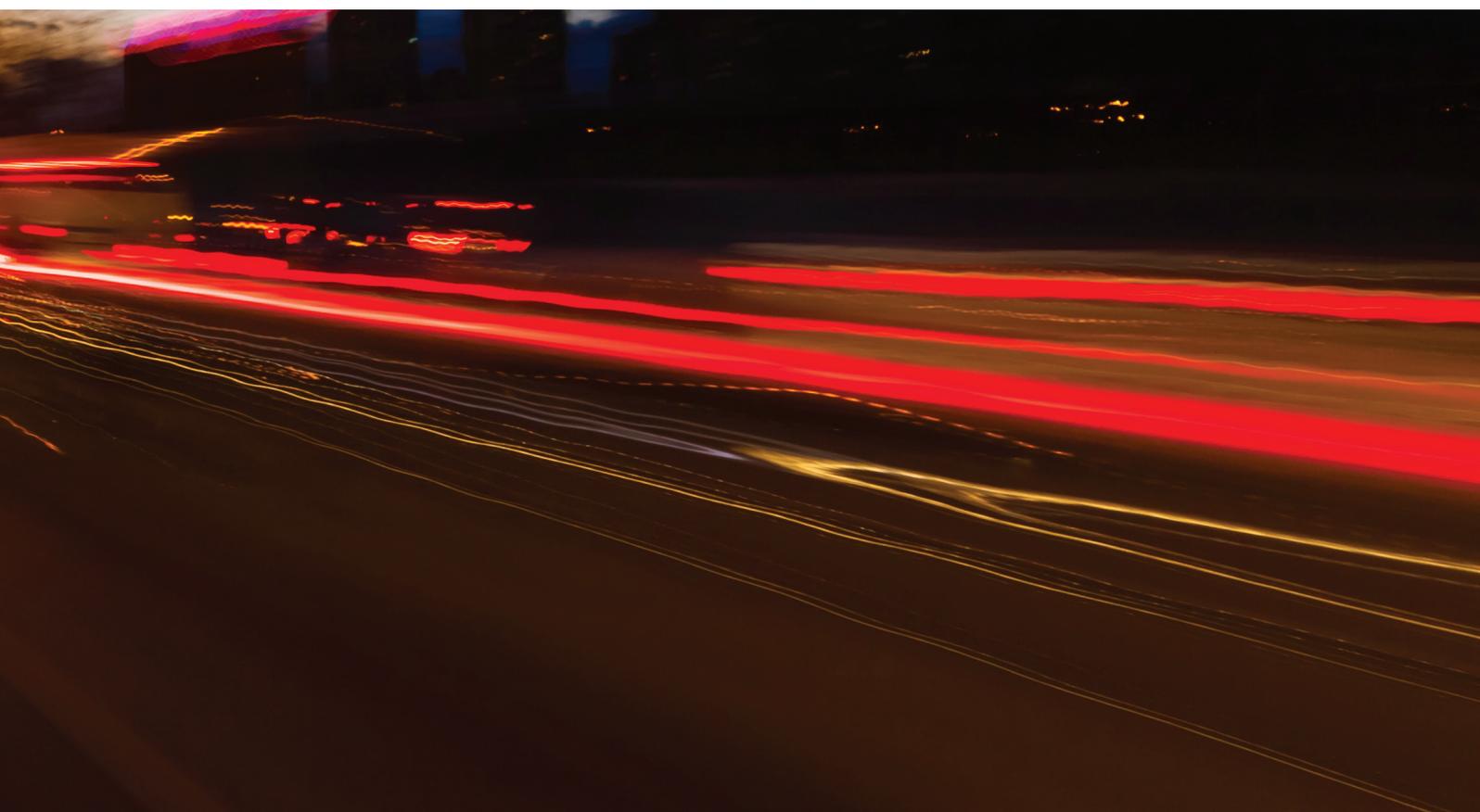
The relationships with other stakeholders will be increased in order to ensure that in-use vehicle roadworthiness is kept as one of the crucial tool to ensure road safety and protect the environment, both in developed and developing countries.

CITA aims as well to consolidate an active participation in the international policy-making activities and foresees to increase the attendance of vehicle standards-related working groups, mainly within the umbrella of the United Nations Economic Commission for Europe and the European Union.

Additional targets are to **promote the activities of the Regional Advisory Groups**, strengthening the annual conference in Asia-Australasia, increasing the tasks in Africa and Central & South America and consolidating the activities in North America.

Last, but not least, all this is accompanied by the development of a **new image**, including a brand **new logo**, and a **new website** to make the information of CITA easier to access for everybody, and to facilitate the management of the working groups and the projects.

And remember, **all this can only be done with the engagement of the members.**





2015 HIGHLIGHT

CITA REGIONAL ADVISORY GROUP

Africa (RAG A)

With 54 countries on the African continent in different stages of economic development, the continent poses the biggest challenge within CITA to ensure progress is made.

The main purpose of the Regional Advisory Group for Africa is:

- To provide a platform for the exchange of information on best practices with regard to periodic vehicle testing (with a focus on Africa);
- To promote membership of CITA and to promote the activities and interests of CITA;
- To provide a resource to role players in the establishment of the legislative framework and standards compilation for vehicle testing in the region;
- To provide a professional network of stakeholders to ensure that the furthest reaches of Africa becomes accessible to all interested parties;
- To promote awareness and provide support to countries in their efforts to fulfil the mandate adopted in the African Charter for Road Safety.

In the last few years, we have held regional advisory group meetings in Johannesburg (2011, and 2012) and then again in Cape Town in 2014.

Our next gathering is provisionally scheduled to take place during 2016 in the north of the continent. As Morocco was mooted as a good example of a PTI model, we have set our sights on this country, and are awaiting feedback from the authorities.

As a result of our engagement with representatives of African countries, it became clear that we should come up with a model for countries who are intending to implement periodic testing. The Working Group for New Vehicle Inspection Schemes has been formed and held its inaugural meeting in November 2015.

The work will continue this year, so that we are able to present a proposal to the General Assembly in 2017.

In the last year, we have managed to extend our data base to include representatives from 32 of the 54 countries. In 2016 we are hoping to increase this number. This enables us to ensure that CITA information reaches the very depth of Africa.



Ferose Oaten

CITA Council Member

Chairperson CITA's Regional Advisory Group AFRICA (RAG A)
Chairperson of the Ad-Hoc WG "Implementing New Inspection Schemes"



Dang Tran Khanh

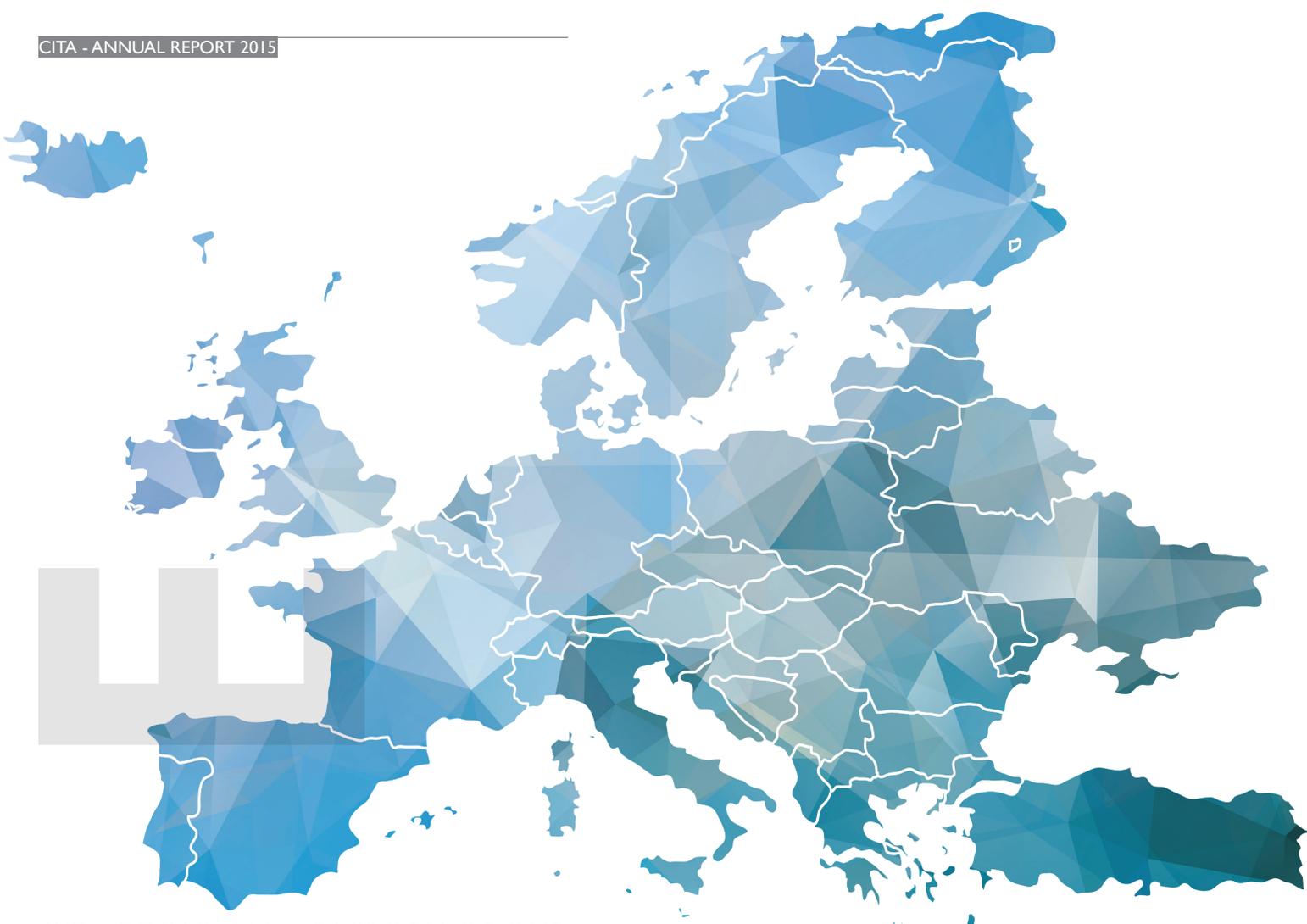
Chairperson of the Working Group 8 on 2&3 Wheelers (RAG AA)

CITA REGIONAL ADVISORY GROUP **Asia/Australasia (RAG AA)**

In 2015, the 9th CITA Regional Advisory Group Asia/Australasia (RAG AA) Meeting was held at Tokyo Big Sight Conference Tower in Japan, in conjunction with the 34th Tokyo Auto Inspection Show.

The CITA RAG AA Meeting was the combination of the RAG AA and WG8 on 2-3 wheeler meetings and co-chaired by Chairman Nguyen Huu Tri – Deputy General Director of Vietnam Register, and Mr. Yosaku Oda, Executive Director for Planning of National Agency of Vehicle Inspection of Japan. The Meeting was attended by 22 delegates from Austria, France, Japan, New Zealand and Vietnam.

It was officially opened by Mr. Nguyen Huu Tri, Chairman of RAG AA. He expressed his appreciation to JASIC for hosting this meeting in Tokyo, Japan in conjunction with the 34th Auto Service Show 2015. The next 10th CITA RAG AA meeting would be held in 2016. The exact date will be discussed and agreed in the next following weeks.



CITA REGIONAL ADVISORY GROUP Europe (RAG E)

RAG E is working on 5 Topic Areas and cover all European issues regarding PTI and RSI.

Strategy: RAG E has developed a strategy together with its PE's under the overall strategy introduced by the BP in 2015.

However, RAG E has defined 10 strategic items and introduced it during the General Assembly at the CITA Conference in Dubai: 1) **Inspection of ECSS** - 2) **Inspection of motorcycles** - 3) **Inspection of light trailers 03** - 4) **Inspection of T5 tractors** - 5) **Technical information required for PTI** - 6) **Benefits from additional inspections** - 7) **Recommendation Quality system for inspection and supervisory bodies** - 8) **Recommendation Competence and training (inspectors)** - 9) **Project value of roadworthiness inspection** - 10) **SET Project**.

Cooperation with the European Commission (EC): RAG E has supported all Roadworthiness Committee Meetings and the Roadworthiness Technical Workgroups (RWTG) meetings at the EC in Brussels. Furthermore regularly exchange of ideas with DG-Move has been continued with Ms Emese Vida who has overtaken the position from Walter Nissler.

Implementing of findings of the Study on a new performance test for electronic safety components at roadworthiness tests (ECSS-Study):

RAG E has successfully finished the ECSS Study of the European Commission in 2014. Project partner of that important project have been EGEA, IERC, BAST, GOCA, DEKRA, TRL, ADIS-Tech, TUV Rheinland, Bilprovingen, Bosch and FSD.

RAG E see the study as an initial contribution to adjust PTI of ECSS to the actual state of technical development in automotive mobility. CITA is convinced that the results of the ECSS-Study can improve significantly road safety and environmental protection during the next years.

Since the outcomes of the ECSS Study have been published, various interested parties nationally and internationally asked for CITA's recommendations on findings.



Gerd Neumann

CITA Council Member
Chairperson Regional Advisory
Group Europe (RAG E)

For example the National Traffic Safety and Environmental Laboratory (NTSEL) from Japan has invited CITA for one week to Tokyo in January 2015 to discuss about the options for ECSS testing during PTI in Japan. The implementation of results into the PTI directive is a big challenge for Member states, vehicle manufacturers and PTI organizations, and will involve CITA during the next years.

Implementing the Directive 2014/45/EC in Europe: RAG E is convinced that the implementation of the new PTI directive in Europe needs support from all TA.

Main items for that are: 1) Best practice for the implementation; 2) Aspects & issues which need adjustment; 3) Further development.

RAG E supports the EC with the implementation of the Road Worthiness Package for example with the implementation of new vehicle categories in PTI. We see for the next years important projects in terms of the value of PTI, advanced ECSS, and Emission testing and standardisation of PTI.



TOPIC AREA ON SAFETY SYSTEMS

Working group 1

CITA's work Topic Area on **Safety Systems** deals with one of the key elements of Periodical Technical inspection: Roadworthiness. It deals with the technical issues of testing a vehicle, in particular the safety systems built in a vehicle. The working group is led by **Frank Leimbach** from DEKRA Automobil GmbH in Germany. He is assisted by a number of Technical Experts for the different WG1 Sub-topic areas:

- **Electronic Controlled Systems** (Piet Schäfer from RDW (The Netherlands) and Ralph Schröder from FSD (Germany));
- **Mechanical Systems** (Marian Rybiansky from TESTEK (Slovakia));
- **Brakes** (Pascal Buekenhoudt from GOCA (Belgium));

The activities now under WG1 have been covered until 2009 under former ad-hoc WG1, WG2, WG5 and WG7 respectively on "Suspension testing", "New Technologies", "Brakes" and "Electronic Controlled Systems". The working group strives to follow up all topics related to these safety systems. It was involved in the ECSS study, it follows up the discussions on the Roadworthiness package and the evolution concerning the work by the garage equipment manufacturers on suspension testing, etc... The most essential task, aiming to have it ready for approval in the next General Assembly, are the drafts of two documents. First of all the working group is making progress on **a new CITA recommendation 8 on Brakes**. The purpose is updating the previous recommendation and to cover all brake test items. A second document is **an information note with an overview of the actual developments on suspension testing**.

The old test benches on "Eusama" or "Boge" technology have had in the last years some new developments. Minimum Phase Shift and Damping ratio are some new physical criteria. Another technology consists of a measurement during a drive-over a defined speed bump using a scan tool with additional 3d acceleration and 3d yaw rate sensors. Important topics like testing of ECSS, brake testing with "Reference brake force" and brake testing of M1 category of vehicles related to maximum authorized mass are always on the agenda, even when there would be no new discussion point during the meeting. They would be the topics in future to work on.

The working group provides a consultation forum related on these topics but also related on new proposals of any issue related to Safety Systems. In addition, it is a face-to-face forum for sharing views and experiences.



Pascal Buekenhoudt
CITA Deputy Policy Expert
on Safety Systems

TOPIC AREA ON ENVIRONMENTAL PROTECTION SYSTEMS

Working group 2

The Working Group 2 (WG2) regularly meets twice a year. In 2015 we met in Oviedo, Spain (February) and in London (October). Each time with about 30 participants from all over Europe. The main topic was the SET study which addresses the validity of the current periodic emission test of diesel and petrol vehicles in Europe. First results were already presented during CITA's General Assembly in Dubai in April.

The study was finished with publishing the final report on September 1st which comprises consolidated findings e. g. regarding the comparability of the read out of on board diagnostics and the tail pipe test or the meaning of the current thresholds. In consideration of a cost/benefit analysis, the study provides precise recommendations to modernize the periodic emission test with a positive impact on air quality in urban areas.



Gerhard Müller

Chairperson CITA Technical Expert Group Environmental Protection Systems

The study was presented to representatives of the European Commission in a personal meeting as well as to an interested audience made up of politics, associations, and industry during a public event in Brussels on September 22nd. Further activities were undertaken by the WG2 members in their home countries. In November, the Technical Experts initiated a kick-off meeting to start a SET II, which will investigate the possibility of meaningful measurements of NOx and particulate number during the periodic emission test, especially for vehicles as of EURO 6.

Besides all of that, the WG2 dealt with different problems e. g. regarding emission tests of vehicles with alternative power trains, manipulation of emission systems or noise measurement during PTI.

TOPIC AREA ON STANDARDIZED INSPECTION OUTCOMES

Working group 3

From October 20th to 21th, 2015 18 representatives from 11 countries met in Malaga to their 5th Meeting of the Working Group 3. Led by Eva Morger, Bilprovingen, she honored the successful work of this group since the relaunch in 2013. At the General Assembly beside the CITA Conference in Dubai this spring, the recommendations No. 9 "Quality" and No. 17 "Training and Competence" were adopted almost unanimously. Both documents build the basis for further necessary substantive recommendations relating to the implementation of the EU directive 2014/45. Aim of work is up to the next General Assembly to develop in small working groups useful recommendations on the important items:

- Effectiveness of supervision;
- Maintenance and calibration of the necessary equipment;
- Requirements for inspectors.



Eva Morger

Bureau Permanent and Council Member

CITA Policy Expert on Standardized Inspection Outcomes

This should on one hand facilitate the national implementation of the directive EU 45/2014 and on the other hand demonstrate simple and efficient processes for newcomers in this business. The aim of all this efforts is to improve road safety and a significant reduction of the number of accidents and accident victims.

The host of this two-day conference was again VEIASA (Verificaciones Industriales de Andalusia, SA).

A highly motivated team around Macarena Fernandez Rivera has significantly contributed to the success. Participants also received a very detailed insight into the practice in Andalusian system of vehicle inspections.

A very impressive highlight is the central IT-system, in which all quality-relevant information are merged and available for quality assurance, auditing, as well as for the operational units.

TOPIC AREA ON CONTINUOUS COMPLIANCE

Working group 4

WG 4 held its first meeting for some time under the patronage of Andrew Cattell on 10 November 2015 at CITA HQ, Brussels. There were a number of issues to be discussed and follow up of actions from the last meeting held in 2012.

From the outset it was clear that there is a great deal to be done in refreshing the CITA Recommendations following the 2014 Testing and Roadworthiness Directive and we need to keep track of those areas supported and managed by other working groups. We aim to attach with our minutes a question to other groups that makes sure there is little or no duplication of done by the members. The new Directive creates more work in data collection and consideration was given to raising a further PTI questionnaire in 2016 prior to the next CITA Conference. We will also consider the mileage fraud in relation to other working groups to get a better understanding of how this problem is being managed.

A paper about vehicle under-trays obscuring component examination was submitted to the Commission around a year ago, but following the 2014 Directive, the Commission is not considering an amendment but will take into account CITA group comments if they refresh the Directive. The group were keen to discuss a road map of CITA work, a vision of what we would like to achieve by perhaps 2020 or indeed, 2025 or beyond. Ideas were put forward on how this should be presented even with a view to having a Continuous Compliance 'mission statement'.

Developments in the testing of mopeds continue to gather pace and the group looks forward to a further update on this and tractors at the next meeting in April 2016.



Andrew Cattell

CITA Policy Expert on Continuous Compliance

TOPIC AREA ON INFORMATION SYSTEMS

Working group 5

Working Groups are a key forum within the CITA organization to enable all CITA members to participate in CITA's technical work and to provide a consultation forum for new proposals. In particular, Working Group 5 (WG5) is part of CITA's work Topic Area (TA) on Information Systems (TA5), covering mainly three sub-topic areas as follows:

- Defining specifications for databases and ITS systems for Roadworthiness Inspection;
- Monitoring ITS evolution in vehicle and road infrastructure (example e-Call);
- Supporting international regulatory bodies.

Since the adoption of the so called "Road Worthiness-package" by the relevant EU authorities, the focus of the WG's activities is on the points 1) and 3) above by:

1. Specifying the data needed;
2. Examining how already existing data sources can be tapped in order to provide for the data needed in a cost effective way;
3. Examining how the data transfer can be managed in terms of:
 - data transition between vehicle manufacturers and the registering country;
 - changings of data or new data generated in lifetime of a vehicle;
 - managing the quality of the data.

In order to achieve this goals, members of WG5 are meeting twice a year by taking into account the progress made in the relevant EU Committees and Working groups.



Armand Biberich

CITA Policy Expert on Information System



CITA REGIONAL ADVISORY GROUP **North America (RAG NA)**



Peter Marrocco

CITA Council Member and
Chairperson CITA's Regional Advisory Group North America (RAG NA)

The North American Regional Advisory Group (RAGNA) is composed of members employed by vehicle inspection contractors and vehicle inspection equipment manufacturers.

Our goal is to increase the number of states and provinces that require periodic motor vehicle inspections. At one time there were 31 states in the USA that required periodic vehicle safety inspections. Today there are only 15.

The North American RAG members work with state governments to provide information on the effectiveness of periodic motor vehicle inspections. Additionally, the RAG members have developed new systems that help to automate the collection of safety inspection data which will help in understanding the value in this programs and also reduce costs to the motorist.

CITA REGIONAL ADVISORY GROUP Central & South America (RAG C&SA)

In August 2015, the Second Congress CITA Meeting was held in Santiago of Chile, where the different strata of the automotive industry in the region met together.

The event was organized by TÜV Rheinland Andino, sponsored by Actia Müller, Maha, Capelec, Ryme, Vteq and with the sponsorship of the Chilean Ministry of Transportation and Telecommunications.

During the Congress, there were discussions such as the conditions of the technical inspections of vehicles and their degree of advance, whereas the regulations of each country.

That instance allowed to learn of new and particularities of technologies and equipment that are present in the market, available to the operators of the facilities of inspection.



Jorge Moreno
CITA Council Member and
Chairperson CITA's Regional Advisory Group
Central & South America (RAG C&SA)



OUR IMPACT



“ENHANCING THE VALUE OF VEHICLE INSPECTION”

The International CITA Conference and General Assembly

The International CITA Conference and General Assembly celebrated in Dubai from the 14th to the 16th of April was a big success. Figures are self-explaining: 350 attendees coming from all around the world, 56 speakers, 14 sponsors and 12 exhibitors.

The theme of the Conference, **“Enhancing the Value of Vehicle Inspection”**, was further developed during the plenary sessions into the following subjects:

- Future Directions for Vehicle Inspection;
- Integrating Vehicle, Driver and Infrastructure Strategies;
- PTI Business Scenarios;
- Achieving Inspection Integrity.

Four interactive workshops and a discussion forum covered additional subjects:

- Ensuring Best Inspection Practice;
- Priorities for New Testing Procedures;
- Corporate Member Presentations - Inspection Procedures and Methods;
- Regional Perspective;
- Discussion Forum Achieving Inspection Integrity.

The hosts of the Conference, Enoc and Tasjeel, provided an outstanding level of management of the event, which was completed with the visit of the inspection sites of Tasjeel Al Qusais and Tasjeel Sharjah in order to have a deeper insight of the vehicle inspection activities in the United Arab Emirates.

The General Assembly took place along with the Conference. CITA members endorsed the new strategy, approved the update of the bylaws, renewed the Bureau Permanent and the Council and welcome the new partner organizations.

We look forward to meeting you in the next CITA International Conference and General Assembly hosted by Centar za vozila Hrvatske – CVH in Zagreb, Croatia, the 6th, 7th and 8th of June, 2017.



SET STUDY

Sustainable Emission Test

The largest emission project for in use vehicle in Europe



Recommendation for effective exhaust emissions control during PTI

After being treated, exhaust emissions from combustion engines contain less pollutants harmful to health and environment. Therefore, regular exhaust emission control for motor vehicles is necessary. Through periodical tests, the control aims to ensure adherence to limit values for pollutant emissions over the whole period of vehicle use. In order to improve air quality, it must be assured that the motor vehicles' emission after-treatment systems operate well during the whole period of use.

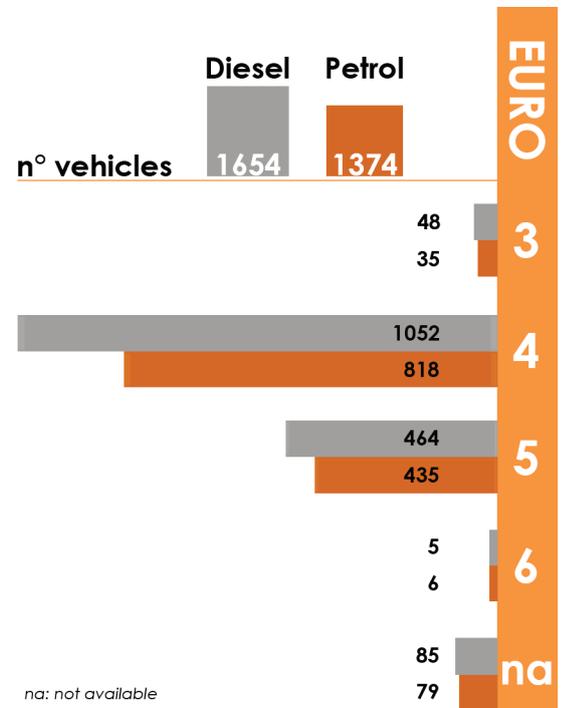
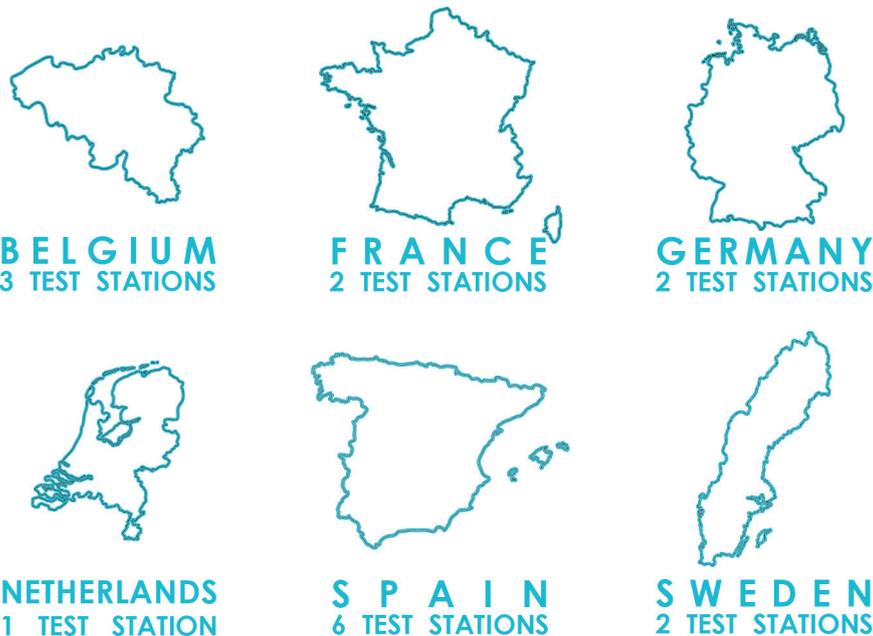
This implies that failures and maloperations are identified and repaired consistently and without gaps. Despite numerous innovations and regulatory measures (e.g. new technology, particulate matter badge) the air especially in urban areas is still polluted (e.g. particulate matter, nitrogen oxide) and limit values are frequently exceeded. There is a reasonable suspicion, that the current periodic emission test is not able to detect deterioration.

The "conventional" emissions control is carried out as direct measuring at the tailpipe. Under specific conditions in some member states modern vehicles can also be tested by means of reading out the Data Trouble Codes (DTC's) of the on board diagnostic (OBD) system. However, since the introduction of EOBD systems, their quality and effectiveness have been subject to discussion.

The specific aim of the SET study was to investigate the possibility of defining an improved test procedure for the measurement of particulate matter (PM), to be included in PTI tests for modern diesel cars with different types of exhaust after-treatment system.

In addition, an improved test has been investigated to measure CO emissions from modern petrol cars.

12 MONTHS / 6 COUNTRIES INVOLVED



Field trials were performed at 16 test stations located in various EU Member States: Belgium, France, Germany, The Netherlands, Spain and Sweden. A test procedure was developed for these field trials which included tailpipe measurements and also a check on the OBD system for both petrol and diesel vehicles (M1 and N1 category).

1654 diesel tests and 1374 petrol tests had been submitted for analyzes. The majority of vehicles were Euro 4 and 5 together with some Euro 3 vehicles and a few Euro 6 vehicles.

Aims of the Study

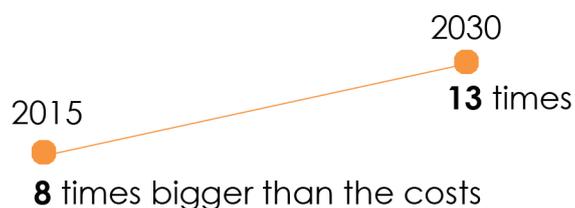
- Comparison of OBD read out (DTC's, Readiness Codes (RC) Status, Malfunction Indicator Lamp (MIL) status information) versus the tailpipe emission test (CO, k values for PM);
- Definition of suitable thresholds for PM-measurement devices (m^{-1} ; mg/m^3) for diesel vehicles, taking into account, accuracy of measurement devices as well as the level of gross pollutants to-day;
- Definition of new thresholds for CO measurement, taking into account, accuracy of measurement devices as well as level of gross pollutants today;
- Compiling a precise recommendation including a cost-benefit analysis for the European Commission to adjust the PTI directive.

Main Recommendations

- There is no clear correlation between an emission test and OBD check for either petrol or diesel vehicles. It is therefore recommended that for Euro 4 or later vehicles, both an emission test and an OBD check should be performed.
An official exhaust emission inspection performed via the on-board diagnostics system is thus not equivalent to an inspection of the exhaust gases, although this equivalence is claimed in Directive 2014/45/EU Annex I, No. 8.2.1.2/No. 8.2.2.2.
- Petrol vehicles:
 - For Euro 4 or later vehicles, a revised limit of 0.1% CO should be used for the fast idle test.
- For diesel vehicles:
 - For Euro 4 vehicles, because some are fitted with DPF's whereas other are not, the limit should be the plate value, but maximum 1.0 m^{-1} ;
 - For Euro 5 or later vehicles, a general limit is practical to apply to all diesel vehicles. It is recommended that a limit of 0.2 m^{-1} is used in the future.

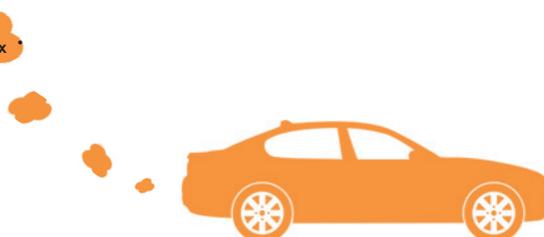
HIGH BENEFIT-COST RATIO

The benefit-cost ratio for the new testing procedure (combination of OBD-reading and tailpipe measurement including new thresholds) starts with approximately 8 and increases up to 13 in 2030.



NEXT STEPS

- Inexpensive test methods to measure NO_x ;
- Applicable limit values for NO_x .



CITA IS CONSOLIDATED IN SOUTH AMERICA

The 2nd Central & South American CITA Conference

SANTIAGO - CHILE 10th to 13th August, 2015. The event was organized by TÜV Rheinland Andino, sponsored by Actia Müller, Maha, Capelec, Ryne, Vteq, along with the sponsorship of the Chilean Ministry of Transportation and Telecommunications. This formed the perfect scenario for the 65 participants from different sectors of the automotive industry of the region; they gave life to the Second Central and South American CITA Meeting of PTI related entities.

During the Congress sessions, the condition of the technical vehicle inspection and its progress was noted, considering the current regulations of each country which despite sharing the same territory, the reality is as diverse as the multiculturalism in this part of the world. Specifically, Chile, Colombia, Argentina, Peru, Venezuela and Costa Rica prepared a detailed presentation of their inspection systems, along with the future prospects for the business.

In addition, this event provided the opportunity to learn about the new and special technologies and equipment that are present in the market, and available for the operators of the PTI Stations. Among the highlighted innovations shown by some of the sponsors of the Congress are the companies with international recognition and outstanding careers.

Finally, each of the developed presentations by outstanding representatives of public, private companies, operators, suppliers, and the own Vice-President of the permanent bureau, Dr. Thomas Aubel, was followed by rounds of dynamic questions, that allowed the interaction, exchange of information, experience and expertise between the participants.

THE IMPORTANCE OF THE EVENT. For CITA, a non-profit international organization, to carry out the Second Central & South American CITA Meeting of PTI Related Entities, do not only symbolizes a new step in the goal to project in the region. "In the year 2009 it was Colombia, today Chile, tomorrow another country in our region will be chosen to host the event of this magnitude, because CITA has a challenge ahead: The realities in each location are different, in policy issues as well as the development of the activity itself, becoming necessary to turn CITA in an entity with a voice on inspection issues outside the European borders" concludes Jorge Moreno, Chairperson CITA's Regional Advisory Group Central and South America "RAG & SAM".





2nd Global High-Level Conference on Road Safety

BRASILIA, BRAZIL 18th -19th November, 2015. The **Second Global High-Level Conference on Road Safety**, hosted by the **Government of Brazil** and supported by the **World Health Organization (WHO) and United Nations** was a milestone for road safety: for only the second time in history, government ministers and their partners in key decision-making roles from nearly every country of the world will convene to address road safety.

It gathered **2200 delegates from more than 110 countries** including key speakers such as Ms. Dilma Rousseff, President of Brazil, Dr. Margaret Chan, Director-General of WHO and 46 Ministers. **Lothar Geilen**, CITA Bureau Permanent and Council Member, was one of the speakers at the pannel parallel panel 3 "Safer Vehicles", moderated by David Warl, Secretary General of Global-NCAP.

The Conference was builded on the First Global Ministerial Conference on Road Safety, hosted by the Government of the Russian Federation in 2009. Its key outcome was a declaration calling for the Decade of Action: launched on 11 May 2011, the Decade of Action seeks to save 5 million lives over the ten-year period. It also followed the release in October 2015 of the WHO Global status report on road safety 2015.

The Second Global High-Level Conference on Road Safety was an opportunity for Member States, UN organizations, intergovernmental organizations, NGOs and private sector to **exchange information and experiences on best practices in road safety**. Delegates reviewed the progress in implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020 at its mid-point, and identified concretely how to achieve its stated goal.

Among the main discussion items in the conference were discussed: Key achievements in the Decade of Action, Next steps in achieving the goal of the Decade of Action, Road safety towards 2030 and Global targets and indicators for road safety.

CITA is pleased to have joined this important event. We thank the organizers of this Second Global High-Level Conference on Road Safety: **We must combine our efforts to assure we meet the goals set forth in the Decade of Action.**

EMEA

Future Mobility Conference

Held under the patronage of **H.E. Dr. Rashid Ahmed Bin-Fahad**, Minister of Environment and Water in United Arab Emirates (UAE) and Chairman of ESMA Board of Directors, the Emirates Authority for Standardization and Metrology (ESMA) announced '**the International Conference on Future Mobility**'.

The conference was a unique platform for regulators, government authorities, key industry players and thought leaders to get together and discuss the future opportunities, advances and innovations in electric and hybrid vehicles.

ESMA has identified the growing need for electric and hybrid vehicles in the UAE and through encouraging the use of electric and hybrid vehicles, ESMA seeks to support the Dubai Smart City Initiative launched by **H.H. Sheikh Mohammed bin Rashid Al Maktoum**, Vice President of the UAE and Ruler of Dubai as well as the goals of the UAE Vision 2021.

These initiatives aim to make the UAE a smart, integrated and connected country, sustainable with its resources and where environmental components are clean, healthy and sustainable. To this end ESMA is actively working towards drafting a federal law governing electric and hybrid vehicles in the UAE.

The conference was held at the Meydan Hotel in **Dubai** on **8 - 9 November 2015** and the event looked at the various aspects of electric and hybrid vehicles including regulations, development of supporting infrastructure, distribution, market potential, research and development and the relationship between electric hybrid vehicles and PTI.

Andrew Cattell CITA WG 4 Policy Expert on Continuous Compliance presented on behalf of CITA; Driver and Vehicle Standards Agency UK (DVSA).



New Working Agreement

CITA HAS ESTABLISHED NEW FORMAL AGREEMENTS WITH TWO ORGANIZATIONS:

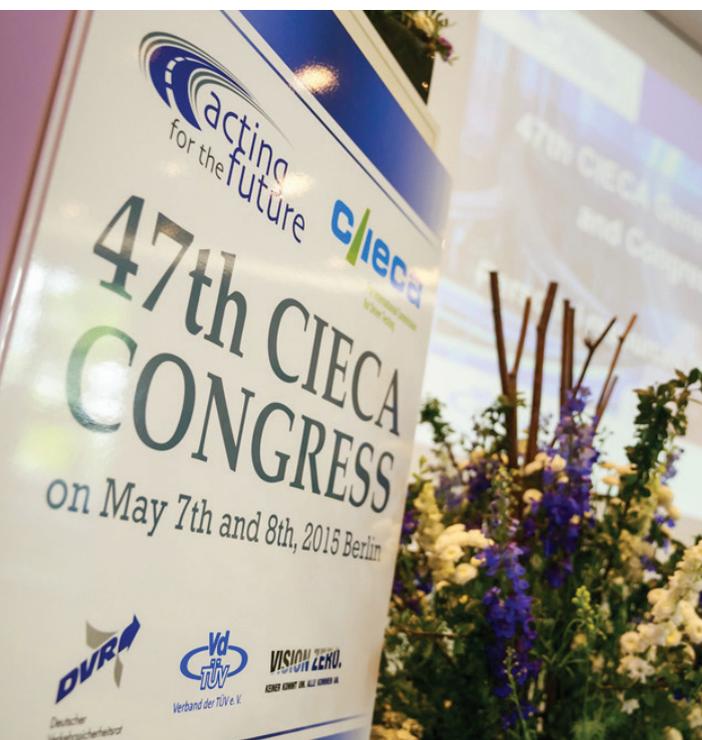
CIECA is the International Commission for Driver Testing Authorities, active in the field of road safety and driver testing. CIECA's aim is to improve driving standards, contribute to road traffic education, improve road safety, protect the environment and facilitate the mobility of road freight and passage transport, both private and commercial.

CORTE is the largest European association representing road transport national authorities as well as road transport associations and companies. The objective of CORTE is to encourage, promote and assist the development and implementation of policies for road transport, road safety and road security in Europe and at an international level.



The Agreement CIECA - CITA

The main aims of this partnership are to develop joint activities in fields of common interest and to exchange information. The fields of interest identified so far are the adaptation of vehicles to be driven by impaired people and the new vehicle technologies. Presidents of both associations have actively participated at the conference of CIECA, respectively CITA. The President of CIECA was given the possibility to present one of the keynote speeches at the CITA conference in Dubai.



CITA is building its new Stakeholders Map:



MILLENNIUM
CHALLENGE CORPORATION
UNITED STATES OF AMERICA



Inter-American Development Bank





CITA STRUCTURE

CITA Bureau Permanent Members:



Johan Cobbaut
President



Thomas Aubel
Vice President,
Secretary General



Lothar Geilen
Bureau Permanent &
Council Member



Thomas Klukas
Bureau Permanent &
Council Member



Eva Morger
Bureau Permanent &
Council Member



Alastair Peoples
Bureau Permanent
& Council Member



Aitor Retes
Bureau Permanent &
Council Member



Juan Diego Rodríguez
Bureau Permanent &
Council Member

CITA Secretariat:



Eduard Fernández
Executive Director



Mervyn Edwards
Technical Advisor



Rūta Tamošiūnaitė
Office Manager

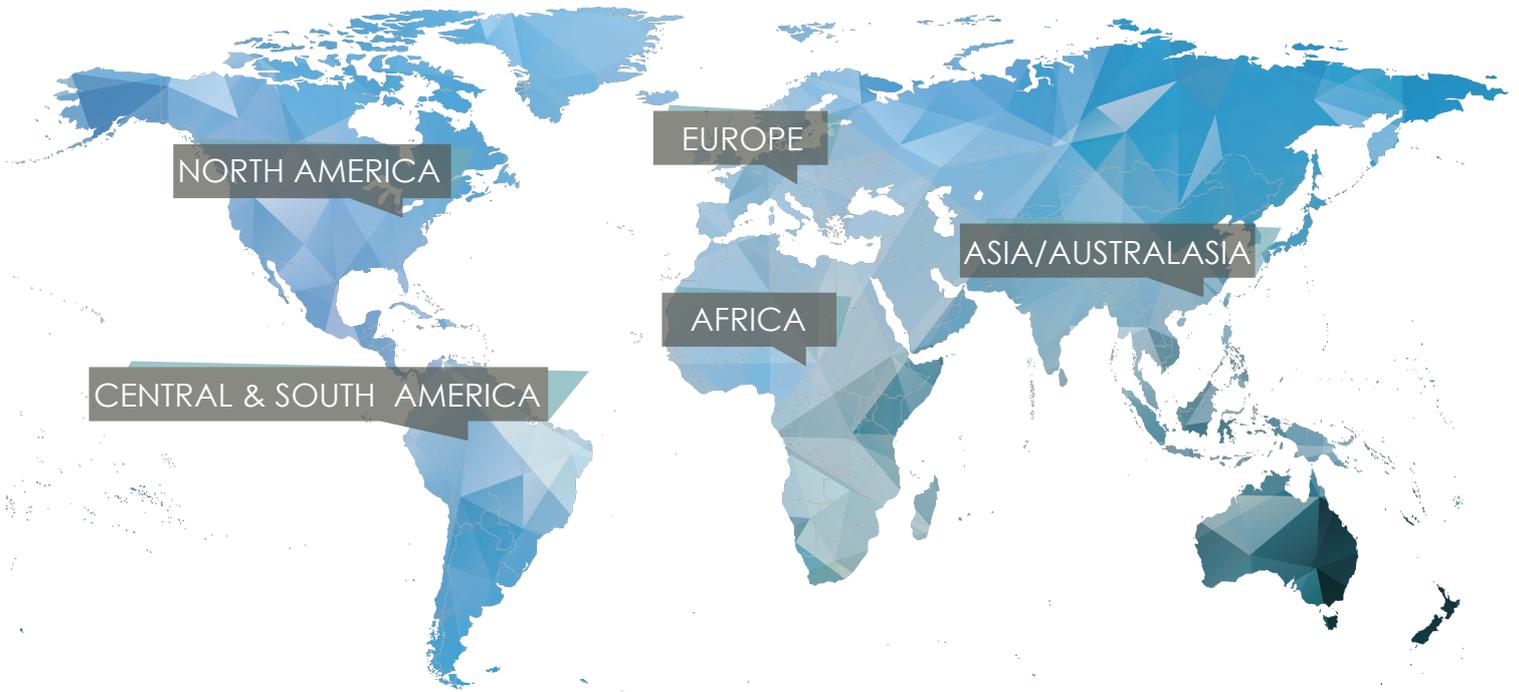


Daniele D'Onofrio
Communications
Manager

CITA International Structure:

In alphabetical order

- Armand Biberich** / Policy Expert - Topic Area Information Systems
- Pascal Buekenhoudt** / Deputy Policy Expert on Safety Systems
/ Technical Expert on Brakes
- Henk Bussink** / Technical Expert on Noise
- Emre Büyükkalfa** / Technical Expert on Quality
/ Chairperson of the Ad-Hoc Working Group "Anti-Fraud Measure"
- Andrew Cattell** / Policy Expert - Topic Area Continuous Compliance
- Macarena Fernández** / Technical Expert on Quality
- Tomas Geraghty** / Technical Expert on Training
- Viktor Kretzschmann** / Deputy Policy Expert on Standardized Inspection Outcomes
- Frank Leimbach** / Policy Expert - Topic Area Safety Systems
- Kenneth López** / Chairperson of the Ad-Hoc Working Group "Port of Entry Inspection"
- Peter Marrocco** / Council Member
Chairperson CITA's Regional Advisory Group North America "RAG NA"
- Hans-Jürgen Mäurer** / Deputy Policy Expert on Environmental Protection Systems
/ Technical Expert on Exhaust Emissions
- Jorge Moreno** / Council Member
/ Chairperson Regional Advisory Group Central and South America "RAG C&SA"
- Eva Morger** / Bureau Permanent & Council Member
/ Policy Expert - Topic Area Standardized Inspection Outcomes
- Antonio Multari** / Technical Expert on Exhaust Emissions
- Gerhard Müller** / Policy Expert - Topic Area Environmental Protection Systems
- Aidan Naughton** / Technical Expert on Information Systems
- Gerd Neumann** / Council Member
/ Chairperson Regional Advisory Group Europe "RAG E"
- Tri Nguyen Huu** / Council Member
/ Chairperson Regional Advisory Group Asia/Australasia "RAG A/A"
- Christoph Nolte** / Deputy Chairperson of Regional Advisory Group Europe "RAG E"
- Ferose Oaten** / Council Member
/ Chairperson Regional Advisory Group Africa "RAG A"
/ Chairperson of the Ad-Hoc Working Group "Implementing New Inspection Schemes"
- George Petelet** / Technical Expert on CO2 Emissions
- Hannu Pellikka** / Technical Expert on PTI Regimes
- Celestino Pérez** / Technical Expert on PTI Regimes
- Laszlo Ronay** / Technical Expert on Roadside Inspection Regimes
- Manfred Rudhart** / Technical Expert on Brakes
- Marian Rybiansky** / Technical Expert on Mechanical Systems
- Víctor Salvachúa** / Technical Expert on Roadside Inspection Regimes
- Piet Schäfer** / Technical Expert on Electronic Controlled Systems
- Helge Schmidt** / Technical Expert on CO2 Emissions
- Ralph Frank Schröder** / Technical Expert on Electronic Controlled Systems
- André Skupin** / Technical Expert on Other Roadworthiness Regimes
- Mark Synnott** / Technical Expert on Information Systems
- Stefan Teller** / Policy Expert - Topic Area Continuous Compliance
- Bert Top** / Technical Expert on Training
- Dang Tran Khanh** / Chairperson WG8 on 2&3 Wheelers for Asia-Australasia
- Jörg Van Calker** / Technical Expert on Information Systems
- Gerhard Wangrin** / Technical Expert on Noise
- Andrzej Wierzejski** / Technical Expert on Noise



CITA Corporate Members: Equipment and Services Suppliers



CITA Members:

In alphabetical order

FULL MEMBERS WITH VOTING RIGHT;
PROVISIONAL MEMBERS;
AFFILIATED ASSOCIATION MEMBERS;
AFFILIATED NON-ASSOCIATION MEMBERS.

AFRICA

ATTI - TUNISIA
AVTS Roadworthy Stations - SOUTH AFRICA
CCVA (Burkina Controle SA) - BURKINA FASO

SGS Maroc Automotive SA - MOROCCO
SICTA - IVORY COAST

ASIA / AUSTRALASIA

AIRIA - JAPAN
Al Mumayaz Vehicle testing - UNITED ARAB EMIRATES
CQC - CHINA
General Transport & Services - UNITED ARAB EMIRATES
Light Motor Vehicle Inspection Organization - JAPAN
Ministry of Land, Infrastructure, Transport - JAPAN
National Agency of Vehicle Inspection - JAPAN
JEVIC - JAPAN
KOTSA - KOREA
Mecanique Motor Vehicle Inspection - LEBANON
MVPI - SAUDI ARABIA
NZ Transport Agency - NEW ZEALAND
PUSPAKOM - MALAYSIA

PVI Company - KURDISTAN REGION
Quality Inspection Services - JAPAN
Quick Registration - UNITED ARAB EMIRATES
RTA - Licencing Agency Dubai - UNITED ARAB EMIRATES
STA Inspection PTE LTD - SINGAPORE
TASJEEL - UNITED ARAB EMIRATES
The Israeli Association of Vehicle Testing Inst. - ISRAEL
VICOM Ltd - SINGAPORE
Vietnam Register - VIETNAM
VINZ - NEW ZEALAND
VTNZ - NEW ZEALAND
WOQOD - QATAR

EUROPE

AECA-ITV - SPAIN
A-Katsastus OY - FINLAND
AM CERT dooel - MACEDONIA
ANCIA - PORTUGAL
Applus Danmark A/S - DENMARK
Applus+ Car Testing Service Ltd - IRELAND
APPLUS+ Iteuve - SPAIN
ASA - SWITZERLAND
ATISAE - SPAIN
AVTO KRKA iso d.o.o. - SLOVENIA
BILPROVNINGEN - SWEDEN
BIVV - BELGIUM
BOVAG - NETHERLANDS
Bundesanstalt für Verkehr - AUSTRIA
BUREAU VERITAS - FRANCE
CENTAR MOTOR d.o.o. - BOSNIA AND HERZEGOVINA
CENTER FOR VEHICLES OF CROATIA - CROATIA
CERTIO - SPAIN
Chamber of Commerce & Industry, GZS - SLOVENIA
DEKRA Automobil GmbH - GERMANY
DEKRA AUTOMOTIVE S.A. - FRANCE
Driver & Vehicle Agency - UNITED KINGDOM
Dunav Auto - SERBIA
Estonian Road Administration - ESTONIA
EUROLAB L.L.C. - KOSOVO
General de Servicios ITV, S.A. - SPAIN
GOCA asbl - BELGIUM
GRUPO ITEVELESA s.l. - SPAIN
GTÜ - GERMANY
HAK - CROATIA
IDIADA - SPAIN
Innovam Group - NETHERLANDS
ITS - POLAND
ITVASA - SPAIN
ITV SERVEIS - ANDORRA
IVESUR, S.A. - SPAIN
K1 Katsastajat Oy/Applus Finland - FINLAND
Ministry of Transport and Communications - KOSOVO

KÜS - GERMANY
Ministerio de Industria, Energia y Turismo - SPAIN
Ministero delle Infrastrutture e dei Trasporti - ITALY
National Transport Authority of Hungary - HUNGARY
ÖAMTC - AUSTRIA
Opus Bilprovning AB - SWEDEN
RAR - ROMANIA
RDW - NETHERLANDS
Retail Motor Industry Federation, Ltd - UNITED KINGDOM
RSA Ireland - IRELAND
RTSD Latvia - LATVIA
Russian Association of Motor Insurers - RUSSIA
RVSA-ITV (Prevencontrol ITV) - SPAIN
Secta Autosur - FRANCE
S-EKA - SLOVAKIA
Sensors Europe GmbH - GERMANY
SGS Group Management S.A. - SWITZERLAND
SGS Securitest s.a. - FRANCE
SIMI - IRELAND
SNCT s.a. - LUXEMBOURG
Supervisión y Control, S.A. - SPAIN
SWEDAC - SWEDEN
Techexpert - RUSSIA
TESTEK, s.r.o. - SLOVAKIA
Trafi - FINLAND
TRANSEKSTA - LITHUANIA
TÜV Nord Mobilität GmbH & Co. KG - GERMANY
TÜV Rheinland Iberica sa - SPAIN
TÜV Rheinland Kraffahrt GmbH - GERMANY
TÜV SÜD Auto Service GmbH - GERMANY
TÜVTURK - TURKEY
UTAC - FRANCE
VdTÜV e.V. - GERMANY
VEIASA - SPAIN
Vivauto SA Autivision - FRANCE
VOSA - UNITED KINGDOM
WKO - AUSTRIA
YKL ry - FINLAND

NORTH AMERICA

APPLUS+ Technologies, Inc. - USA
OPUS INSPECTION - USA

Parsons Advanced Technologies, Inc. - USA
SGS Testcom Inc. - USA

CENTRAL & SOUTH AMERICA

Consejo de Seguridad Vial - COSTA RICA
RITEVE SyC, S.A. - COSTA RICA

SGS Argentina - ARGENTINA
TÜV Rheinland Andino S.A. - CHILE

