

**WELCOME SPEECH**  
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Ladies and Gentlemen, good morning.

I would like to express our deep satisfaction for being host to the 2013 CITA's International Conference and welcome you all to Seville, one of the most beautiful and most culturally rich cities of Spain. We believe that this three-day event is a great opportunity to share and broaden our knowledge on technical vehicle inspection and to discuss on the future of this industry area with some of the most relevant experts and policy-makers coming from all over the world.

I am speaking on behalf of the Spanish Association of Vehicle Inspection Bodies, better-known as AECA-ITV. It represents 63 companies operating 365 centres and 952 inspection lanes altogether.

The association was established in 1982 and became a part of CITA shortly after, showing a particular interest in the regulatory aspects of vehicle inspection bodies. We are proud to bring to this Conference an extensive experience with some largely debated topics such as the inspection of agricultural tractors and motorcycles, and a sound awareness of the highest safety standards and quality principles.

From the beginning, AECA defends the idea that, just as the inspectors are demanded to act independently, avoiding every possible conflict of interest, the operators should also refrain from any entailment and profitability associated to the inspected vehicles, in order to ensure the objectivity of results and defend the consumer interest.

The Spanish operators base their management activity on the model established by each of the regional governments. The concessional system present in most of the country awards territorial exclusivity for operators after bidding.

Partly due to the diverse legal frame that operators face in Spain, there was a growing demand of a unified document where all the technical procedures and criteria were established. Consequently the Ministry of Industry published the "Procedures Manual of Inspection", which is now applied in all autonomous regions. Let us not forget that, despite the possibility of granting the service to private parties under a licence, the ultimate responsible of technical vehicle inspections is the member State.

All stakeholders involved in technical inspection want to help the State succeed in its mission and at present, AECA is collaborating with the Spanish Traffic Control Organism in a project that aims to connect all inspection points to their Data Processing Centre to achieve an accurate, real-time accounting of the vehicles compliant with the applicable regulations.

In Spain, we are certain that more and better technical inspections directly contribute to road safety and a more healthy environment.. The standard EN /ISO /IEC 17.020 granted by ENAC, the Spanish member of the “European Cooperation for Accreditation”, is allowing us to reach the highest quality levels demanded in the sector. This standard guarantees a regular calibration of the machinery, a timely updated training of the inspectors and the supervision of inspection methods by internationally regulated procedures, ensuring homogeneity and quality maintenance over time.

In this same spirit, AECA has collaborated since 2007 with the University Carlos III of Madrid. The study from that year entitled “Contributions of Technical Vehicle Inspection to Road Safety” has been updated with new data in 2012, including new types of vehicles as well. The report will be presented by its authors during these days and distributed to all the participants of the Conference.

To conclude this presentation, I would invite you to make the most of this event and not let pass the opportunity of learning and strengthening contacts with your peers. Before you travel back to your destinations, I am sure that you will have time enough to visit and enjoy the magical Seville. I hope that you will be delighted with its culture and architecture, its typical gastronomy and the wide leisure offer.