

*Encouraging the development and adoption of **Win-Win Approaches to Vehicle Inspection***

Background to, and aim of, this questionnaire

The AUTOFORE Study Report (Study of Future Options for Roadworthiness Enforcement in Europe www.cita-vehicleinspection.org/en/pdf/Autofore_Final_report_without_links.pdf) was presented to, and accepted by, the European Commission in early 2007. As many of you will already know, this report was generally well received by European governmental authorities and is seen by vehicle inspection organisations as a key platform for further development and enhancement of mandatory vehicle inspection, both in Europe and globally. Several European administrations are actively considering implementing some of the AUTOFORE recommendations.

Towards the end of 2007, the European Commission invited tenders for a review of 96/96/EC to assess, amongst other issues, the cost/benefit case for implementation of the three AUTOFORE recommendations to change European legislation (reference Recommendations 1, 2 and 3 – see Section 1 below). The Commission has still to let a contract for this work.

The work CITA undertakes through its various technical working groups has been rescheduled and prioritised as a means of furthering the development of AUTOFORE options that are not yet at the stage where they can be recommended for regulatory change. The next stage is for CITA to develop a prioritised plan for taking forward the work of these working groups and other studies recommended by AUTOFORE.

To ensure that this plan is as representative as possible of the views and needs of CITA Members and key stakeholders, CITA would welcome the contribution of all Conference Delegates to help with the finalisation of this plan. Delegates are asked to indicate their priority weighting and comments on the initiatives identified by AUTOFORE and to make suggestions for any other future initiatives designed to encouraging the development and adoption of Win-Win Approaches to vehicle inspection.

Confidentiality

In case CITA needs to clarify any of your answers or to develop your suggestions further, it would be helpful to know your identity as the person completing this questionnaire. However, CITA is very keen for the survey to be completed in a frank and open manner so that it hears as many constructive comments and views as possible. CITA therefore undertakes to treat your identity and the views you express as confidential – **only summary information will be made public at the Conference or circulated to CITA Members.**

Name and Organisation of person completing questionnaire

Name:.....

Organisation:.....

Nature of business if not a CITA Member:.....

Future CITA led initiatives– please will you indicate you view of the priority for CITA to take forward the list (at Section 2 below) of AUTOFORE Study conclusions of the most feasible options for improving roadworthiness, by using the following priority weightings:-

- 5- highest priority
- 4 – high priority
- 3 – medium priority
- 2 – low priority
- 1 –lowest priority
- 0 –not a priority

1. Taking Forward the AUTOFORE Recommendations

Recommendation 1 - Amend Directive 96/96/EC to increase the frequency of inspection for older vehicles of category 5 and 6, as defined in the Directive

Recommendation 2 – Amend Directive 96/96/EC to include the examination of safety relevant electronic systems that are already widely fitted (airbags, ABS and ESP).

Recommendation 3 - Amend the scope of Directive 96/96/EC to include two wheeled motor vehicles (international categories L1 and L3).

Recommendation 4 - In order to be able to develop the options for introduction by 2020, the following 3 projects should be initiated.

- a. Undertake a new study (“AUTOFORE 2”) to research the magnitude of the contribution of vehicle defects to accidents and to trial new inspection systems suitable for inspecting the functionality of electronically based technologies.
- b. Undertake further work to develop proposals of improving compliance and the effectiveness and efficiency of vehicle inspection.
- c. Undertake further work to develop proposals for further harmonisation of European roadworthiness standards.

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2. These recommendations are based on the AUTOFORE Study's conclusions on the following list of the most feasible options for improving roadworthiness

A. Improve roadworthiness Directives

1. Amend Directive 96/96/EC to include more frequent inspections for older vehicles of categories 5 and 6, as defined in the Directive. ☐
2. Extend Directive 96/96/EC to include other vehicle categories such as motorcycles. ☐
3. Broaden Directives 96/96/EC and 2000/30/EC to include electronics-based technologies, in particular ABS, ESP and airbags. ☐
4. Amend Directive 2000/30/EC to ensure that all member states undertake enough roadside inspections of commercial vehicles to improve operator behaviour. ☐
5. Identify and evaluate further candidate electronic systems for adding to Directives 96/96/EC and 2000/30/EC. ☐
6. Improve European harmonisation and cooperation on roadworthiness enforcement measures. ☐
7. Facilitate the mutual recognition of PTI status across member states by amendment/extension of the Directives. ☐

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B. Improve the type approval requirement and legislative process

8. Update the regulations and Directives governing roadworthiness enforcement as an on-going process.

9. Promote type approval requirements that take into account in-service enforcement.

C. Develop infrastructure required to inspect electronically controlled systems

10. Develop expanded standard physical interface (OBD) and communication protocols.

11. Include standardised functionality testing of electronic systems in type approval standards.

D. Promote improved compliance

12. Explore option to including a durability rating of light vehicles in EuroNCAP or equivalent.

13. Promote improved maintenance management of heavy vehicles through clarification and improved enforcement of legal obligations with regard to vehicle maintenance.

14. Promote improved maintenance management of heavy vehicles by voluntary accreditation and by other means.

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15. Improve awareness of the importance of roadworthiness and proper maintenance through education and information.

16. Make it easier for vehicle owners to comply by actions such as providing appropriate and timely information, reminders and visible symbols such as windscreen discs and convenient and accessible scheduling systems.

17. Provide fiscal or insurance incentives to improved maintenance.

E. Develop supporting roadworthiness inspection databases and related items

18. Develop technical database of vehicle make and model specific information for PTI and roadside inspection purposes.

19. Link national databases of PTI results for targeted enforcement purposes.

20. Develop a European vehicle and component recall database and link recall actions to PTI inspections.

F. Improve linkages between forms of roadworthiness enforcement

21. Improve proof of compliance to demonstrate that a vehicle has been checked for roadworthiness.

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22. Develop a Europe-wide vehicle identification system (e.g. smart cards) as a means of positively and efficiently identifying individual vehicles.

23. Link national databases of licensed operators and their in-use performance.

G. Support research and development

24. Undertake further research to quantify the benefits of the new technologies that are being introduced on vehicles and to quantify the benefits of maintaining vehicles in roadworthy condition throughout their life.

25. Collect accident, emissions and other data for future economic assessment and policy development.

26. Further expand and enhance the economic assessment model developed by the AUTOFORTE Project

3. Other Initiatives that you have identified