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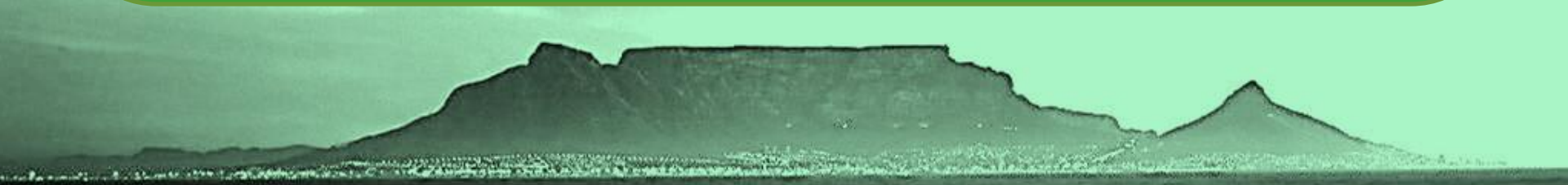
INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

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Vehicle Inspection The Belgian Model

Philippe Bernard

President of GOCA and General Manager AIBV, Belgium





Vehicle inspection -the Belgian model

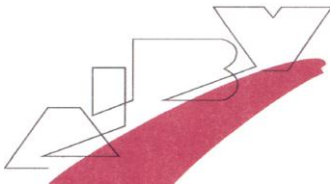
from the origin till now and the link to the European vision

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Short HISTORY and some numbers for Belgium

1933
Start of PTI in Belgium

1938
Federation GOCA started informally (formally founded in 1962)

1965
Introduction of driving license testing

NOW
10 accredited companies

77 inspection centers

32 driving license test centers

2013 data

4.667.824 vehicle inspections

294.287 Practical driving test

350.528 passenger cars received a bonus year

372.411 Theory test

779.439 2nd hand car inspections

270 examiners

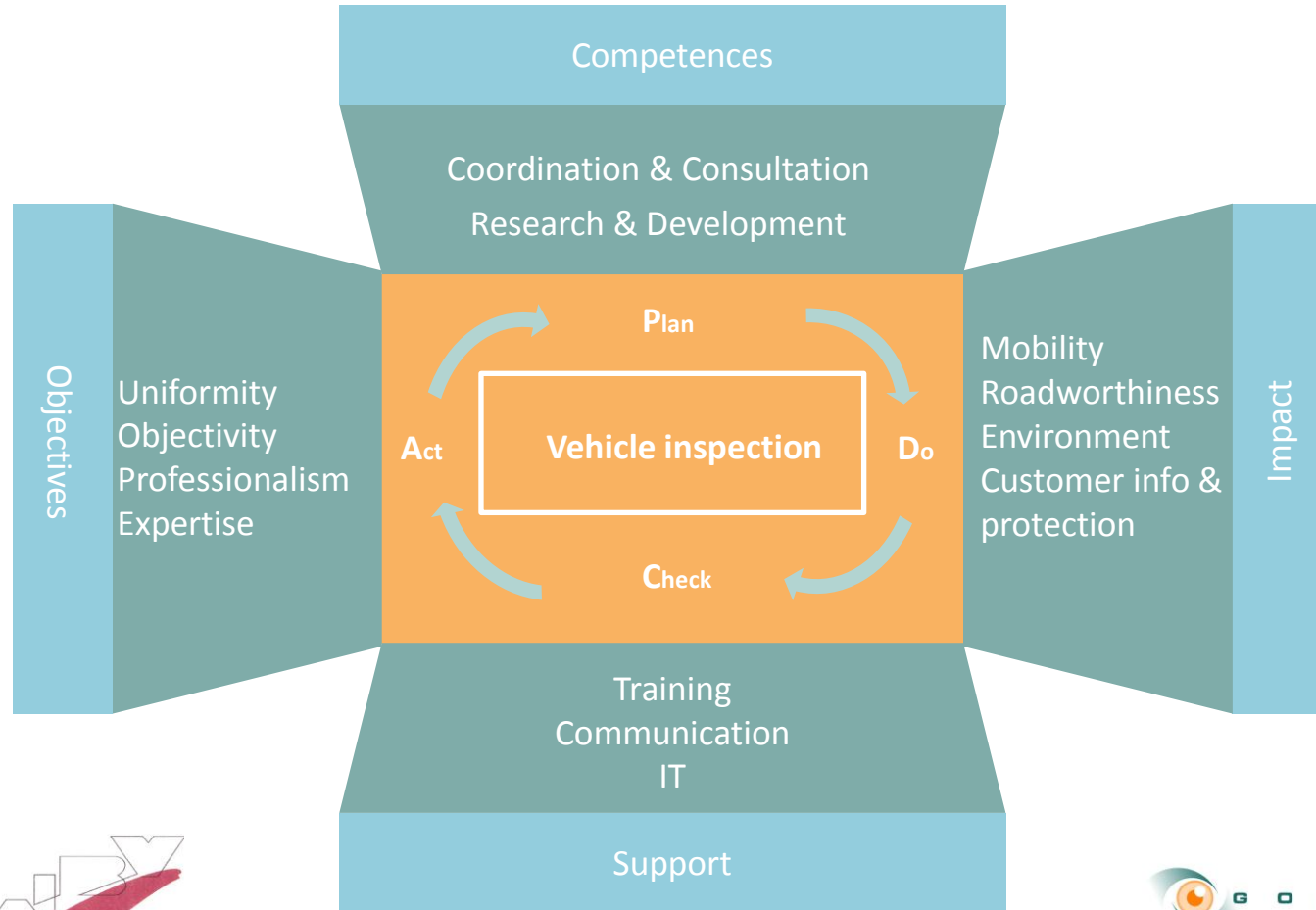
9.499 technical roadside inspections

1960 inspectors

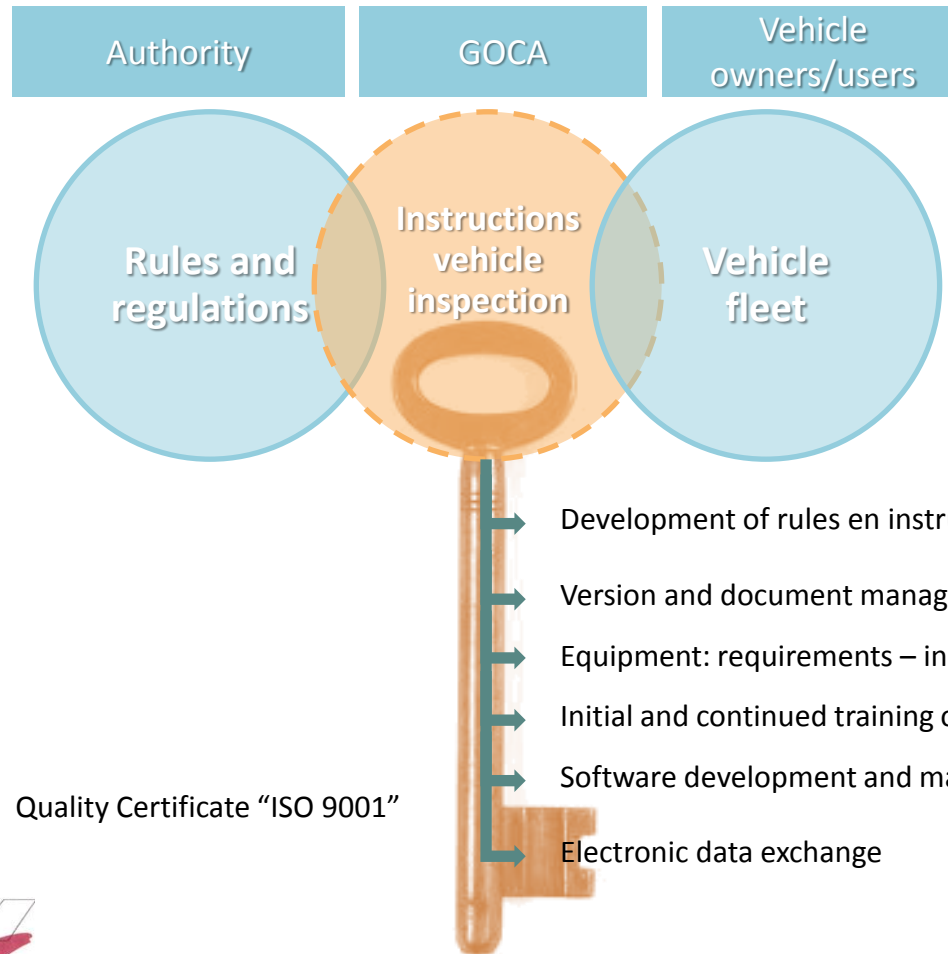


The GOCA federation

service and coordinating platform– center of expertise



VEHICLE INSPECTION < UNIFORMITY & OBJECTIVITY



Quality Certificate "ISO 9001"



European PTI Directive: different aspects

(awaiting approval – March 2014!?)

- Vehicle categories to be inspected periodically
- Test frequencies
- Inspection points – inspection method
- deficiencies description – assessment of the severity
- Testing facilities and equipment: requirements – calibration
- Personnel: competence and training requirements
- Supervision of the PTI activities by the authorities
- Exchange of information related to vehicles and the PTI on EU level

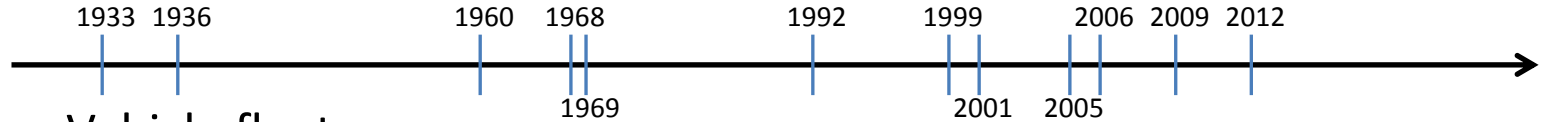


Belgian PTI today related to the future directive

- **Vehicle categories** => *all covered except: agricultural tractors used for road transport and 2-3 wheelers >125 cm³
extra in Belgium: small trailers (750 kg < O2 ≤ 3500 kg MAL)*
- **Test frequencies** => *more severe for M1 (= 4/1+1/1+1/1/...) and all commercial vehicles (e.g. N1 = 1/1/...)*
- **Inspection points – inspection method**: *few extra points and an extra method*
- **deficiencies description – assessment of the severity**: *more detailed list – comparable severity system*
- **Testing facilities and equipment**: *requirements, maintenance and calibration much more detailed covering all measuring equipment*
- **Personnel**: *minimum competence and training requirements established – to be aligned with the new requirements*
- **Supervision of the PTI activities by the authorities**: *audit section of the ministry for administrative and technical (funded by the PTI) – independent annual verification by IBSR*
- **Exchange of information related to vehicles and the PTI**: *on national level*



PTI in Belgium: from α to now



– Vehicle fleet:

- Transport of people and goods: PTI for busses (1933) and trucks with their trailers (1936)
- Passenger cars: second hand cars (1960) - cars involved in accidents (1968) – periodical technical inspection (1969)

– Evolution of used methods and equipments (e.g.):

- suspension test (1992)
- Advanced measurement method for inspection of passenger cars involved in an accident (impact on safety items)(1999)
- New equipment for emission testing of diesel cars (1999)
- New brake test method for vehicles with air brakes (2005)
- extend second hand car inspection (EOBD read out incl.) (2006)

– Additional service level for the customers:

- Extended opening hours in the morning (2001)
- Evening opening and appointment system (2009)
- Inspection at the customer's premises (commercial vehicles- scale!) (2012)

- ⇒ Measurement through independent customer satisfaction analysis
- ⇒ Complaint registration and analysis
- ⇒ Contacts with related automotive organizations



Introducing PTI: a possible approach

- Focus on road safety in general (driver – vehicle – road infrastructure)
 - Focus on roadworthiness and environmental impact
 - Periodical technical inspection
 - Maintenance
 - Repairs
 - Limit the scope to over represented vehicle categories and focus to reduce road deaths and injured people
 - Accident statistics
 - Accident analysis
 - Make road users aware (it happens also to your)
 - Use good cases/experience as an inspiration source (best practices - CITA)
- => Adapt to your reality and local boundaries (realistic goals)



Vehicle inspection < PROFESSIONNALISM & EXPERTISE

Periodic Technical
Inspection



Inspection of
repaired cars
due to an
accident



2nd hand car
inspection

Tuning



VEHICLE INSPECTION < PROFESSIONALISM & EXPERTISE

Roadside technical inspections => directive 2000/30/EU

Commercial vehicles: trucks and their trailers, busses registered in Belgium and in other countries used on the Belgian roads



Which PTI management model used in Belgium?

- Liberalized market based on concessions under strict conditions (Royal Decree 1994)
 - Independence from all repair, maintenance, sales and insurance of vehicles and also from all driving licence school activities
 - Quality , remuneration and quantity of staff (criteria - boundaries)
 - Specific accounting scheme and budget rules
 - Ownership of buildings (location and building plans approved by the Ministry of Mobility and Transport)
 - Office space available to the Belgian vehicle registration office (at no cost)
 - No advertising / publicity
 - Geographical coverage of the concession (unwritten max 25 km drive for the customer to the inspection center)
 - Testing equipment obligations

(see also next slide)



Which PTI management model used in Belgium?_(bis)

- Inspection fees imposed on national level subject to indexation every 2 yr (in every inspection center the same pricing)
- Obligation to do the driving licence test activity (operational costs not covered by the fees)
- Supervision: audit team of Ministry of Mobility and Transport paid by the 10 companies



Partnership AIBV – Bureau Veritas

- Background
- Delivery of consultancy services within the framework of periodical technical inspection activities
- Missions done in Mauritania – Morocco – Mozambique – Tunisia...



1- Creation of an inspection service

a) Prior analysis

- Request for proposal into force
- Contents of inspection
- Technical criteria
- Equipment used
- Quality system already implemented

b) Technical training of future auditors

- Reminder of mechanical fundamentals
- Inspection procedures for each element
- Technical criteria applicable to each element



1- Creation of an inspection service

c) Training for quality

- Observance of inspection procedures
- Equipment check
- Traceability

d) Audit methodology

e) Creation of audit checklists

f) Implementation in-situ and debriefing (2nd phase)



2- Arguments regarding the need for establishing a periodical technical inspection

- a) Government request
- b) Arguments regarding various aspects:
 - Improvement of road safety
 - Economic
 - Social
 - Environmental
 - Tourist
 - Measuring tool
 - Proof of good administration



3- Development of a tender for a concession

- a) Participation in the writing of technical elements which constitute the request for proposal
- b) Development of organization plans
- c) Participation in the selection of equipment suppliers
- d) Formulation of operating procedures



Thank you for your attention

Questions?

Always available for further discussion
during the breaks

