Dear CITA members, Dear CITA colleagues,

Since our last global conference in Dubai, CITA is building its new communication platform and creates awareness during third party contacts that fits CITA’s vision and mission based upon our 5 primary pillars:

- **Best Practice**
- **Impartiality**
- **Engagement**
- **Awareness**
- **Knowledge**

By this second CITA news you can discover some of the steps forward made by the CITA Secretariat as supported by the Bureau Permanent and, not to forget, in collaboration with members representatives through Regional Advisory Groups and third parties.

CITA has clearly increased awareness in the past period of who we are, who we represent and what knowledge we can bring to the table from different parts of the globe. CITA has participated in the Global Road Safety Facility partnership meeting in Washington, the UN Road Safety Workshop in Geneva amongst other, and it has presented the results of the SET study at the European Parliament.

CITA is also increasing awareness by re-engineering and adapting its communication tools and platforms: a new CITA website and social media channels were launched, a regular CITA Newsletter and the new CITA Newsflash are established.

Last but not least, CITA and its member representatives are organizing a Regional Advisory Group meeting in Asia/Australasia, a regional conference organized by the RAG South & Central America in Costa Rica and an information session in collaboration with representatives from the World Bank related to the Global Road Safety Facility.

Want to know more, check this Newsletter and the [new CITA website](#).

Enjoy your reading and thank you for being a CITA member.

Johan Cobbaut
CITA President
At the beginning of 2016 we have presented our Annual report 2015 and we have announced the launch of our new logo, the newly designed website, as part of the ongoing evolution of CITA.

The Annual report 2015 is a compendium of its activities for the year 2015 and it can be downloaded quickly and easily, or read online. If you haven’t read it yet, click here to have a look.

New logo. It was the perfect time for CITA to evaluate its logo, to ensure it was in sync with who it is and where it is going. After careful consideration, CITA chose a new logo that represents its continuity with the past, but with a more modern look that captures the CITA’s future direction.

In order to unify all its documents in the same graphic style, CITA has prepared the following templates to be used in different occasion:

- CITA’s new logo in different colours and format;
- PowerPoint template for official presentation;
- Word document template.

Feel free to contact CITA secretariat to receive the document/template you need.

New website. CITA new website, aside from being aesthetically pleasing, is more agile, interactive, and is easier to read and navigate, enabling members and visitors, to find what they need quickly. Just as importantly, CITA key messages and value propositions are evident and clear. One of our main goals we wanted to achieve when designing the new website was to help visitors get to know us better and get a feel for who we are as a group.

What’s also new...is that you can now reach us on the social media: we opened a page on Facebook, Twitter, LinkedIn, Flickr and YouTube.

Don’t forget to follow and like us!
CITA has pleasure in inviting you to the next CITA Regional Conference of Central and South America, which is due to take place the 8th – 9th– 10th November 2016, in San José, Costa Rica, and is being hosted by Riteve SYC.

In the last years, CITA Conferences have become a meeting point for experts in vehicle inspection. The 3rd CITA Regional Conference in Central and South America is an unique opportunity to meet the most outstanding professionals and to retrieve state-of-the-art information.

THE COUNTRY AND THE VENUE

Costa Rica: is a democratic and peaceful country, with a population of 4.8 million and located in Central America. It has not had an army since the year 1949. Although the country is small (51,100 km²) and it covers only 0.03 % of the surface of the globe, it proudly shelters a 5% of the existing biodiversity in the entire world. 25.58 % of the country is composed of conservation and natural protected territory, this is why Costa Rica’s main source of income is tourism. Costa Rica is also an attractive country for investment and it offers great potential for the establishment of important multinational companies.

San José: is the capital of Costa Rica, and the nation’s largest city. Located in the Central Valley, San José is the seat of national government, the focal point of political and economic activity.

The Location: the Barceló San José Palacio hotel is located 13 km away from Juan Santamaría International Airport and 5 km from the center of the capital San José in Costa Rica. It has good connections with the main businesses, shopping and leisure areas, such as the National Stadium.

IMPORTANT NOTE:

- Be part of the event as a sponsor is still possible.

We invite you to carefully read this document with all the sponsorship choices, and send it back as soon as possible. Moreover, we offer the opportunity to book a conference promotion stand. If you are interested, please fill in this document and send it back (the spaces will be allocated on a first come, first served basis).

- We are still seeking proposals for papers.

The theme of the Conference is: 'Development of Technical Inspection Schemes'. We kindly invite you to send us the title of your presentation, a brief summary highlighting the content of your proposal and contact details of the person in charge to give the speech. Don’t hesitate contacting us for any further details.
The results of the 10th CITA RAG AA meeting

The 10th CITA RAG Asia/Australasia meeting has been hosted by Kotsa in Seoul with the theme ‘New Inspection Schemes’. Korea Transportation Safety Authority has been working for the development of transportation safety management by reducing traffic accident rates in the road, railway, and aviation. Thanks to vehicle safety research, transportation safety investigation research, and advanced transportation information system it aims at developing a sustainable future of transportation.

The event has seen the participation of more than 80 attendees. Much appreciated was the participation of the Deputy Minister for Transport Policy & Logistics - Mr Seung-ho Lee, the Member of the Korean National Assembly - Mr Sung Tae Kim and the President of Kotsa, PhD Mr Young Tae Oh. Different presentation were made by the Chairman of the RAG AA - Tri Nguyen Huu, the CITA Policy Expert of Continuous Compliance - Andrew Cattell, the CEO of Tüv Nord - Dr Robert Plank, the CEO of VINZ - Gordon Shaw, from MLIT (Japan) - Mr Shigehiko Imada and from RYME - Daniel González. At the end of the two days meeting, all participants were invited by Kotsa to visit the TS vehicle inspection site of Sang-Am, the TS KATRI and the Hyundai Factory in Seoul.

- It is possible to download the presentations, by following THIS LINK (ONLY FOR CITA MEMBERS)
- Here are some pictures of the event

CITA and its SET Project at the European Parliament

Last 20th April 2016, Invited by the MEP Mr. Ertug, member of EMIS committee (Emission Measurement in the Automotive Sector), CITA has presented, during a working lunch on sustainable emissions testing, the results and conclusions of the SET study at the European Parliament.

The presentation of the SET Project was made by CITA’s policy expert, Mr. Gerhard Müller assisted by Mr Eduard Fernandez, CITA’s Executive Director that has introduced CITA and its work to the attendees. CITA’s president, Mr Johan Cobbaut, was present at the event. Kathleen Van Brempt, President of EMIS committee and Michael Cramer, Chair of Committee on Transport and Tourism, participated as well as other MEPs and some assistants at this meeting with great interest.

The aim for CITA was to explain the short term benefit for health and environment of a modernized periodic emission test which is targeting gross polluters by lowering the threshold values for petrol and diesel cars at PTI. Additionally, Mr Müller has described how an introduction of a mandatory combination of tailpipe testing and OBD reading will give an improved evaluation of the emission system of the vehicle.

The statement also launched was that already the type approval legislation has to contain procedures to enable data access and meaningful checks at PTI: type approval and PTI should form an integrated reality and should not remain two separate worlds. A clear link through availability of data and predefined read outs will be a significant step forward.

During the meeting there was great attentiveness by the attendees to understand in depth how vehicles behave in real life compared to type approval tests.

Many questions were asked about what are the conclusions from the SET study for further possible actions.
In 2015, the UN Secretary General appointed his Special Envoy for Road Safety, Mr. Jean Todt, in effort to raise attention on need for greater road safety. To contribute to this objective, and on the occasion of the 78th session of the UNECE Inland Transport Committee, the UN Secretary General’s Special Envoy for Road Safety has hosted on the 22nd of February at the Palais des Nations, Geneva, a Road Safety Workshop. The workshop was an opportunity for participants to learn more about the UN legal instruments for road safety and the importance of harmonisation of these tools across the world, presented by UNECE experts.

On the 22nd February, CITA has attended the Road Safety Workshop that has seen the participation also of Mr. Jean Todt, UN Secretary General’s Special Envoy for Road Safety and president of FIA, Mr. Christian Flis Bach, Executive Secretary UNECE and Ms. Eva Molar, Director Sustainable Transport Division UNECE. 

During the workshop, CITA has joined the panel “Partnership for Results”, highlighting the benefits of agreements between different stakeholders to reach global road safety partners. During the panel, vehicle inspection and maintenance has been identified as one of the crucial activities to improve road safety in developing countries.

On the 23rd February, CITA has also participated in the 78th session of the Inland Transport Committee. The theme of the meeting was: “Policy Oriented Segment. Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies”. At the meeting Eduard Fernández, CITA Executive Director, has underlined the importance of ensuring that ITS and ADAS are reliable during the whole life of vehicles.

CITA has attended the 3rd meeting of the informal working group (IWG) on PTI, hosted by NIIAT in Moscow, last 29th of February.

The scope of the IWG meeting is drafting amendment concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections, based on the Agreement on Periodical Technical Inspection signed in Vienna the November 13, 1997.
The Global Road Safety Facility
GRSF partnership meeting

WASHINGTON, USA | 13TH JANUARY, 2016

CITA has attended the Global Road Safety Facility – GRSF partnership meeting, at the World Bank Headquarters in Washington.

GRSF partnership meeting is organized by the World Bank and plays an important role in the UN Decade of Action for Road Safety.

In fact, the Global Road Safety Facility (GRSF) is a plan dedicated to the vital issue of road safety, and the activities, measures, and findings that can improve road safety, with emphasis on accelerating and reinforcing the capacity of low and middle-income countries to implement affordable road safety programs.

The strategic plan for 2013-2020 reaffirms the GRSF’s mission and sets out how it will contribute to the decade of action, leveraging the global expertise of the World Bank, and working in close collaboration with donors and partners.

Johan Cobbaot - CITA President, Lothar Geilen – Bureau Permanent Member and Eduard Fernandez - CITA Executive Director have participated to the meeting. Other attendees were UNECE, Bloomberg Philanthropies, Department for International Development – UK, U.S. Department of Transportation and FIA, among others.

At the meeting Mr. Cobbaot gave a speech about the role of vehicle roadworthiness in road safety policies. Meeting the international goals on road safety presents a challenge to the global community.

FOR MORE INFORMATION CLICK HERE

PTI Workshop

ZAGREB, CROATIA | 17TH – 18TH MARCH 2016

Two months ago, the PTI Workshop organized in Zagreb by CVH, RDW and BASI took place in Zagreb.

The Centar za vozila Hrvatske (CVH) is the CITA member that will host the 2017 CITA international Conference and General Assembly.

The workshop brought together leading experts of governmental and non-profit organizations related to roadworthiness and dealt with some of the most pressing issues in the field of the OBD and emission testing, brake testing acc. to ISO 21069, supervision and quality control, and the EU Directive 2014/45/EU.

The event have seen the participation of around 70 attendees coming from Croatia, Germany, The Netherlands, Belgium, France and the European Commission among others.
Introducing the

**“NEW INSPECTION SCHEMES” WORKING GROUP**

CITA, since its establishment has engaged with leading global vehicle inspection organisations to establish and develop best practice in the field of Periodic Technical Inspection of vehicles. They are now an international forum for exchanging related information, experience and expertise amongst a large number of vehicle inspection stakeholders.

It was with these principles in mind that CITA devised and instigated a new ad hoc working group dedicated to documenting basic best practice for those countries looking to introduce a Periodic Technical Inspection (PTI) regime for the first time or indeed those who are looking for ways to re-invigorate an already established regime which may no longer be meeting the needs of Government or the public.

The group is led by Ferose Oaten, the Managing Director of AVTS Roadworthy Stations in South Africa and the Chairperson of CITA’s Regional Advisory Group Africa. Ferose is ably assisted by Mark Synnott, Development Manager with Applus in Ireland and the CITA Technical Expert for Information Systems. Other members of the group include Bill Dell of Opus Inspection and Guy Morvan of SGS.

The goal of the working group is the publication of a comprehensive whitepaper which articulates the key areas which at a minimum require consideration by an Authority seeking to introduce a PTI regime. The scope of the whitepaper will include the following:

- Objectives of PTI Schemes;
- Potential Structures;
- Funding Models;
- IT and Technology;
- Quality Management System;
- Test Standards;
- Operational Processes;
- Human Resource & Training Management;
- Fraud Management (in conjunction with the CITA Ad Hoc Working Group addressing Fraud Management, led by Emre Büyükkalfa).

Work on drafting the whitepaper has commenced with sections addressing the objectives of PTI schemes and the potential structures which can lay down the foundation for a successful inspection regime currently undergoing peer review.

The objectives of a PTI scheme can be summarised as follows:

- Improve Road Safety for Users;
- Reduce impact to the Environment;
- Protect National Wealth.
The above objectives must be considered when examining the potential structures which lay the foundation for a successful implementation of a PTI regime. These structures are assessed under the following headings:

- **SERVICE SUPERVISION** – To ensure that the service is provided with integrity and in a manner which seeks to maintain and improve on the performance and objectives of the PTI programme;

- **SERVICE EXECUTION** – This means the Authorised body is responsible for the day to day execution of inspections. The PTI can be delivered by the Government itself or outsourced to a private operator with a monopoly or a regional concession, or the service could be operated as part of a liberalised market where any organisation meeting a minimum standard can be licenced to operate, perhaps in conjunction with a repair function. Each model has advantages and disadvantages, but what is right for any country will depend on many factors which are unique to that country, including political, cultural, topographical, historical and demographical factors;

- **PLATFORM** – This encompasses the commonality in terms of IT system, training, standards, customer service, booking method, etc. Do all the inspections centres share the same platform or do they use different ones depending on who is responsible for the supervision or execution of the service? Are all inspections carried out using the same equipment by inspectors with similar qualifications trained to same standards using a set procedure? Is all data collected on a consistent basis to allow analysis with integrity? Do customers experience the same standard of service regardless of test centre?;

- **FUNDING STRUCTURE** - PTI programmes can be treated as a cost to the government or an opportunity for income generation but regardless of which model is chosen it must be set at a level that is affordable to the general public and also attractive enough to Vehicles Inspection Service Providers to encourage them to enter the market and to provide a service with integrity.

There is a lot of work ahead for the group, but the team that has been formulated is fully committed and look forward to sharing more of their approach on the best practices of PTI programmes in the future.

---

**Topic Area 2 starts the SET II project**

**NO$_x$ - Measurement during Periodic Emission Test**

In recent years the periodic emission test requirements have been updated. However, they have not kept pace with the developments in vehicle technology or the increased importance of NO$_x$ emissions. Especially NO$_2$ is associated with a range of environmental and human health problems. But for decades we are solely testing tailpipe emissions of carbon monoxide (CO) and particulate matters (PM).

**Even by the most recent PTI Directive 2014/45/EU NO$_x$ measurement is not included.** The periodic emission test in Europe for modern diesel vehicles seems to lose its effectiveness.

Therefore **Topic Area 2 started a new project**, called **SET II**, to investigate how NO$_x$ emissions of diesel vehicles could be measured during PTI emission tests.

The aim of the study is to **develop applicable and cost effective measurement procedures which can be performed as a periodic emission test and provide valid results.**

To achieve the aim, the project already started with a comprehensive literature research. Further on, laboratory tests are planned as well as field tests. **It is expected to finish the study until the end of this year.** The steering team with the technical experts of **Topic Area 2** is chaired by Gerhard Müller, and the project manager is Pascal Buekenhoudt.
The European Commission published the proposal for type approval regulation

Technical Expert Group was established.

On January 27, the European Commission (COM) published its new proposal on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

The COM sees the need to improve the enforcement of the type-approval framework by harmonizing and enhancing the type-approval and conformity of production procedures applied by Member States.

This proposal sets out the harmonized rules and principles for the type-approval with a view to ensure the proper functioning of the internal market for the benefit of businesses and consumers and to offer a high level of safety and protection of health and of the environment.

By reinforcing the requirements relating to the competence, obligations and performance of the technical services that carry out tests for type-approval under the responsibility of type-approval authorities, the whole process should improve.

For COM, the proper functioning of technical services is crucial for ensuring a high level of safety and environmental protection and citizens’ confidence in the system. In future it becomes even more important for technical services to strengthen the impartiality and to align the existing different levels.

In addition, there is a need to adjust the type-approval tests and the PTI procedures for safety- and environment-relevant components to guarantee continuous compliance.

CITA members play an important role not only regarding type-approval tests, but also regarding periodic technical inspection (PTI).

Therefore, CITA established a type-approval expert group to deal with the proposal and to develop a CITA recommendation. Aitor Retes is the Bureau Permanent member in charge of this subject, and Gerhard Müller as chairperson will take care of the coordination of the group within the framework of the RAG Europe.

The first meeting of the expert group took place in Brussels on April 21, 2016.
According to you, as a new Vice President of CITA and representative of the RAG C&S, what are the biggest challenges for the organization and Regional Advisory Group Central & South America in the next future?

One of the current biggest challenges of CITA is to increase its presence at every international summit related with roadworthiness, in order to establish new relationships with public institutions and private companies that are working to get the same goal, reduction of accidents and pollutant emissions due to the land transportation activity. In this way, the Regional Advisory Group of Central and South America expects governmental agencies and corporations from all countries in the region related directly with the technical inspection of vehicles to incorporate to our association.

What are the main objectives of the next CITA Regional Conference of Central and South America in Costa Rica?

Taking into consideration that in this region there are countries with long experience of technical inspection and there are others where the PTI scarcely exists, we might consider two main objectives:

1 - For the first kind of countries, showing the possibilities of improving the inspection they are carrying out, taking the experience and knowledge from other countries —inside or outside this region— where the test of the vehicles is entering on a new technical age.

2 - For the second group of countries, recommending a gradual upgrade or implementation of the inspection system in order to adapt the way of checking the vehicles to the country reality and necessity. It is very important to avoid the social rejection of this public service due to the setting of tests and standards out of proportion. Copying a PTI model from other countries where the technical inspection has been successful during decades, could be a big mistake.

What are the biggest challenges for the Regional Advisory Group Asia/Australasia "RAG A/A" in the next future?

At present, the active RAG AA members is still small, although we understand that, a big number of CITA full members are from the region of Asia and Australasia. Normally, the RAG AA (and the WG 8) meet only once a year in the region. CITA should help the groups hold more interesting events in Asia and Australasia.

What are the main objectives of the next annual meeting of the CITA Regional Advisory Group Asia/Australasia and Working Group 8 on 2-3 wheeler in Seoul, Korea?

As the vehicle PTI is very important for road safety and environment protection, with the theme “New Inspection Schemes” of the meeting, we will share some thoughts and opinions on new emission regulations and inspection system. The meeting would serve as a momentum to confirm the rising important issues. We expect that the agenda we discuss would contribute our society to become a better society.
Actively Contributing to Roadworthiness for 8 Years

Unannounced Quality Checks as a Set Element of Vehicle Inspections (PTI)

- Successful system with long-term effects;
- 280 inspectors nationwide checking according to a unified set of quality standards;
- More than 45,000 quality checks carried out and analysed.

Founded in 2008, the Association for Quality Management in Vehicle Inspections (‘Verein für Qualitätssicherung in der Fahrzeugüberwachung e. V.’, hereafter ‘QM association’) has contributed to the ongoing assurance of the PTI’s high standards, and therefore significantly contributed to traffic safety. 280 specially qualified inspectors nationwide are involved in comprehensive PTI quality checks. Over 45,000 unannounced checks have already been carried out and evaluated.

In 2007, Germany’s inspection bodies launched a joint quality offensive to combine their efforts to increase and develop vehicle inspection quality. Unified criteria and combined inspection experience form the foundations for cross-competition quality checks and their evaluation. In May 2008, the Association of Quality Management in Vehicle Inspections was founded as a neutral institution for coordination and evaluation. With this task, we see ourselves as a partner of supervising bodies and vehicle inspection bodies!’ stated Viktor Kretzschmann, head of the Berlin office.

A team of two experienced inspectors from different inspection bodies carry out unannounced quality checks on a PTI that has already been completed. All members are equally involved in these double checks, regardless of their market share. The QM association analyses the inspection results and creates reports for the member organization, who then uses these as the basis for their quality work. These analyses also have great practical value for supervisory bodies, as they provide the statistical basis for quality evaluation and development. Objective and transparent data is available for the first time.

The new EU PTI directive concerning periodical vehicle inspections, 2014/45/EU, is soon to be implemented in national law. It includes the setting up of supervising bodies for vehicle inspection, which shall monitor the whole process chain from legislation to the carrying out of inspections. The starting points vary across different member states, and the discussion of ‘how’ to implement this is in full swing across Europe. The neutral system of unannounced re-inspections established in Germany by the QM association is viewed positively by the inspectors, and has led to a long-term increase in the quality of vehicle inspections.

‘The QM association has already risen to the challenge of ensuring employees’ technical competence and impartiality. With eight years of quality experience and especially developed systems, we offer ourselves as a partner to help set up this central supervising body,’ said Kretzschmann. Alongside its national tasks, the QM association is also an internationally acclaimed partner in the CITA Working Group 3 - ‘Standardized Inspection Outcomes’, which develops suggestions regarding important complex issues, such as ‘effectiveness of supervision’, ‘maintenance and calibration of inspection equipment’ and ‘inspector requirements’. Find out more on www.qmev.de
save the date

1st June 2016 | Brussels, Belgium | 10:00 am - 4:00 pm | ONLY CITA MEMBERS
CORTE & CITA Road Safety / Road Worthiness workshop

3rd June, 2016 | 8:00 am - 5:00 pm | ONLY CITA MEMBERS
WG4 – Continuous Compliance Meeting

6th June, 2016 | Stuttgart, Germany | 9:00 am - 10:00 am | ONLY CITA MEMBERS
Teleconference: Port-Of-Entry

27th June, 2016 | Brussels, Belgium | ONLY CITA MEMBERS
Workshop: “The Role of Multilateral Finance in Road Safety”

8th - 10th November, 2016 | San José, Costa Rica
3rd CITA Regional Conference of Central & South America

6th - 7th - 8th June, 2017 | Zagreb, Croatia
CITA International Conference and General Assembly

CLICK HERE TO SEE THE COMPLETE CITA CALENDAR

CITA
International Motor Vehicle Inspection Committee

Rue de la Technologie / Technologiestraat 21-25
B-1082 Brussels, Belgium.
TEL: +32 (0)2 469 06 70
E-mail: secretariat@citainsp.org

www.citainsp.org