

Dear CITA Members,
Dear CITA Colleagues,

The CITA Bureau Permanent and of course myself are **enthusiast to introduce you this 3rd Edition of the CITA NewsRelease**. Sharing information related to our business and expanding our communication network to demonstrate the expertise of CITA and its members, is a very important aspect.

Therefore CITA has participated at "The European Day without a Road Death" on the 21st September.

The CITA Bureau Permanent and Secretariat are pleased to announce that our member community continues to grow. We welcome **AMSS** as a new full member and **COSBER** as a new corporate member. In the meantime CITA became a member of the Global Alliance of NGOs for Road Safety.

Another step forward is taken, since the last NewsRelease, with the launch of the **new working group "Vehicle homologation"**. This and more you can discover in the 3rd CITA NewsRelease.

I would like to share with you some news related to one of our members of the Bureau Permanent:

Dr. Thomas Aubel recently resigned from his position in the BP as Vice President and Secretary General. The personal investment of time and energy made by Dr. Aubel, as a member of the Bureau Permanent, was very valuable.

Thomas, I would like to thank you for your contribution during all the years of commitment with CITA, and wish you all the best both in your personal and professional life.

I would like to end by listing the CITA future events that you can discover on the website:

- The South America Conference I Costa Rica;
- The common Workshop with CIECA in Brussels;
- The International conference in Zagreb in 2017 will be soon announced officially.

Thank you all for your support, and interest that you bring to CITA.



Johan Cobbaut
CITA PRESIDENT

In this NewsRelease:

- 3RD CITA REGIONAL CONFERENCE OF CENTRAL & SOUTH AMERICA;
- "NEW TECHNOLOGIES AND DISABLED DRIVERS" WORKSHOP;
- THE ROLE OF MULTILATERAL FINANCE IN ROAD SAFETY;
- CITA PRESENTED ITS SET STUDY TO A GLOBAL VEHICLE EMISSION EXPERTS AT FIA FOUNDATION;
- GLOBAL ALLIANCE OF NGOS FOR ROAD SAFETY;
- NEW CITA MEMBERS;
- IMCO COMMITTEE MEETING;
- REGULATION ON NEW DIGITAL TACHOGRAPH;
- THE EUROPEAN DAY WITHOUT A ROAD DEATH;
- INTERVIEWS;
- NEWS FROM OUR MEMBERS;
- SAVE THE DATE.



3rd Regional Conference of Central & South America

8 - 9 - 10 NOVEMBER 2016 | SAN JOSÉ, COSTA RICA



The next **CITA Regional Conference of Central and South America**, which will take place on 8th – 9th – 10th November 2016, in **San José, Costa Rica**, is approaching. If you haven't yet registered **now's the time!**

Attendees from more than 12 countries around the world have registered for the Conference...**We look forward to you joining us to this outstanding event!**

[REGISTER NOW !!!](#)

Featuring the theme "**Development of Technical Inspection Scheme**", the Conferences will be a meeting point for experts in vehicle inspection. In fact, this 3rd CITA Regional Conference in Central and South America is a **unique opportunity to meet and exchange experiences among the leading experts in the sector**, both from the strategic and technical point of view, and to retrieve state-of-the-art information.

[DOWNLOAD THE PROGRAMME](#)

Our goals for the conference are simple, but bold: to **raise awareness and to promote greater participation in international dialogue and exchange** and, by doing so, to strengthen **road safety, limit the impact of polluting vehicle emissions** and ensure the **sustainability of road transport locally**, nationally and internationally.

[CLICK HERE FOR MORE INFORMATION](#)



Brussels, Belgium | 11th October 2016

“NEW TECHNOLOGIES AND DISABLED DRIVERS”: A SUCCESSFUL EVENT!



HAKULI Kari, CIECA President



Participants at the workshop



FERNÁNDEZ Eduard, CITA Executive Director

Our first joint workshop with CIECA entitled “New Technologies and Disabled Drivers” was a successful event. The aim of this workshop was to discuss new technologies and disabled drivers from the sight of both associations: CIECA the view from the driver and driver licensing optic, and CITA considered the matter more from the vehicle perspective. A wide range of issues were addressed during the day.

The feedback we received from participants was very positive. They welcomed the very inspiring talks which offered a vivid description of the issues at stake.

Special thanks to MEP Marek Plura who brought the institutional and personal point of view on the matter. We would also like to thank the European Disability Forum, the KVG, Guidosimplex, the Road Safety Authority, the Belgian Road Safety Institute and CAS: their participation has definitely contributed to the success of the event.

You can have a look at the pictures of the conference on our [Flickr account](#).

CITA members can download all presentations [on our website](#).

CITA MEMBER OF THE GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY



*THE GLOBAL ALLIANCE AND ITS NGOs MEMBERS ARE AT THE FOREFRONT OF THE GLOBAL EFFORT TO SAVE LIVES ON THE ROADS:
LEADING PROJECTS AND CAMPAIGNS, WORKING WITH COMMUNITIES AND GOVERNMENT,
AND ADVOCATING FOR ROAD SAFETY POLICIES.*

This collection of non-governmental organisations (NGOs) **implements programmes and lobby for road safety initiatives around the world**. Its members are often set up by everyday citizens responding to needs they see around them. Those NGOs can fill government gaps by providing immediate solutions, or they can influence decision making through advocacy and education. They play a **vital role in the growing worldwide movement to reduce the devastating effects of traffic injuries**. With interventions based on evidence for what works, these NGOs help save lives.

The Global Alliance of NGOs for Road Safety was established in response to demand from NGOs worldwide for a forum where they can share knowledge and collectively advocate for road safety and the rights of victims of road traffic crashes. The Alliance provides services to its members in three key areas: 1) networking and sharing, 2) advocacy, and 3) capacity building.

Every two years, the Alliance organises the **Global Meeting of NGOs Advocating for Road Safety and Road Victims**, where members meet, participate in training workshops on key topics like fund-raising, research, monitoring and evaluation, and project management.

The Alliance was **established in 2012 by NGO members of the United Nations Road Safety Collaboration (UNRSC)** and currently represents more than 140 member NGOs working in road safety from more than 70 countries around the world.

Together we act to make roads safer for all and advocate for road victims' rights.

A WARM WELCOME TO OUR NEW MEMBERS:



COSBER IS A NEW CITA CORPORATE MEMBER. IT WAS BORN IN 1999 IN CHINA AS A VEHICLE INSPECTION EQUIPMENT MANUFACTURER. WITH THE FAST DEVELOPMENT OF THE COMPANY AND THE MARKET, COSBER HAS GROWN UP TO A PROFESSIONAL PROVIDER OF VEHICLE INSPECTION SOLUTION AND SYSTEM. NOWADAYS, COSBER HAS STARTED THE TRANSFORMATION TO BE A PROFESSIONAL INTEGRATED SERVICE & EQUIPMENT PROVIDER FOR GLOBAL CUSTOMERS WHO HAVE THE DEMAND OR REQUIREMENT ON VEHICLE INSPECTION OR MAINTAINING/REPAIRING.

AMSS CMV IS A NEW CITA FULL MEMBER. IT IS ACTIVELY ENGAGED IN THE DEVELOPMENT OF MANAGEMENT SYSTEM FOR VEHICLE INSPECTIONS IN REPUBLIC OF SERBIA. IT HAS THE LEADING ROLE IN THE SECTOR. THE ASSOCIATION EXPECTS TO LARGELY BENEFIT FROM THE ACTIVE MEMBERSHIP IN CITA BY EXCHANGING RELEVANT BEST PRACTICES, EXPERIENCES AND INFORMATION AS REGARDS VEHICLE INSPECTION AND THE DEVELOPMENT OF RELEVANT MANAGEMENT SYSTEMS.

Brussels, Belgium | 27th June 2016

THE ROLE OF THE MULTILATERAL FINANCE IN ROAD SAFETY

role of these International Financial Institutions (IFIs)/Multilateral Development Banks (MDBs) in the development of Road Safety and Environmental protection.

Participants had the chance to learn more about the **view of the UN**, as one of the main stakeholders defining the road safety strategy in low- and medium-income countries; and **the activities of the World Bank in supporting governments to reach road safety goals**. The **European Commission (DG DEVCO)** explained how it is involved in international road safety development; and the **Spanish Traffic Directorate have apprised of the experience of the Twinning project with Algeria**.

Members could understand which are the activities of the International Finance Corporation, the agency of the World Bank to help the private sector; the role of the Multilateral Investment Guarantee Agency, another World Bank agency covering risks; and the procurement process with the Multilateral Finance Institutions.

Useful links:

- [The program of the event;](#)
- [Pictures of the event;](#)
- [Global Status Report on Road Safety 2015;](#)
- [Global Plan for the Decade of Action for Road Safety 2011-2020.](#)

"**The Role of Multilateral Finance in Road Safety**" workshop, held in Brussels, was a **special and successful event that CITA reserved for its members**.

Speakers were representatives from key international stakeholders and finance institutions involved in road safety programs, as well as the most recognised specialists in the field.

The **aim of the workshop was to know how the international strategies to improve road safety are supported by the Multilateral Finance Institutions**, and to have a clear view of the



Participants at the workshop

London, UK | 8th June 2016

CITA PRESENTED ITS SET STUDY TO A GLOBAL VEHICLE EMISSION EXPERTS AT FIA FOUNDATION

Last June, **FIA Foundation and its Deputy Director Sheila Watson** have hosted **30 world experts on vehicle emissions testing at a seminar**, in London. **CITA has been part of the meeting presenting its SET Study and highlighting how important is it to ensure that vehicles on European roads are maintained to a high degree of technical roadworthiness**,



Participants at the seminar

taking into account the standards the vehicle was designed to meet, the latest developments in vehicle and measurement technology, and the need for economically viable solutions.

It has illustrated the aim of its project in **assessing available approaches of in-use vehicle testing** and in adapting vehicle inspection techniques to new and stricter pollutant emission thresholds. CITA has shown that there is a **huge potential for enhancing periodical inspection with more adequate pollutant emission limits** for newer and cleaner vehicles, and how more malfunctions of the emission system can be detected during the periodic emission test and eliminated immediately.

Moreover, CITA has explained, as defined in the project, that this operation has a benefit between 7 and 12 times higher than the cost.

THE EUROPEAN DAY WITHOUT A ROAD DEATH

21ST SEPTEMBER, 2016

TISPOL
European Traffic Police Network



Project EDWARD
E-U-R-O-P-E

The **Road Safety Unit of the European Commission's Directorate General for Mobility and Transport** has launched a campaign with TISPOL (the European Traffic Police Network) called "**EDWARD – the European Day Without A Road Death**", which has been scheduled for 21st September 2016, during the Mobility Week (16 – 22 September 2016).

In the days leading up to EDWARD, **European Commission wanted all road users to think – even for just a few minutes – about the risks they face, the risks they may pose to others and how they can go about reducing those risks:** this project tried to make a significant contribution towards further reducing road deaths and serious injury.

The objective of the campaign was to **reduce the number of road fatalities and serious road traffic injuries to the aspirational zero on that day.** Part of the run-up campaign, private and public entities as well as the civil society across the EU have been mobilised to organise road safety activities/events/campaigns on that given day or during that week.

REGULATION ON THE NEW DIGITAL TACHOGRAPH SPECIFICATIONS

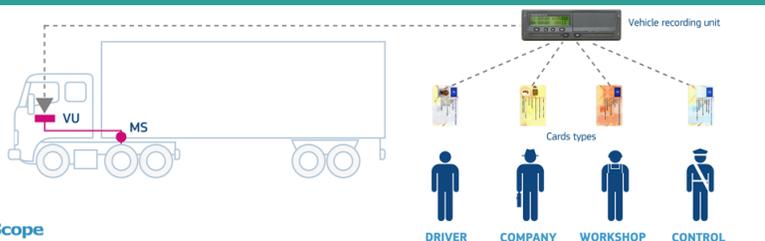
THE REGULATION ON THE NEW DIGITAL TACHOGRAPH SPECIFICATIONS HAS BEEN PUBLISHED LAST **27TH MAY, 2016.**

THE TACHOGRAPH IS A DEVICE THAT RECORDS THE DRIVING TIME, BREAKS, REST PERIODS AS WELL AS PERIODS OF OTHER WORK UNDERTAKEN BY A DRIVER. **THIS NEW [REGULATION \(EU\) 2016/799](#) IMPLEMENTS THE PREVIOUS REGULATION (EU) N.165/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL AND LAYS DOWN THE REQUIREMENTS FOR THE CON-**

STRUCTION, TESTING, INSTALLATION, OPERATION AND REPAIR OF TACHOGRAPHS AND THEIR COMPONENTS.

IT DEFINES ALSO THE REMOTE EARLY DETECTION FACILITY THAT SHALL TRANSMIT THE WEIGHT DATA PROVIDED BY AN INTERNAL ON-BOARD WEIGHING SYSTEM, FOR THE PURPOSE OF EARLY FRAUD DETECTION. **MOREOVER, THE REGULATION DETERMINES THE PROVISIONS NECESSARY FOR THE UNIFORM APPLICATION OF THE FOLLOWING ASPECTS REGARDING TACHOGRAPHS:**

- ▶ RECORDING OF THE POSITION OF THE VEHICLE AT CERTAIN POINTS DURING THE DAILY WORKING PERIOD OF THE DRIVER;
- ▶ REMOTE EARLY DETECTION OF POSSIBLE MANIPULATION OR MISUSE OF SMART TACHOGRAPHS;
- ▶ INTERFACE WITH INTELLIGENT TRANSPORT SYSTEMS;
- ▶ ADMINISTRATIVE AND TECHNICAL REQUIREMENTS FOR THE TYPE-APPROVAL PROCEDURES OF TACHOGRAPHS.



Scope

The Digital Tachograph is a recorder of the professional drivers' activities (rest and driving hours). It provides trustworthy information to EU enforcers controlling compliance with Social Regulation (EC) No 561/2006. The digital tachograph was introduced to:

Objectives

- ▶ Increase road safety, by controlling the activity of the drivers (limiting daily driving hours)
- ▶ Ensure minimum working conditions standards for professional drivers
- ▶ Guarantee fair competition between EU transport companies

Technical Requirements

In order to fulfill these objectives the digital tachograph requires a motion sensor paired with it and smartcards which are used to control secure access to the device and its data for drivers, law enforcers, companies and workshops.

SINCE 2006, TACHOGRAPHS ARE DIGITAL, WHICH ALLOWS A MORE SECURE AND ACCURATE RECORDING AND STORAGE OF DATA THAN THE PREVIOUS ANALOGUE TACHOGRAPH. THIS DEVICE RECORDS ALL THE VEHICLE'S ACTIVITIES, FOR EXAMPLE DISTANCE, SPEED AND DRIVING TIMES AND REST PERIODS OF THE DRIVER.

THE SYSTEM INCLUDES A PRINTER FOR USE IN ROAD SIDE INSPECTIONS AND THE DRIVER HAS A CARD INCORPORATING A MICROCHIP, WHICH THE DRIVER MUST INSERT INTO THE TACHOGRAPH WHEN TAKING CONTROL OF THE VEHICLE.

THIS PERSONAL DRIVER CARD ENSURES THAT INSPECTIONS REMAIN SIMPLE.

APPROVAL AND MARKET SURVEILLANCE OF MOTOR VEHICLES

Brussels, Belgium | 30th May 2016

The **IMCO (Internal Market and Consumer Protection) committee** had a public discussion on the Commission's proposal on a Regulation on approval and market surveillance of motor vehicles. The rapporteur of the dossier Mr. Daniel Dalton (MEP) as well as several shadow rapporteurs and Mrs Johanna Szychowska (EC) stated their opinion.

Besides ACEA, FIA, AFCAR and BEUC **CITA was also invited at the European Parliament to join this discussion to represent the technical services. Gerhard Müller, as chair of the CITA type approval expert group, gave a presentation.**

Main items under discussion were:

- **A consistent application of the common regulatory framework for the marketing of products** (New Legislative Framework – NLF) in the EU to the type-approval legislation for vehicles means no fee structures for approval or conformity assessment procedures and no commissioning of Technical Services by Type-Approval Authorities (TA);
- **Clear specification** for a EU-wide harmonized and final “assessment check-list” with adequate requirements for designation and monitoring of Technical Services to ensure their independence and competences across the EU;
- **Strict separation of responsibilities** of the key stakeholders (TA, TS, manufacturer) in the type-approval process to ensure checks and balances and to avoid any conflict of interest;
- In order to **assure a comprehensive market surveillance programme** to check vehicles throughout their life cycle, the concrete scope of market surveillance activities and the frequency of checks should no longer be left solely to the discretion of the respective Member States. According to the EU Single Market legislation certain checks in the course of market surveillance as well as conformity of production (CoP) and in-service conformity (ISC) tests can be delegated to independent qualified bodies by the TAs;
- **Compulsory testing of the vehicle's software** in the type approval process including insight to the development process of the software plus verification of the software status within the scope of the periodic inspections (PTI) by Technical Services to close the legal loophole for using defeat devices in vehicles and to guarantee functionality of safety-related systems;
- The regulation must set out **requirements for the construction of the vehicle**, so that it is possible to test safety-related components at a later time within the course of the PTI by means of a visual examination and performance test without the disassembly of vehicle parts;
- **Establishment of a coordination forum** consisting of representatives of the EU Commission and Technical Services to ensure uniform enforcement and application of type-approval procedures in the Member States.

On 1st July Mr. Daniel Dalton will publish his official report for further discussion. **The voting is planned before the end of the year.**



Participants at the Committee

HERE THE TV LIFE STREAM FROM THE MEETING WHICH TOOK PLACE AT THE EUROPEAN PARLIAMENT.

THE CITA PRESENTATION STARTS AT MINUTE 16'23"



RAISE THE BAR: IS TODAY'S ENVIRONMENTAL CONTROL OF VEHICLES STILL SUFFICIENT?

21ST SEPTEMBER, 2016

SWETIC, the Swedish Association for Testing Inspection and Certification, has organised a seminar "Sektion Fordonsbesiktning". This fruitful meeting on emission testing was held in Stockholm last 21st September 2016.

The main purpose of this meeting was to discuss what the benefit would be for environment and health if the periodic emission test would be modernised.

CITA, with the contribution of Mr. Gerhard Müller - CITA Policy Expert on Environmental Protection Systems, introduced the outcomes of SET study (Sustainable Emissions Test).

The SET recommendations clearly show how a modern periodic emission test should look like and what the contribution to better air quality is. Mrs Eva Morger - CITA Bureau Permanent and Council Member attended the seminar as well as Ulf Troeng - Swedish Environmental Protection Agency, the public agency in Sweden that carries out assignments on behalf of the Swedish Government relating to the environment in Sweden, the EU and internationally.



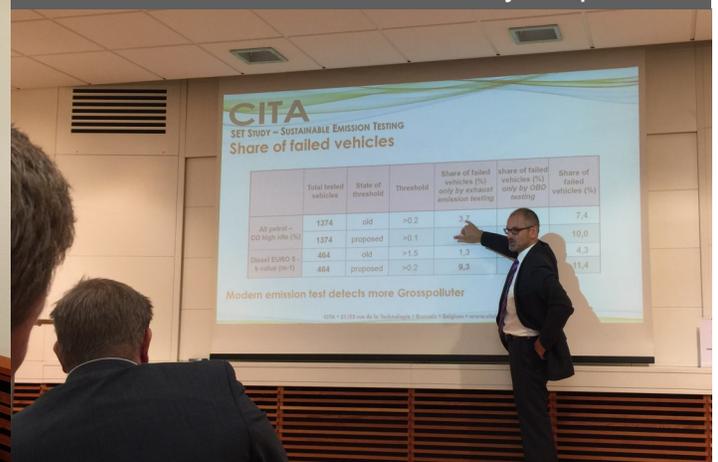
Ulf Troeng



Eva Morger



Lydia Capolicchio



Gerhard Müller



Participants at the Seminar



GERHARD MÜLLER

CAREER:

2016 – PRESENT | CITA CHAIR PERSON OF THE TYPE APPROVAL EXPERT GROUP;
2012 – PRESENT | CITA POLICY EXPERT ON ENVIRONMENTAL PROTECTION SYSTEMS;
2011– PRESENT | TÜV SÜD AUTO SERVICE GMBH, HEAD OF EXTERNAL AFFAIR AND PUBLIC POLICY;
2007 – 2010 | MANAGING DIRECTOR OF SUBSIDIARY;
2001– 2006 | HEAD OF REGIONAL BRANCH;
1992 – 2000 | INSPECTOR FOR PERIODIC TECHNICAL INSPECTIONS, TYPE APPROVAL TESTS,
MODIFICATION INSPECTIONS FOR ALL TYPES OF VEHICLES.

TYPE APPROVAL EXPERT GROUP

CONSULTING THE POLITICIANS IN BRUSSELS AND THE EXPERTS OF UNECE IN GENEVE

WHY HAS THE TYPE APPROVAL EXPERT GROUP (TAEG) BEEN ESTABLISHED IN APRIL THIS YEAR?

On January 27th, 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. This proposal contains a lot of changes regarding the complete type approval system, e. g. the cooperation between manufacturer, type approval authorities and technical services should be more independent. But also many crucial areas of the technical services like the financing or the designation requirements should be modified.

To develop an optimised type approval system the experience and expertise of CITA members for decades is very requested by politicians as well as by technical experts to define the most meaningful regulations.

The TAEG contributes valuable recommendations for an effective, transparent and clearly defined regulation to improve road safety and environmental protection in Europe.

SINCE THE TYPE APPROVAL EXPERT GROUP (TAEG) HAS BEEN ESTABLISHED IN APRIL THIS YEAR, WHAT HAVE BEEN THE MAIN ACTIVITIES?

Many initiatives have been started. After the first meeting the TAEG elaborated a joint position to the type approval proposal and precised relevant articles, e. g. a clear definition of software access.

During the last months I had several meetings with the rapporteurs and shadows of the considering committees, the commission, the representatives of Member States and other stakeholders to exchange our views.

As a speaker on conferences or parliamentary events I represented the CITA position. In addition the TAEG is able to send representatives to the UNECE working groups (WP 29). The experts were defined and will be implemented in the working groups in January 2017.

WHEN WILL BE THE NEXT MEETING AND WHAT ARE THE NEXT STEPS?

The next meeting will take place in Warsaw in March 2017 hosted by the Motor Transport Institute. One of the most important next steps is to start the work in the UNECE working groups.



HENS PEETERS WEEM

CAREER:

2002 – PRESENT | MANAGER PTI AT RDW
1998 – 2002 | RDW HEAD STAFF RDW INSPECTIONS
1996 – 1998 | RDW MANAGER INSPECTIONSTATION
1993 – 1996 | RISK MANAGER BOVEMIJ INSURANCE COMPANY
1976 – 1993 | CEO CAR DEALERSHIPS ROVER HYUNDAI

ABOUT RDW

RDW is the Netherlands Vehicle Authority under responsibility of the Minister of Infrastructure and Environment in the Netherlands. RDW is responsible for the vehicle- and driving license registration, type approvals, individual admission of vehicles, periodic technical inspections and the technical support of road side inspections, enforcement, information provision and issuing documents.

WHAT IS YOUR PUBLIC VIEW ON PTI?

At this moment car industry is changing very fast. Electric and autonomous cars, manipulation of on board software, improving the environment are some examples of new challenges we have to deal with. The EU target of close to zero fatalities in 2015 makes our future defiant. At this moment a technical inspection is a sort of snapshot of the condition of a car. I think if we look at the targets to achieve PTI is going to change a lot in the future. We need continuous compliance of cars, especially if cars are able to drive autonomously. That means that a vehicle will be continuously 'inspected' by the on-board software, so the inspection will move from the inspection station towards the vehicle itself. This is how I see the distant future.

WHAT ABOUT THE NEAR FUTURE?

Some main issues at this moment: Mutual recognition of the technical inspections. Transport companies have to drive a lot of "empty" kilometres to drive there vehicles to an inspection station in the country of registration. I think that we have to make an extra effort to deal with this problem. Disassembling of emission systems and reprogramming of the vehicle software. For example the disassembly of the DPF.

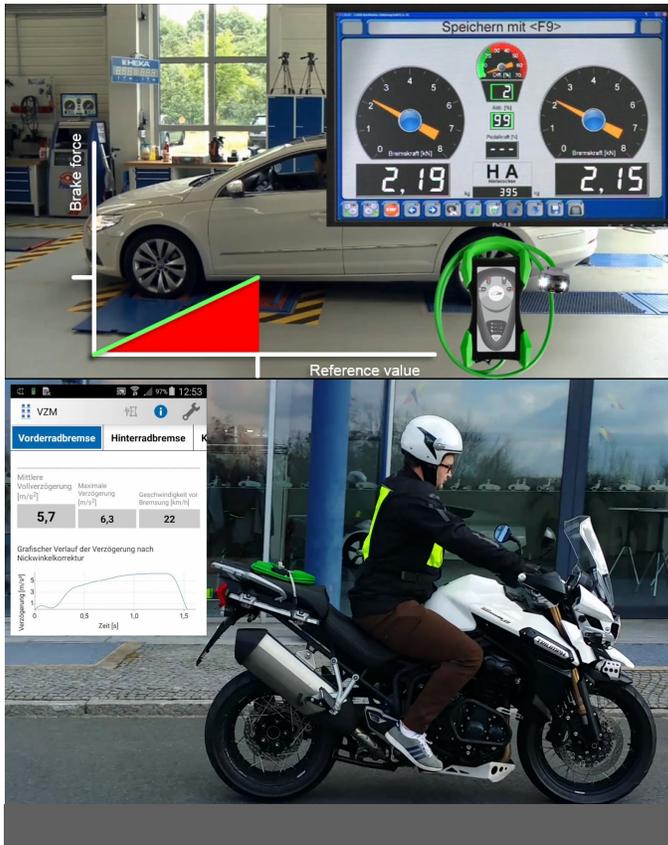
At this moment we don't have a possibility in the PTI to measure this. There is no accurate equipment available. This is also the problem with NOx. Several countries are looking for solutions. I think that we have to coordinate these efforts in the EU, because this is already a political issue in several countries.

As an initiative of the BAST of Germany and the RDW we have organised some meetings with the policy makers of the EU. In the first place we talked about the implementation of the new Directive 2014/45. We learned a lot from the countries in these workshops. We will organise a new meeting next spring, a year before the Directive enters into force. And on this meeting the susmentioned issues will also be discussed.

The BP of CITA and the EU commission will also be invited.

.....from our Members

BRAKE TESTING IN GERMAN PTI



According to the national PTI brake directive, the reference braking force test method is the standard method to prove the braking effect and the brake force distribution front-rear in the PTI.

Plus, using this method the proof of 58% efficiency is possible without loading. The necessary information is provided by the German Central agency for PTI, the FSD.



DETAILED DESCRIPTION

For vehicles which cannot be tested on a roller brake tester (tractors, motorbikes, 4WD), the PTI Adapter (in German PTI mandatory PTI scan tool) can also be used as a decelerometer.

Using a 3-axis-acceleration-sensor, coordinate-system-transformation and a pitch rate correction, it measures the longitudinal deceleration according to ECE-R13.

For further information: marco.stiller@fsd-web.de - CITA WG1

“BE A ROAD SAFETY STAR”

Traffic accidents are the UAE’s number one infant killer, with more than 62% of infant mortality caused by accidents involving cars. This justifies the need for a different kind of awareness campaign.

Quick Registration partnered with a parenting retailer JustKidding® to introduce an initiative called ‘Be a Road Safety Star’.

By delivering fun and interactive activities in the classrooms of schools across Dubai we will help youngsters understand the importance of paying attention in traffic and buckling up in the back.

We hope to turn young children into road safety ambassadors and positively reinforce the importance of road safety.

1 child dies on the roads of the UAE every week.

This October, Quick Registration is launching a campaign to raise the levels of road safety awareness among the Dubai children to a global standard.



كويك للتسجيل
QuickRegistration

فحص المركبات بطريقة أسهل
“Vehicle testing made easy”

REMOTE SENSING TO FOCUS PEMS AND LAB TESTS, SAVE COSTS.

Laboratory- and PEMS-based in-use compliance tests are intrusive and require either an unusual mode of operation or mechanical and electronic connections to the vehicle which can be manipulated. For economic reasons, they can only be conducted on a handful of vehicles out of more than 3,000 models on sale. Recruiting vehicles from use can prove challenging and may not even be representative in the end.



Remote sensing has repeatedly been proven effective at identifying non-conforming vehicle types, including the recent 2-L VWs. Remote sensing thus can substantially reduce overall cost.

.....save the date

- 18th - 19th October, 2016 | Haldenwang, Germany | ONLY CITA MEMBERS
WG2 meeting – Environmental Protection
- 28th -29th October, 2016 | Zwolle, Netherlands | ONLY CITA MEMBERS
5th WG3 meeting - Standardized Inspection Outcomes
- 29th October, 2016 | Abidjan, Côte d'Ivoire
Workshop: “Developing Vehicle Inspection in Africa”
- 8th - 10th November, 2016 | San José, Costa Rica
3rd CITA Regional Conference of Central & South America
- 29th November, 2016 | Bratislava, Slovakia | ONLY CITA MEMBERS
WG1 – Sub group on headlights
- 6th - 7th - 8th June, 2017 | Zagreb, Croatia
CITA International Conference and General Assembly

 [CLICK HERE TO SEE THE COMPLETE CALENDAR](#)



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

