



International  
Motor Vehicle  
Inspection  
Committee

NewsRelease  
May 2017



Dear CITA Members & Colleagues,

After the successful last edition in Dubai, we are pleased to welcome you at the new **CITA International Conference & 18<sup>th</sup> General Assembly**, hosted by **CVH** (Centar Za Vozila Hrvatske) the next **6 - 8 June 2017** in **Zagreb, Croatia**.

## [VISIT THE CONFERENCE WEBPAGE](#)

In recent years, CITA Conferences have attracted hundreds of specialists and policy-makers from all regions of the world: this will be a **unique opportunity to meet the experts of all fields of vehicle continuous compliance**, both from the governmental and from the private side.

This top-level experts' gathering offers you the possibility to retrieve state-of-the-art information about the last novelties in roadworthiness assurance, including technical developments and new management approaches.



**REGISTER NOW !!!**

**The closing date for registration is 26 May 2017**

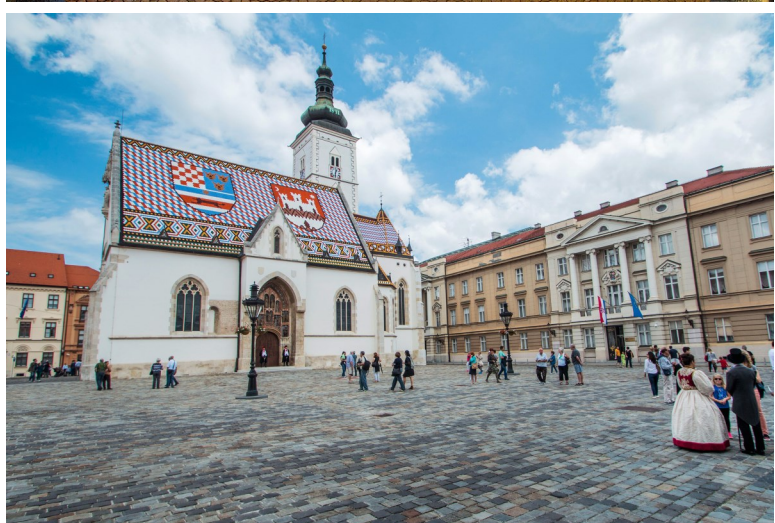
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This edition's theme is “**Partnering to Improve Road Safety and the Environment**” and the program aims to highlight the role of whole-life vehicles' roadworthiness in comprehensive road safety and transport environmental protection strategies.

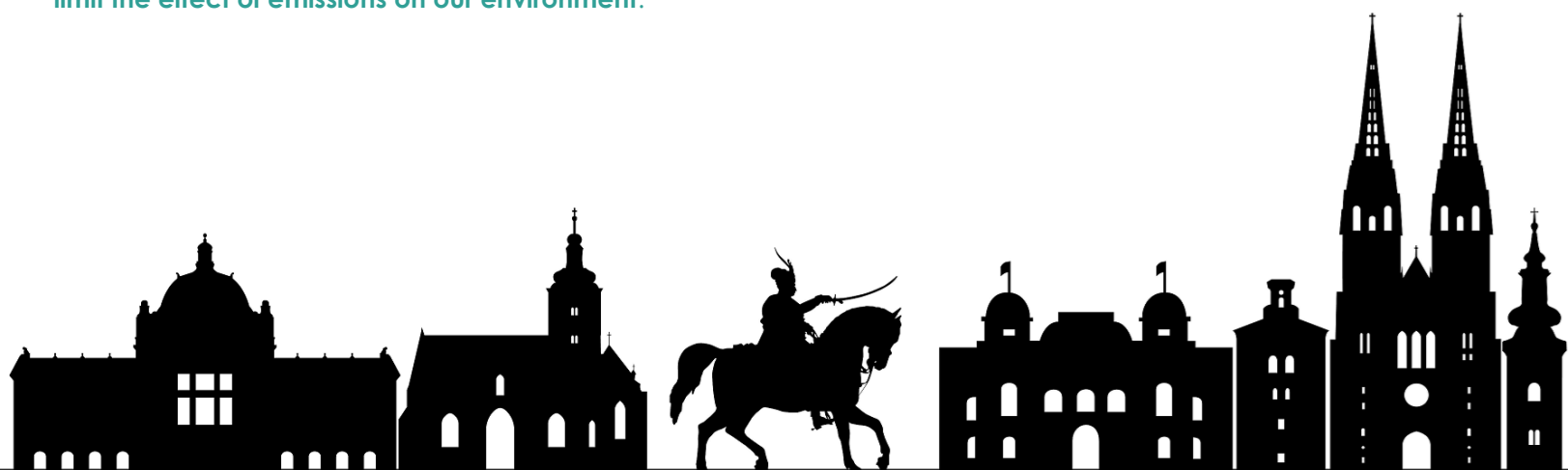
Beside the **plenary sessions**, with top level representatives of the most relevant stakeholders, you can attend **seven different split sessions** covering the subjects as the relationship between requirements for new and in-use vehicles, the development of new roadworthiness schemes or the role of authorities in vehicle compliance.

Apart from an interesting and stimulating program, there will of course be time to **explore Croatia and its cultural, scientific, economic, political and administrative centre Zagreb**: a capital both cutting edge and steeped in history, in a region famous for its natural beauty and numerous fascinating tourist attractions within a short drive from the centre.



In the growing globalised community, whole life vehicle compliance is essential in promoting safe, environmental friendly and sustainable transportation.

Today, **delivering world-class vehicle roadworthiness assurance is an imperative to ensure road safety, and also to limit the effect of emissions on our environment.**





# 70<sup>TH</sup> ANNIVERSARY SESSION OF THE UNECE-ITC

*Invited by the UNECE, a CITA delegation, composed of its Executive Director Mr. E. Fernández and its Communication Manager Mr. D. D'Onofrio, has been part of the seventy-ninth annual session of the UNECE-ITC, organized in Geneva from 20 to the 24 February 2017.*



On 21 February, with the purpose of honouring not only the anniversary, but also the accomplishments of the Committee over seven decades, it has been organized the meeting of Ministers of transport dedicated to the **"Past and Future of the UNECE Inland Transport Committee"**. This theme has created space for reflection of the Committee's past achievements, current performance and future trajectory, highlighting its evolution and underlining its future potential missions at a time of profound changes, challenges and opportunities globally. Through its thematic panels, it has been discussed issues related to ITC as a gateway to promote connectivity, as a platform to link regulators and innovators with special attention to technologies for sustainable mobility and ITC as a centre of UN transport conventions, considering the benefits of internationally harmonized regulatory governance for inland transport.

During the break, Ministers were invited for a tour of the exhibition about the history of the Inland Transport Committee in the Salle des Pas Perdus of the Palais des Nations, where CITA could show its recent activities and projects. The exhibition lasted throughout the week. Then the Ministers and all delegates, took part poster-signing ceremony about "The Future Inland Transport we want"! Also CITA signed this poster, where were included a list of enabling conditions to achieve important cross-cutting objectives.

The Ministerial Meeting has been followed by the regular annual session of the ITC.

Among the High Level events organized during the week were also: the **Global Road Safety Film Festival** and its award ceremony; a joint **UNECE/ITC-UNEP Conference** on **"Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles"**; the **"High Level conference on Inland Water Transport"**; a **UNECE-IsDB joint workshop on United Nations Inland Transport Conventions**.



[CHECK OUT OUR FLICKR ACCOUNT TO SEE THE HIGHLIGHTS FROM THE EVENT](#)

The **UNECE/ITC-UNEP conference** on **"Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles"** was planned with the aim of answering to numerous questions related to **reducing the emissions of the global fleet as priority for both climate and air quality issues**.

The purpose of this one-day event is to discuss among policymakers, industry and experts a possible **global approach to controlling the environmental performance of used vehicles**, in order to ensure that trade in used vehicles does not simply move the problem from one region to another, and to ensure that used vehicles can also contribute to better air quality and reduced climate emissions.

The aim of the **UNECE-IsDB** (Islamic Development Bank) **joint workshop on United Nations Inland Transport Conventions** was to present the **benefits of accession and implementation of UN transport legal instruments**, especially to the 11 common member States between the EATL project and the Islamic Development Bank (IsDB), as well as to exchange information on implementation practices and challenges.

High-level participants from non-UNECE countries supported by the IsDB had the opportunity to get an **overview of the 58 UN transport agreements and conventions under the purview of the ITC and its subsidiary bodies**. Participants gained also understanding of the mechanism whereby the UN legal instruments are kept updated through the activities of the treaty bodies, i.e. the Administrative Committees, supported in this work by the Working Parties of the Inland Transport Committee.

# KEEPING THE PRINCIPLES OF THE TREATY OF ROME ALIVE IN THE AUTOMOTIVE DIGITAL AGE

A broad industry and motorists representative coalition calls upon the EU to create a robust regulatory framework for an interoperable in-vehicle telematics platform based on key principles derived from the Treaty of Rome: fair competition, independent entrepreneurship, innovation and consumer choice.

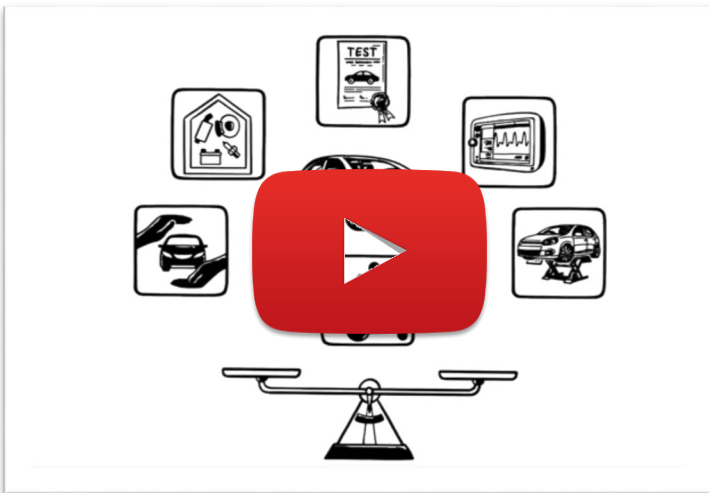
The Treaties of Rome that were signed 60 years ago marked the start of what has become the European Union. Since then, we have seen radical paradigm shifts in human, industrial and societal behaviour and increased digitalisation of processes.

60 years ago, the cars that drove Paul-Henri Spaak and the other signatories to the Palazzo dei Conservatori in Rome did not even remotely resemble today's cars. Now, the 'connected car' is becoming part of our daily connected mobility.

Our sectors face groundbreaking changes, which require a robust regulatory framework for 'fair digitalisation chances'. The digitalisation of the EU industry is imminent, and we hope that the EU decision-makers will make it beneficial to all, especially SMEs. They are the backbone of the EU economy and, mostly rooted locally, can provide tailor made services to consumers.

As a broad industry coalition we stand united in our conviction that competition, innovation, independent entrepreneurship and consumers interests are the fundamental pillars of today's and tomorrow's European Union. In the automotive sector, competition in the digital age starts in the vehicle where the quality and accessibility of in-vehicle generated data determines the level of service that can be offered to, and chosen by the consumer.

However, the current design of closed telematics vehicle systems controls the flow of data to and from the vehicle and seriously limits competition and innovation on all services and products "around the car". This is clearly explained in our [VIDEO](#):



In the highly competitive markets for vehicle sales, servicing and repair, insurance, leasing and rentals, mandated periodic inspection, spare parts and diagnostic test tools, 'free flow of data' and interoperability are key. Only these enable true freedom of choice in digital services and empower vehicle owners' right to decide with whom they share their data and for what purposes.

Our coalition calls upon the European Institutions to breathe life into the digital transformation, by creating a robust regulatory framework for an interoperable, standardised, secure and safe digital in-vehicle telematics platform.

Building the EU of the 21st century starts by holding on to the fundamental principles of fair competition, innovation and entrepreneurship, and freedom of consumer choice.

Although in a different shape, these principles should stand as strong as they have for the last 60 years.

**BESIDES CITA, THE UNDERSIGNED ASSOCIATIONS ARE:**

**ADPA (EUROPEAN INDEPENDENT DATA PUBLISHERS ASSOCIATION), CECRA (EUROPEAN COUNCIL FOR MOTOR TRADES AND REPAIRS), EGEA (EUROPEAN GARAGE AND TEST EQUIPMENT ASSOCIATION), FIA (FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE), FIGIEFA (AUTOMOTIVE AFTERMARKET DISTRIBUTORS), INSURANCE EUROPE (EUROPEAN INSURANCE AND REINSURANCE FEDERATION), LEASEUROPE (EUROPEAN FEDERATION OF LEASING COMPANY ASSOCIATIONS).**

# THE TYPE APPROVAL EXPERTS GROUP MEETING

WARSAV, POLAND | 27-28 MARCH 2017

Last 27-28 March 2017, took place the **3<sup>rd</sup> International Type-approval Experts Group meeting** (TAEG).

This two days event has been **organized by ITS – the Motor Transport Institute** in Warsaw, Poland.

The meeting was attended by the representatives of the Secretariat of the United Nations Economic Commission for Europe, ITS, the TÜV SÜD, the Centre for Motor Vehicles from Serbia, CVH from Croatia, EURO-LAB L.L.C., FSD Fahrzeugsystemdaten GmbH, Applus Iteuve, TÜV Nord, TÜV Rheinland, VdTÜV e.V. and SGS.

Among the others, the main topics discussed were:

- Prospects for the type-approval process of the automotive automation systems, including software in the context of autonomous vehicles,
- Legal and system requirements for the driver assisting systems in vehicles,
- The current status of the amendment of the framework homologation Directive (2007/46/EC),
- Current status of ISO 20730 standard – regarding Periodic Vehicle Technical Inspection (ePTI),
- Report of the representative of the United Nations Economic Commission for Europe on the past meetings and ongoing work.

The discussion was complemented by the visit of ITS modern laboratories: guests could visit the modern vehicle inspection station of the Diagnostic and Maintenance Processes Department, the test facilities of the Vehicle Type-approval and Testing Division and the laboratory of the Material Research Centre.



Participants at the meeting

## THE 20<sup>TH</sup> ANNIVERSARY OF THE ATTT



Founded in 1996, the *Agence Technique du Transport Terrestre* (ATTT) is the public agency managing the inspection system in Tunisia with 30 inspection sites and 82 inspection lanes, checking more than 1.900.000 vehicles per year. On December 21<sup>st</sup> ATTT has celebrated its 20<sup>th</sup> Anniversary organizing a workshop in which more than 200 attendees participated. CITA, represented by its Executive Director E. Fernández, was among them. This successful event, chaired by the CEO of ATTT – Mr. Habib Toumi, has benefited from the participation of the Ministry of Transport Mr. Anis Ghedira.



Buenos Aires , Argentina  
13 -14 March 2017

# REGIONAL ROAD SAFETY WORKSHOP FOR LATIN AMERICA

and local) officials, representatives of the private sector, and civil society, participated at the event.

The workshop combined presentations from international and Latin-American experts with plenary discussions and working groups organized in **thematic areas focused around Safer Vehicles, Safer Roads and Mobility and Road Safety Governance**.

This work has led to several results and proposals, addressed to national and provincial authorities in charge of developing and maintaining federal, provincial (state) and municipal road safety policies in Latin America.

Participants expressed a great concern with the **relatively slow implementation of the Decade of Action for Road Safety in Latin America**, emphasizing the need to improve road safety, a particularly difficult challenge in countries with a federal structure.

The participants concluded by **calling for a continuous regional dialogue on road safety governance** and regional and global best practices as well as underlined the importance of establishing and strengthening a regional expert network on the topic. They called upon organizations within the United Nations system and the regional multilateral developing banks to continue to address the topics discussed during the workshop and organize follow-up activities.

**The level of resources devoted to road safety at the global level continues to falter in comparison to other global scourges.**

The UN Secretary-General's Special Envoy for Road Safety shared during the opening remarks about a proposal that is being prepared by UNECE, in collaboration with the Special Envoy and in consultations with other UN Regional Commissions and the WHO, for a **potential UN Global Road Safety Fund**.

**"Strengthening road safety governance and best practices to achieve the Sustainable Development Goals"** was the theme of the regional road safety workshop organized by the United Nations Secretary General's Special Envoy for Road Safety, Argentinian Road Safety National Agency, United Nations Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Economic Commission for Europe (UNECE) and Inter-American Development Bank (IDB).

Besides **CITA**, represented by **Mr. Horacio Marcucci, Vice-President of Applus Argentina**, more than **150 participants**, from **17 Latin American countries**, including Government (national



Speakers at the workshop



## VEHICLE INSPECTION HANDBOOKS

A review of available vehicle inspection handbooks has been undertaken by a CITA member: **AECA-ITV**.

CITA has made available the material collected for consultation.

Through **[THIS LINK](#) only CITA MEMBERS** can download it.

# 2017 KNOWLEDGE AND TRAINING FORUM ON TRANSPORT

WASHINGTON D.C., USA | 9 MARCH 2017

Last 9 March 2017, CITA has participated in the “**2017 Knowledge and Training Forum on Transport**”, a workshop organized by the **World Bank** and the **Global Road Safety Facility** (GRSF).

**GRSF has played a critical role in mainstreaming road safety in the World Bank's operations leveraging scaled up road safety lending in World Bank projects.** Last year, GRSF invested \$3.75 million to its portfolio of global road safety activities, which contributed to an additional \$411 million in road safety lending activities via World Bank financed operations.

During the event Mr. **Kanvaly Bamba**, Managing director of the CITA member **CCVA in Burkina Faso**, has explained and shared with the participants the experience in vehicle inspection in his country. It was possible as well to have information from another CITA member **ATTI** (Tunisia) on their experiences in vehicle inspection.

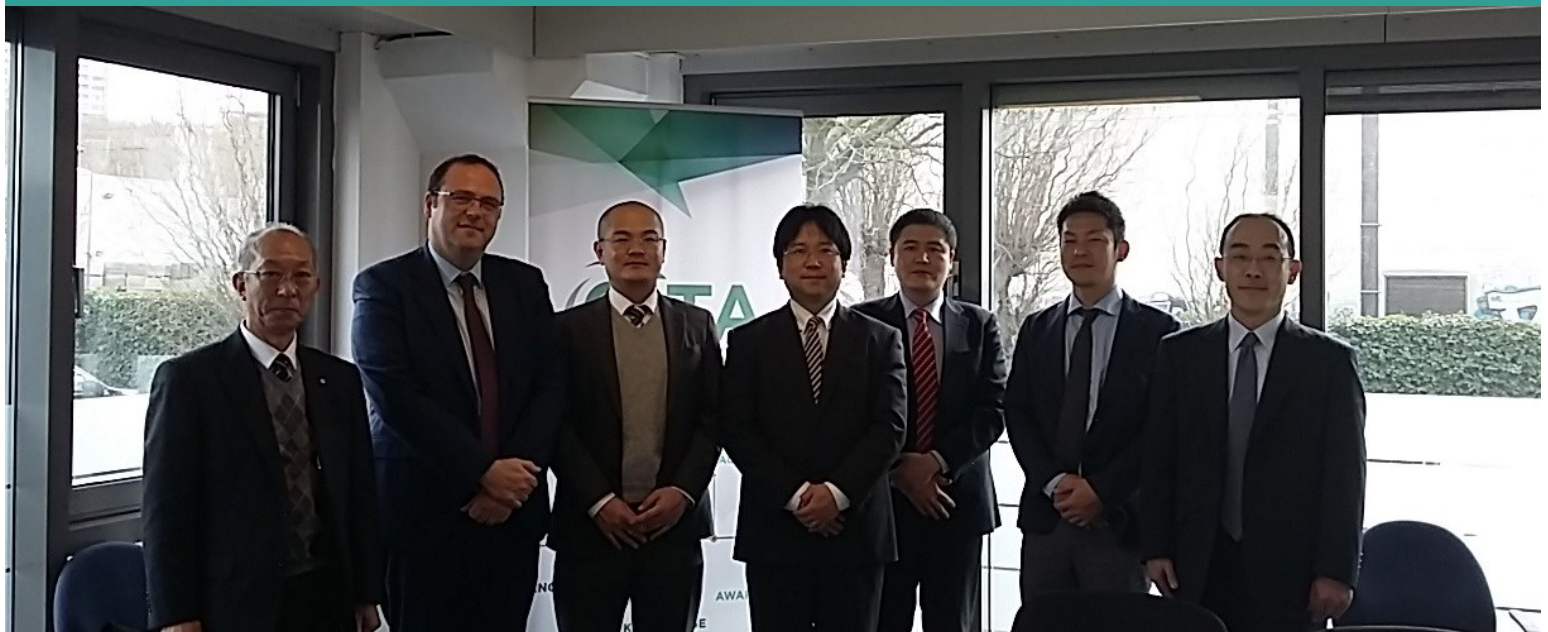


Mr. Kanvaly Bamba

## MEETING A JAPANESE DELEGATION

BRUSSELS, BELGIUM | 28th February 2017

Last 28th February 2017, in our offices, we received a Japanese delegation composed by the Chief, Road Transport Bureau Maintenance Service Division of MLIT – Mr. Yoshihiro Wada; the Director Planning Division, Planning Department of NALTEC – Mr. Kenichi Hayashi; the Chief Official, Inspection Department inspection Division of NALTEC – Mr. Wataru Okuyama; the Deputy general manager, Engineering and test department of JASEA – Mr. Koji Sasaki, and from JASIC Mr. Morimichi Shimizu and Mr. Takashi Yanase – Chief, Technical Section.







# A NEW CITA POLICY EXPERT

We are very pleased to announce that Mr **Víctor Salvachúa**, Regional PTI Manager Applus+ Iteuve, is the new **CITA Policy expert of the Topic Area 5 – Information Technologies**. Since 2015, Víctor is also the CITA Technical Expert on Roadside Inspection Regimes. The decision has been approved by the Bureau Permanent Members, during the last Bureau Permanent meeting, on 25 April 2017.

**GOOD WORK VÍCTOR!**



# MIGA

**Multilateral Investment  
Guarantee Agency**  
WORLD BANK GROUP

*The Multilateral Investment Guarantee Agency (MIGA), a member of the World Bank Group, promotes foreign direct investment (FDI) in developing countries by providing guarantees (political risk insurance and credit enhancement) to investors and lenders.*

*MIGA's guarantees protect investments against noncommercial risks and can help investors obtain access to funding sources with improved financial terms and conditions.*

MIGA's guarantees provide protection against currency inconvertibility and transfer restriction; expropriation; war, terrorism, and civil disturbance; breach of contract; and non-honoring of financial obligations.

Currency Inconvertibility and Transfer Restriction protects against losses arising from an investor's inability to legally convert local currency (capital, interest, principal, profits, royalties, and other remittances) into hard currency (Dollar, Euro or Yen) and/or to transfer hard currency outside the host country where such a situation results from a government action or failure to act.

Expropriation protects against losses arising from certain government actions that may reduce or eliminate ownership of, control over, or rights to the insured investment.

War, Terrorism, and Civil Disturbance protects against loss from, damage to, or the destruction or disappearance of, tangible assets or total business interruption (the total inability to conduct operations essential to a project's overall financial viability) caused by politically motivated acts of war or civil disturbance in the country, including revolution, insurrection, coups d'état, sabotage, and terrorism.

Breach of Contract protects against losses arising from the government's breach or repudiation of a contract with the investor (e.g., a concession or a power purchase agreement).

Non-Honoring of Financial Obligations protects against losses resulting from a failure of a sovereign, sub-sovereign, or state-owned enterprise to make a payment when due under an unconditional financial payment obligation or guarantee related to an eligible investment.





## JOHAN COBBAUT

### CAREER:

2013 – PRESENT | CITA PRESIDENT;  
 2015 – PRESENT | PROGRAM DIRECTOR - KEURINGSBUREAU MOTORVOERTUIGEN NV;  
 2009 – 2015 | DIRECTOR - GOCA;  
 2011 – 2013 | CITA - VICE PRESIDENT & SECRETARY GENERAL;  
 2005 – 2011 | CITA - BUREAU PERMANENT MEMBER & DEPUTY SECRETARY- GENERAL;  
 2000 – 2009 | TECHNICAL DIRECTOR - BUREAU VOOR TECHNISCHE CONTROLE;  
 1998 – 2000 | R&D MANAGER - BUTZ IEPER;  
 1996 – 1998 | R&D MANAGER - ECA;  
 1995 – 1996 | CONSULTANT - CENTRUM VOOR KWALITEITSZORG WEST-VLAANDEREN.

### HOW LONG HAVE YOU BEEN IN THE ASSOCIATION AND HOW LONG HAVE YOU BEEN PRESIDENT?

My first election as a BP member was in 2005 in Chicago, in those early days I also took on the role of deputy Secretary General as a Belgian contact was advisable for the CITA secretariat in HR matters.

After all CITA is an international non-profit organization according to Belgian law and is based in Brussels. Since the General Assembly in Seville (Spain) in 2013 I was honoured with the mandate of CITA President.

### WHAT DO YOU CONSIDER TO BE YOUR GREATEST ACCOMPLISHMENTS IN YOUR YEARS AS CITA'S PRESIDENT?

First of all, it is important to understand that all the members of the CIA Bureau Permanent are forming a forum for discussion and decision on how CITA has to evolve and where the limited resources need to be concentrated. Also CITA can only progress thanks to the commitment of its members and the contribution of their experts.

Coming back to your question, there are two aspects that have dominated the activities, and as such the accomplishments, of CITA in the past 4 years: the newly defined vision which requires a catalytic role of CITA internally and externally; and second the strengthening of the CITA secretariat resources, as a consequence of the evolution in mission based on our 5 pillar approach.

CITA needed to step up in different fields of activity:

- to become more influential;
- to create a more universal awareness about the fact that road safety has also a "vehicle" component on top of the aspect "driver" and "infrastructure";
- to be much more present and active on international discussion platforms and with organisations such as the World Bank and other Multilateral Development banks;
- to listen more to the needs of its members related to their region and the difference in socio-economic reality in different parts of the world;
- to provide a more modern information and communication exchange platform.

On top of that some extra ad hoc Working Groups were set up, since the GA in Dubai, related to the topics Port of Entry inspections, fraud and new inspection schemes. The outputs delivered by these Working Groups are of excellent quality and have resulted in recommendations to be approved at the next General Assembly. This again confirms that CITA only progresses in knowledge and expertise thanks to the contribution of its members.

Is CITA already at its final destiny in the different fields of activity were a step up was needed? No of course not. CITA is continuing to build on the road, progress is clearly made and there are still a lot of challenges for the future.

### ONE OF YOUR TASK AS PRESIDENT WAS TO SET UP A NEW CITA SECRETARIAT. ARE YOU SATISFIED WITH YOUR CHOICE?

Yes. Looking at the quality of people and skills that the CITA Secretariat can allocate actually, the support and the accomplishments in communication, administration and last but not least the excellent work done in the fields of creating awareness, cultivating new and existing contacts, the increase in visibility of CITA as an impartial organization and the interaction with RAGs, topic area groups and ad hoc working groups.

Today the CITA Secretariat is stronger than ever before, although resources remain limited and time management is even more challenging.

### WHAT ARE THE MISSIONS OF THE ASSOCIATION TODAY? AND WHAT ARE THE FUTURE ACTIONS AND PROJECTS?

CITA's mission is enabling our members to play an influential role in the development and implementation of policies for safe and sustainable road usage. The mission and vision has, in the end, to allow all members to play a leading role in shaping the future for sustainable Roadworthiness Inspection & Enforcement in all regions of the world.

Our future actions and challenges are in different fields and at different levels, a.o.: further develop technologies to ensure that impartiality is kept when assessing whole-life vehicle compliance (key factors: open data access to vehicle related data for PTI; the PTI testing methods for ECSS and environmental testing; autonomous vehicles system assessment); the evaluation of the actual and the development of new inspection schemes; the transparency of the CITA strategy for all members contributing to the success of CITA; and consolidating our capabilities to become the right partners of the international stakeholders.

### CAN YOU ALREADY GIVE US A GLIMPSE OF WHAT WILL HAPPEN AT NEXT CITA INTERNATIONAL CONFERENCE?

The conference 2017 is a fabulous opportunity for professionals to learn new things, meet new people, and travel to new places. Every CITA meeting has a different style, vibe, and energy: with the right plan, this conference will be an amazing experience.

The Conference 2017 is made up of a series of split sessions: seven in total; and there are either plenary ones (everyone meets together), including the General Assembly reserved for only CITA Members.

This year will be renovated the CITA Bureau Permanent, the Regional Advisory Group Chairpersons and the Council Members: it's voting time! It will be also presented our new Annual Report and our new Corporate video in exclusive.

Last but not least, there is a surprise for all the participants: we are preparing a phone application related to the event. Soon, on our channels, we will tell you more about it...Stay tuned!!



Mr J. Cobbaut at the CITA International Conference in Dubai - 2015



# .....from the European Institutions

## TYPE APPROVAL REVISION

By Mr. GERHARD MÜLLER - CITA POLICY EXPERT ON ENVIRONMENTAL PROTECTION SYSTEMS

The European Commission made its proposal for a revision of the European Parliament and of the Council on the **approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles** in January last year the European Parliament.

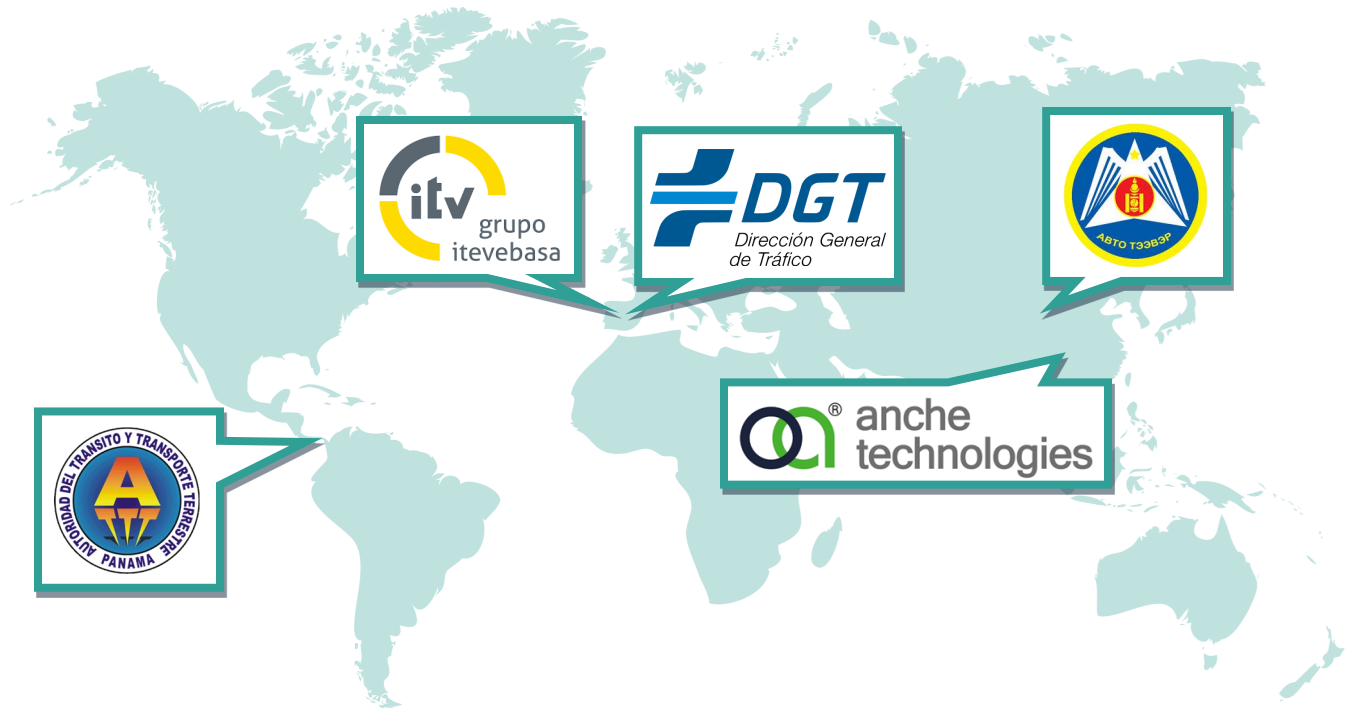
The **IMCO Committee** elaborated its opinion regarding this proposal and introduced it to the **European Parliament, which approved it in a plenary voting on 4<sup>th</sup> April 2017**. The European Parliament respected many of CITA's recommendations. Subsequent you can find the EP-wording for some key topics:

- **Art. 8 Market Surveillance: precised number of tests and involvement of independent testing organisations**  
“...Member States shall carry out tests or inspections on an annual basis on a number of types which shall total at least 20% of the number of types placed on the market in that Member State in the previous year”;  
“...Market surveillance: authorities may rely on independent testing organisations to perform the technical tasks, such as tests or inspections”;
- **Art. 23 Additional Information / Software Access: comprehensive information about software and link to PTI**  
“...The approval authority and technical services shall have access to the software, hardware and algorithms of the vehicle, together with documentation or other information allowing an appropriate and relevant level of understanding of the systems, including the systems development process and systems concept, and functions of such software and hardware which enable the vehicle to comply with the requirements of this Regulation”;  
“...During the period of validity of the EU type-approval, access shall be granted to the software, hardware and algorithms of the vehicle in order to allow verification that the requirements of this Regulation are complied with during periodic inspection”;
- **Art. 30 Fee Structure: only for activities of the authorities, not for inspections of technical services**  
“...Member States shall ensure that the costs for their type-approval and market surveillance activities are covered. Member States may implement a fee-based structure or may finance such activities through their national budgets, or apply a combination of both methods”;
- **Art. 72 Independent Testing: strengthening the independence of category B tests**  
“...category B: supervision of the tests referred to in this Regulation and in the acts listed in Annex IV, where those tests are performed in the manufacturer's facilities or in the facilities of a third party; test preparation and supervision shall be carried out by a supervisor from the technical service;”

**THE EUROPEAN COUNCIL IS CURRENTLY WORKING ON ITS POSITION.  
IT IS EXPECTED THAT THE PRESIDENCY OF MALTA WILL FINALIZE ITS OPINION END OF MAY AND  
AFTERWARDS START WITH THE TRILOGY NEGOTIATIONS.**



# ..... New CITA Members



 **anche technologies**

**Anche Technologies (China)** is vehicle inspection industry major equipment supplier in China, the vice president of China Automobile Maintenance and Repair Equipment Trade Association (CAMREA), involved and formulated numerous national standards for vehicle inspection industry.



**Autoridad del Tránsito y Transporte Terrestre (ATT— Panama )** is an autonomous State entity ,with the aim of planning, investigate, run, supervise, and control the transit and ground transportation operations . Its mission is to regulate the efficient mobilization of people, equipment and cargo, attend to everything related to the regulation and activities of Motor vehicles, as well as roads usage.



**Dirección General de Tráfico (DGT— Spain)** is a governmental body, under the Ministry of the Interior, responsible for the implementation of road policy. Its purpose is the development of actions to improve the behaviour, training, mobility and safety of road users as well as the provision of all traffic-related administrative services that the citizen needs.



**Estación ITV Vega Baja S.A. (Itevebasa — Spain)** has more than 30 years of experience in the field of vehicle inspection. It currently manages a total of 12 inspection sites, with 32 inspection lines, and 10 mobile units, being the eighth national operator by number of active lines, with more than 500,000 inspections / year.



**The National Road Transport Center (Mongolia)** is a governmental agency actively practicing in compulsory vehicle inspection of in-service vehicles in **Mon-golia**. Their mission is to be a globally recognised organization in vehicle safety inspection, make road transportation safer, meet high international standards and be committed to continuous improvement for customer satisfaction.



## SYC'S NEWEST PTI CENTER

The newest centre of **Supervisión y Control, SA (SYC)**, company in charge of carrying out the technical inspection of vehicles in Galicia (Spain), has innovative characteristics as consequence of a three years R+D project.

The building design, based on modular concept with a singular structure patented by the A Coruña University and using standardized pre-assembled elements, allows the construction in-situ in few weeks.

This new modern PTI station is equipped with the state of art inspection technologies such as:

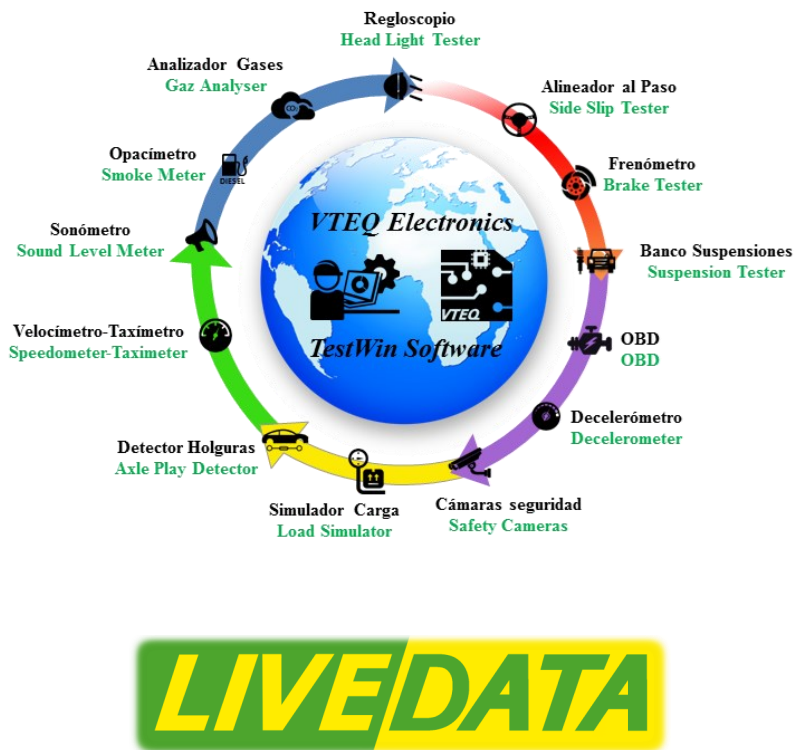
- OBD scantool for checking the ECSS of vehicles
- Digital headlight tester to verify intelligent systems
- Specific equipment to test EV and HEV vehicles
- Automatic detection of vehicle arrival and guiding it to the appropriate inspection lane through communication with the client's smartphone



**Sycitv**

For further information: [www.sycitv.com](http://www.sycitv.com)

## VTEQ LIVEDATA HARDWARE CONTROL SYSTEM:



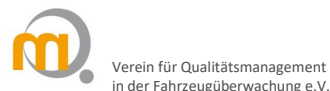
In the current scenario we find, with a notable concern in the control and versatility in inspection procedures, data management and user interface, VTEQ has developed multi-level control protocols for VTEQ equipment control (hardware).

Given the capacity of the well-known VTEQ Ethernet electronics and together with the versatile TestWin software, it is possible to benefit in different aspects for the hardware control:

- Control Protocol using **TCP / IP sockets** (greater robustness and speed);
- Low Level Hardware Control Protocol;
- High-level Hardware Control Protocol;
- TestWin **Programmable Management Software**, a single version for any inspection system;
- Allows equipment management through portable devices: **Tablet** or **SmartPhone**.

For further information: [www.vteq.es](http://www.vteq.es)

## AVOIDABLE RISKS



The German **QM association** along with the traffic research institute **IVT Research GmbH** have investigated the consequences of failure to carry out PTIs in a timely manner. 52 million PTIs from recent years were analysed.

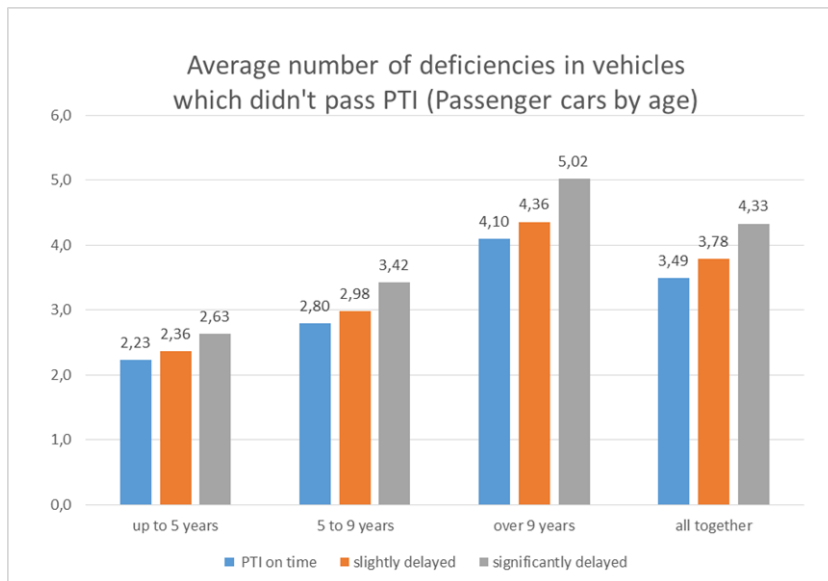
The results show:

- Vehicles that exceeded the PTI deadline (33%) had up to 22% more deficiencies than those that were tested on schedule;
- Vehicles more than 9 years old were often presented to the PTI late.

The result is that in 2015 over 42% of all deficiencies in passenger cars were detected after the end of the regular PTI deadline.

A parallel survey of vehicle owners and inspectors showed that there was very little awareness of the negative effects on traffic safety and environmental protection. The deadlines were sometimes deliberately exceeded.

The Directive 2014/45/EU requirement that PTI deadlines may not be exceeded is therefore important. Consistent sanctions for exceeded deadlines can lead to further improvements in traffic safety and environmental protection.



For further information: [www.qmev.de](http://www.qmev.de)

## VTNZ: VEHICLE TESTING NEW ZEALAND



Vehicle Testing New Zealand (VTNZ) is the largest vehicle inspection company in New Zealand. Originally government owned, VTNZ became privately owned in 1999 and joined the DEKRA group in 2014.

VTNZ has expanded the range of products and services on offer and now conducts light and heavy vehicle PTIs, pre-purchase assessments, transaction services for vehicle and driver licencing and recently won the contract for practical driver testing services for all of New Zealand.

A number of initiatives have been implemented over the last 10 years to ensure growth. These include development of electronic check sheets, best practice inspection processes, customer care focus and a staff engagement journey.

For further information: [www.vtnz.co.nz](http://www.vtnz.co.nz)



.....save the date

➤ 10<sup>th</sup> - 11<sup>th</sup> May, 2017 | Bratislava, Slovakia (Slovak Republic) | ONLY CITA MEMBERS  
**SubWG1 Brake Testing**

➤ 6<sup>th</sup> - 7<sup>th</sup> - 8<sup>th</sup> June, 2017 | Zagreb, Croatia  
**CITA International Conference & 18<sup>th</sup> General Assembly**

👉 **CONFERENCE WEBPAGE**

➤ 15<sup>th</sup> June, 2017 | Brussels, Belgium | ONLY CITA MEMBERS  
**CITA-CORTE: Road Side Inspections meeting**

➤ 27<sup>th</sup> - 30<sup>th</sup> August, 2017 | Tallinn, Estonia  
**XXIX International Baltic Road Conference**

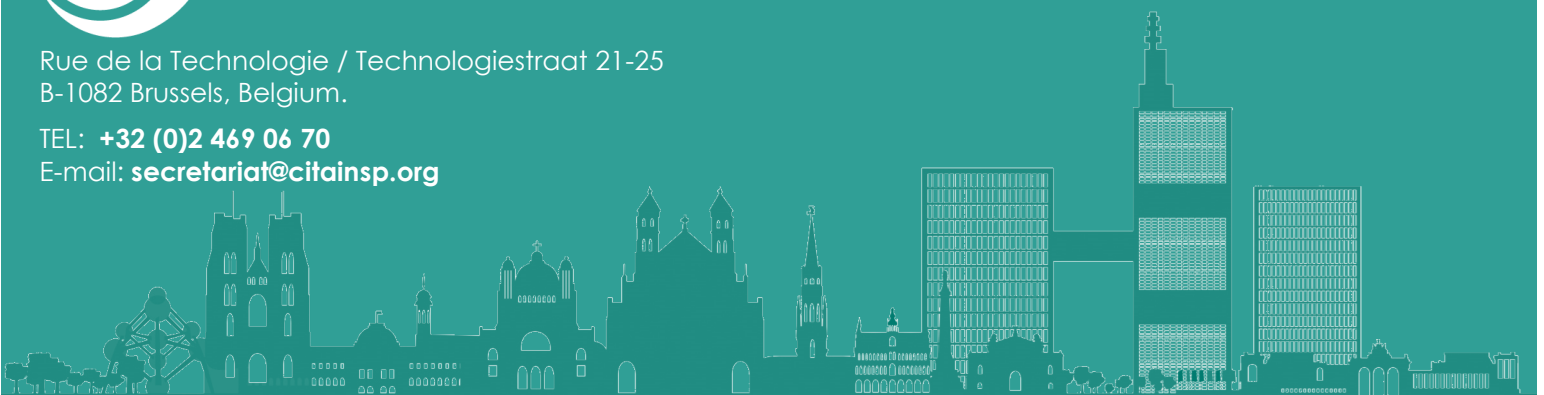
👉 **CLICK HERE TO SEE THE COMPLETE CALENDAR**



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