



International
Motor Vehicle
Inspection
Committee

NewsRelease
May 2018

Dear CITA Members,
Dear CITA Colleagues,

I am enthusiast to present you, for the second time, our NewsRelease. In this edition, you will discover our latest activities since the beginning of the year.

First of all, I would like to highlight two important agreements that we have signed: one with the Global Road Safety Facility (GRSF) and the other with United Nations Road Safety Collaboration (UNRSC). We are really proud to be part of the international cooperation engaged in road safety efforts, and in particular in the implementation of recommendations on road traffic injury prevention and in the implementation of road safety reforms.

Another outstanding activity was the presentation of the SET II project at our annual reception, where more than 70 experts also celebrated the CITA top milestones of 2017.

We are still fully involved in the project SaferAfrica and we are about to complete the final details for starting projects with the World Bank in Africa.

Last but not least, we have raised our voices with the European institution on vehicle data and road safety, asking for fair and equal access to in-vehicle data and resources, as well as vehicle safety and pedestrian protection.

Want to know more? Check this Newsletter and the new CITA website.



Enjoy your reading and thank you for being a CITA member; it can only be done with your work, your knowledge, your experience and your commitment.

JUAN DIEGO RODRÍGUEZ
CITA President

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"Thank you all for your support and interest in CITA"

The first CITA event

SUMMARY REPORT OF THE CITA ANNUAL RECEPTION

Brussels - Belgium | 23 March 2018

Year after year, CITA is a sell-out success story. Its last event was, in fact, a good example of how CITA keeps up the momentum all year round and does an excellent job of gathering together its members and colleagues.

In rue du Commerce 123 – Brussels, more than 70 experts attended the 1st appointment of the year: CITA celebrated the top milestones of the 2017, plus anticipated some of the future activities of the 2018. The meeting was open by Mrs. F. Ioannidou, Head of unit – road safety DG Move /EC, and Mr. J.D. Rodríguez, CITA President; followed by a presentation of the CITA Annual report 2017 and a summary of the last year best moments from Mr. L. Geilen, CITA Vice-President.

Then, the participants had the opportunity to know more about some ongoing CITA projects, including the results of the project SET II (how to measure NOx during vehicle inspection) presented for the first time by Mr. G. Müller, CITA Vice-President Technical affaires; the impact in safety of the vehicle inspection program in Turkey, introduced by Prof. W. Schulz from IERC; and the progresses in road safety in Africa and low-and middle-income countries by Mr. E. Fernández, CITA Executive Director.

At the end Mrs. E. Morger, CITA Secretary General, concluded illustrating the next steps CITA is going to undertake.



Participants at the CITA event

For those who were unable to attend the event, all presentations are listed below:

- [Summary of Activities 2017](#)
- [Results SET II](#)
- [PTI Turkey](#)
- [Vehicle Inspection in Low and Middle Income Countries](#)
- [Activities 2018](#)

The CITA Annual Report 2017 can be consulted/downloaded [HERE](#)...and some pictures can be found [HERE](#).



Global Road Safety Facility

We are glad to announce that a collaboration agreement was signed by CITA and the GRSF: **CITA is now member of their board.**

The Global Road Safety Facility (GRSF), as the most experienced development bank global road safety fund, **ensures that donor funding catalyzes action to save lives and achieve sustainable results.**

The GRSF is a partnership & funding platform **assisting the global road safety agenda by implementing road safety reforms**, including through technical assistance, knowledge products, and a comprehensive leveraging of road safety infrastructure financing.

Launched in 2006, it has initiated and carried out a large range of road safety projects in more than 35 developing countries in all world regions.

Its program has three main objectives:

1. **Investing in Building Safety Management** – focusing its efforts on implementing its Road Safety Management Capacity Review which lays out a comprehensive organizational and investment strategy for road safety;
2. **Interventions for Safer Outcomes** – investing in helping countries establish vehicle inspection stations to ensure stronger occupant protection through regulations;
3. **Research for Results** – working to uncover the economic costs of road safety in order to inform decision-making.

This 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.

GRSF's work has strongly contributed to positive road safety outcomes in many low- and middle-income (LMICs) countries around the world.



Together We can save millions of lives.

New York, USA (13 April 2018). We are really proud to announce that CITA was admitted in the [United Nations Road Safety Collaboration](#) (UNRSC), during their 25th meeting celebrated last Friday in the UN headquarters in New York.

This Collaboration is a **consultative mechanism whose members are committed to road safety** efforts and in particular to the implementation of the recommendations of the World report on road traffic injury prevention.

The main objective of the collaboration is to facilitate international cooperation and to strengthen global and regional coordination among UN agencies and other international partners to implement UN General Assembly resolutions and the recommendations of the world report thereby supporting country programs.

The Global Plan for the Decade developed by the UNRSC is encouraging countries to adopt more effective policies for road injury prevention. Their meetings bring together a powerful coalition of UN agencies, development banks, researchers, non-government organizations, philanthropes and private sector companies.

We are looking forward to collaborate with all UNRSC stakeholder in order to improve road safety worldwide.



More about the UNRSC

In April 2004, the UN General Assembly resolution A/RES58/289 on "Improving global road safety" invited WHO, working in close cooperation with the UN regional commissions, to act as coordinator on road safety issues across the UN system. The World Health Assembly accepted this invitation in May 2004 and WHO subsequently set up the UN Road Safety Collaboration (UNRSC) which holds biannual meetings to discuss global road safety issues.



MANIFESTO FOR FAIR DIGITALISATION OPPORTUNITIES



A broad coalition comprising vehicle dealers, automotive aftermarket and mobility services operators, the European insurance industry, the European representations of both motorist consumers and SMEs, is urging EU decision-makers to act decisively to establish fair and equal access to in-vehicle data and resources, amidst concerns that effective competition, innovation and free consumer choice are currently not being placed at the heart of its agenda.

In order to continue to offer the high level of competitive services demanded by their customers, together with improved operational safety and environmental compliance, all independent service providers 'around the car' must be able to compete on an equal footing with vehicle manufacturers (VMs) by continuing to access the vehicle, its data and functions in an independent and direct manner. This would allow the development of new competitive digital services resulting in true consumer choice and enabling consumers to fully decide with whom they share their data. However, all this would not be possible with the model put forward by VMs, the so-called 'Extended Vehicle', which will channel all future communication and data access through their own backend server. As such, this would prevent all other independent service providers from offering competing services to consumers, as only a small part of the vehicle-generated data will be shared with them, compared to the data available to the VMs. Also, direct real-time communication with the vehicle/its functions/the driver is prevented.

The coalition has therefore launched a **Manifesto urging EU decision-makers, and in the first instance the EU Commission, to 'act now' by introducing pertinent requirements aiming to establish in the coming years the "interoperable, standardised, secure and open access telematics platform" set out in the 2015 EU eCall Regulation in order to ensure a level playing field.** This solution would maintain consumer choice, independent entrepreneurship, competition and innovation for all services 'around the car', whilst ensuring the same high level of safety, security, liability and data protection as the VMs use themselves. According to the Commission's Transport Research Laboratory (TRL) Study Report, it is the only solution that would allow equal opportunities for independent service providers and true competitive choice for consumers, but it requires legislative intervention.

The Call to Action by the Coalition asks:

- For the European Commission to start working on a robust regulatory framework for an interoperable, standardised, secure and safe on-board application platform. High Level Principles and Requirements should be enshrined now into the Data/Third Mobility Package 2 upon which the work can be triggered so that a solution will be in place without undue delay to address the rapidly increasing number of connected vehicles in the automotive service and mobility markets;
- In the meantime and until such a platform is in place, there should be a 'right to do business', and vehicle manufacturers should give as from 1.1.2020, non-discriminatory access to the in-vehicle telematics systems used by themselves, and to those in-vehicle systems and interfaces which they allow third party service providers access to;
- To adopt a sound definition of Remote Diagnostic Support (RDS), which is currently being discussed with DG GROW as a follow-up of the new Vehicle Type-Approval Regulation, enabling the remote, direct bi-directional communication with the vehicle via a standardised in-vehicle interface to conduct a remote diagnostics analysis.

[READ THE MANIFESTO](#)

This 'Call for Action' is also in line with the European Parliament's TRAN Committee Report on C-ITS which calls upon the Commission to publish a legislative proposal on access to in-vehicle data and resources by the end of this year. The coalition upholds that the current telematics data access model - controlled and operated by car manufacturers – prevents independent businesses from embracing digital opportunities, jeopardises consumer choice, innovation and a prosperous EU digital economy. It's clear what is at stake here. "Our solution is for fair and equal access to vehicle telematics, to ensure safety and security is maintained, whilst safeguarding competition, innovation and consumer choice. It is therefore crucial that competition, innovation and consumer interests must be put back at the heart of the EU Digital Single Market".



CALL FOR A STRONG POSITION ON VEHICLE SAFETY FROM THE EP

In a [letter to the President of the European Parliament](#), Antonio Tajani, CITA and 13 other organizations have called for a 'strong and timely response' to forthcoming proposals from the European Commission on vehicle safety and pedestrian protection, expected on 2 May.



[READ THE FULL LETTER](#)



EU GUIDE "SAFER ROADS FOR ALL" PROMOTES THE SAFERAFRICA PROJECT



In order to review all the European activities in the field of Road Safety, last 20 February, the European Commission has published the "[Safer roads for all: the EU good practices Guide](#)". Introduced by a foreword edited by the EU Transport Commissioner V. Bulc, it has been realized by the DG Mobility and Transport.

This Guide mentions [SaferAfrica](#) as one of the most important EU-funded projects in the field of Road Safety: "...and the EU also reaches out to Africa in the SaferAfrica project, which aims to create a dialogue platform between our continents focused on road safety and traffic management issues".

CITA IS MORE THAN HONORED TO BE PART OF THE SAFERAFRICA PROJECT, A VENTURE ABLE TO FOSTER THE EXCHANGE OF INFORMATION ABOUT ROAD SAFETY BEYOND THE EUROPEAN UNION.

A COMMENT ON THE NEW SWEDISH PTI REGULATIONS

Stockholm, Sweden | 20 March 2018

After the CITA WG2 (Environmental Protection Systems) meeting in Stockholm last week, our Vice-President and expert Mr. G. Müller expressed his concerns about the new Swedish regulations regarding inspection of cars that will start on May 20 this year.

During an interview he informed the journalist about the general situation in Europe, explaining that **many countries would like to modernize the whole periodic emission test, which is already 25 years old.**

In this context, it is proofed by several studies that it is meaningful to measure real emission at the tailpipe, to tighten the thresholds for modern vehicles and to read out the diagnostic trouble codes stored in the OBD-system.

Starting from May, **Sweden will rely on the indication of the MIL (malfunction indicator lamps) as a pass/fail criteria, which is not up to date anymore. The reading of the diagnostic trouble codes and the failures stored in the OBD would allow a much better evaluation of the emission system.**

This rule change concerns 1.2 million cars that get greatly increased permissible limits, thus allowing significantly greater amounts of harmful emissions.



“Even if Sweden is a leading country in the environmental field, I am very concerned that it does not follow the trend in the rest of Europe, but instead allows higher emission levels because of a not up to date periodic emission test ”, said Mr. Müller.

ROADWORTHINESS TECHNICAL WORKING GROUP

Brussels - Belgium | 16 April 2018

G MOVE organized a Roadworthiness Technical Working Group (RWTWG) on Aspects of Tampering With Exhaust Emission Control Systems in Brussels last 16 April.

Mr. G. Müller, Chair of the CITA Environmental Protection Working Group, was invited to introduce the **results of the CITA/CORTE subgroup on recommendations for Diesel vehicles**.



In his presentation he showed **three different methods for Road Side Inspection and Periodic Technical Inspection to detect tampering: visual inspection, external measurement and the use of diagnostic functions**. To be most effective all three methods should be executed. Many different measures can even be implemented immediately.

For modern vehicles the current test procedures are not applicable anymore to detect manipulation or deterioration and must be urgently updated. New testing procedures in combination with new measurement equipment are necessary to measure NOx or particulate number (PN). There is also a need to get a more comprehensive access to information already existing in the on-board unit of vehicles. **The OEM should be obliged to deliver these OBD information in a standardized version**.

The control of the Calibration Identification number and the Calibration Verification number is necessary to detect illegal software versions. Also efforts are needed against the sale of tampering devices.

NEW REQUIREMENTS FOR TACHOGRAPHS



In the "Official Journal of the European Union" is been published (28/03/2018 to 02/04/2018) a corrigendum to Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council. This corrigendum lays down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016).



[ACCESS HERE TO EUROPEAN UNION LAW](#)

NO MOVEMENT TOWARDS PTI IN SOUTH AFRICA

Many years after the legislation for more regular vehicle inspections was promulgated by South Africa's Minister of Transport, the implementation is yet to happen. The legislation was published with implementation "**at a date to be determined by the Minister**". **This would see vehicles 10 years and older tested every 2 years.**

Currently, vehicles are tested for roadworthiness on change of ownership. In addition, taxis and heavy goods vehicles are tested annually, and buses are tested six-monthly. The market demand of testing stations is therefore mostly dependent on the sale of used vehicle sales, and the current economic environment is not helping to grow this market.



In South Africa, vehicle defects or unroadworthiness is considered to be the smallest contributor to the more than 14,000 people killed in road crashes each year. The RTMC (Road Traffic Management Corporation), in their 2017 Crash Report, reports that in major crashes, which is defined as a crash where there were 5 or more fatalities, vehicle defects contributed to 6.9% of these crashes in 2017. All these major crashes have been investigated in depth, and the factors contributing to accidents, the vehicle types and the road environment have been taken into consideration.

The major factors of vehicle defects causing fatal crashes in South Africa are the following:

- Tyres bursting prior to the crash; 54.3%
- Faulty brakes; 13.5%
- Unroadworthy vehicle (other factors); - 12.2% and
- Headlights (faulty, blinding or not switched on) – 5.2%
- Tyre failure – tread separation from wheel / smooth tyre – 3.5%

It is clear that a more regular regime of vehicle inspection will have a positive influence on reducing road fatalities. Why then is the implementation of periodic testing taking such a long time?

While this question is best answered by the Minister of Transport, industry has been gearing up to be prepared for this increased demand, should PTI be implemented. Concerns from the government include station compliance and the scourge of corruption at test stations, where a few shady operators tarnish the entire industry.

The more than 560 test stations in South Africa (of which 60% are privately owned and 40% are owned by local or provincial government) are monitored for compliance by the South African Bureau of Standards who is the appointed Inspectorate of Test Stations on behalf of the Minister of Transport. The requirements which need to be complied with are articulated in national standards as well as in the road traffic legislation.



The most recent development which is aimed at curbing corruption, is the production of a visual image of the vehicle being inspected to be kept as part of the test record; and secondly, that all brake efficiency results be printed and kept as part of the test record. Of course, if the station uses an electronic system, then this would automatically be uploaded as part of the test record.

The visual image requirement is meant to constrain those rogue stations, who want to conduct a test and issue a certification of roadworthiness without the vehicle having been presented at the test station. In addition, the increasing automation of test equipment, will ensure less manipulation of results by vehicle examiners.

In the meantime, the high number of fatalities on South African roads remain a blot on the country's road safety record. It is hoped that the South African government heeds the call of the United Nations General Assembly to its member states to "**consider establishing mechanisms for the periodic assessment of vehicles in order to ensure that all new and in-use vehicles comply with basic vehicle safety regulations**".

This call was made in its Seventy Second session on Improving Global Road Safety held on 6 April 2018.

SAFERAFRICA DIALOGUE PLATFORM MET IN ATHENS TO DISCUSS ROAD SAFETY ISSUES AT STAKE



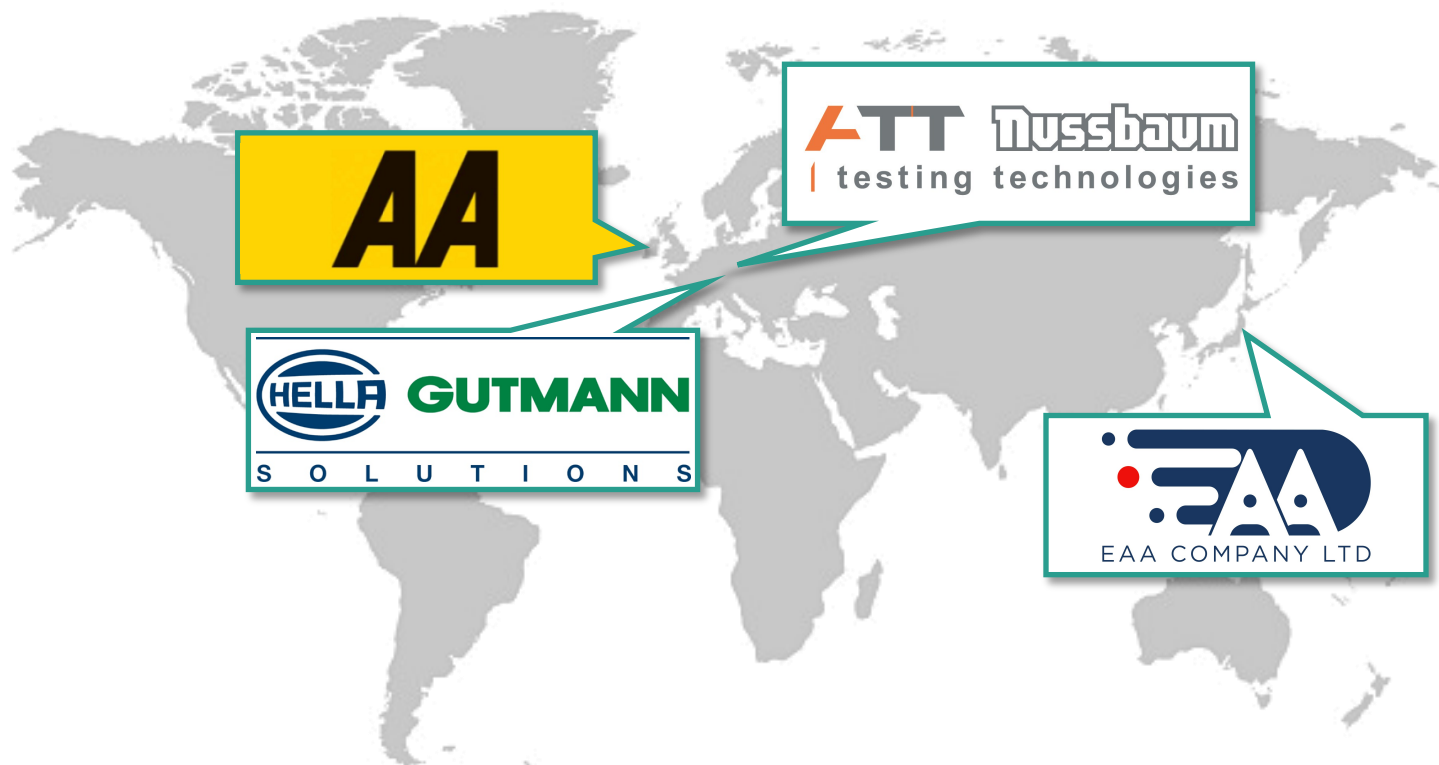
On April 27, in Athens, the first **SaferAfrica Dialogue Platform Workshop** took place, hosted by the SaferAfrica partner NTUA.

Funded under Horizon 2020 and coordinated by Prof. Luca Persia from the Research Centre for Transport and Logistics of "Sapienza" University of Rome, SaferAfrica project aims in fact to establish a Dialogue Platform between Africa and Europe focused on road safety management. The Dialogue Platform represents the SaferAfrica high-level body with a view to ensuring a continuous relationship between Africa and Europe, working to identify the needs for road safety and traffic management and consequently foster the adoption of efficient interventions.

During the workshop, the **SaferAfrica Dialogue Platform - Management Board** - mainly constituted by personalities from International Organizations - together with relevant **African stakeholders** discussed on a range of issues at stake for road safety in Africa, specifically focusing on Road Safety Data Collection and Implementation of the African Road Safety Action Plan.

To know more about the outcomes visit the website www.saferafrika.eu, follow on Twitter [@saferafrika](https://twitter.com/saferafrika) and register to SaferAfrica Newsletter.

.....CITA NEW MEMBERS



CORPORATE MEMBERS:



ATT Nussbaum Prueftechnik GmbH develops products for motor vehicle testing and distributes them to well-known customers in over 50 countries around the world. The company was founded as a joint venture by Robert-Bosch GmbH and the Nussbaum Group in 2000. In 2016, ATT Nussbaum Prueftechnik GmbH split away from Nussbaum GmbH & Co. KG. With our independence, we have focused our core business even more intensely on motor vehicle testing technology. The aim is to improve existing products and develop new products to make the work in the workshops even more efficient and reliable.



The company has about 450 employees, is headquartered in Ihringen/Breisach, Germany, and belongs to the **Hella Gutmann** Group, which is a corporation of HELLA GmbH & Co. KGaA. The product range focuses on professional equipment for automotive workshops, car dealerships and automotive testing agencies. Core products are data, software, devices and tools for diagnostic work, exhaust emission tests, beam setting, system checks as well as the corresponding measuring technology.

FULL MEMBERS:



Founded in 1910, **AA Ireland** is Ireland's leading motoring organisation, with over 400,000 customers across our rescue service, motor, home and travel insurance products. The AA is a household name across Ireland when it comes to motoring, not only from our AA Roadwatch traffic information service, which provides national and local media with unrivalled content, but also our prominence as commentators on transport, road safety and motoring matters throughout Irish media.



EAA Company Limited (EAA) is a Japanese privately owned entity founded in 2007. Their core business is conducting independent third-party quality and safety inspections for road vehicles, equipment, plant and machinery, in accordance to customer requirements. The Company Head Office is located in the Port of Yokohama and they have an established branch network of owner operated inspection facilities in the port zones of major cities such as Kawasaki, Nagoya, Osaka, Kobe and Kita-Kyushu.

BE A ROAD SAFETY STAR IN JEBEL ALI SCHOOL

"Be a Road Safety Star" Campaign keep on delivering to students Road and Traffic Safety tips.

Quick Registration and **JustKidding** keeps on **teaching young generation** how to **be safe on the road**. We were pleased to **visit Jebel Ali School** with educational activities to **teach children** have a habit to **take care of own safety** and **show this good example to parents**. We introduced them to **traffic lights**, **child safety seat**, and the **basic behaviors** on how to **assure own safety on the road** and why they have to do that. Kids were enjoying doing activities, playing games, and reading stories. We hope that **games we played** and **Activity book** they received, will help them to **create a habit to take care of own safety** and remind **parents** that they are **role models** who give **example for their kids**.



WHAT MIGHT THE FUTURE OF MOBILITY LOOK LIKE?

This question provided the framework of the **TÜV Mobility Conference on 18th-19th of April in Berlin**. Organised by the VdTÜV e.V. (Association of Technical Inspection Agencies) the conference offered a **multi-stakeholder platform for discussions in the fields 'autonomous', 'sustainable', 'multimodal' and 'connected'**. In numerous keynotes, idea pitches and talks an interdisciplinary exchange of political representatives from the European Commission and German government, actors from science and start-ups was initiated. One of the highlights of the conference was the keynote of Professor Udo di Fabio who gave an insight into

the **legal and ethical perspectives on automated driving**.

Elisa Brummel, VdTÜV e.V.

ANCHE REPRESENTATIVES ATTENDED THE AMR2018

April 1st - 4th, 2018. The **AMR 2018 - Auto Maintenance & Repair Expo** was successfully held in New China International Exhibition Center (NCIEC), **Beijing**. As **Asia's biggest international event for auto maintenance and repair industry**, it attracted more than 1,000 repairing equipment & tools manufacturers, diagnostic & testing companies and auto aftermarket solution providers to exhibit their products and technologies. Anche's main information network system products, such as "Motor Vehicle Inspection Solutions", "Industrial Informatization Solutions", "Driver Examination System Solutions" and "Inspection Reservation System" have become one of the highlights at this exhibition. During the event, many officers of government and industry visited Anche's stand, discussed Auto Aftermarket Industry's status and trends with our leaders, and gave highly recognition and great appreciation to Anche's development achievements and direction.





A COMPREHENSIVE TEST CAMPAIGN BY TASJEEL

Tasjeel is the UAE's one-stop-shop for all vehicle testing and registration needs. A subsidiary of ENOC (Emirates National Oil Company), Tasjeel delivers vehicle inspection, convenient vehicle testing and quick registration services, catering to over 1.5 million customers in the UAE.

Beginning of This year Tasjeel organized **a campaign to create awareness about thorough technical inspection prior to purchasing any used vehicle.** The campaign was **launched in Dubai and Sharjah** and targeted used vehicle buyers who do not consider doing a full technical inspection of the vehicle prior to making their purchase decision. **It highlights cases where customers have been cheated by vehicle sellers,** leading to huge disappointment after investment after discovering the vehicle had hidden surprises which were not revealed by the seller.

The campaign helped educate consumers purchasing used vehicles in good condition and make UAE roads safer.

..... **SAVE THE DATE**

➤ 4TH June 2018 | CITA offices
CITA CORPORATE MEMBERS MEETING

➤ 29TH - 30TH October 2018 | Ouagadougou, Burkina Faso
CITA RAG AFRICA MEETING

➤ 1st - 4^H April 2019 | Seoul, South Korea
CITA INTERNATIONAL CONFERENCE



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