



International
Motor Vehicle
Inspection
Committee

NewsRelease
November 2018

Dear CITA Members,
Dear CITA Colleagues,

After the successful last edition in Zagreb, we are proud to announce that we will hold our **biannual international meeting** on April 2 - 2019 in **Seoul**

It will be a great pleasure for us to welcome all of you to this conference, where people from all over the world will **work together and exchange experiences**, for a few days, about vehicle inspection and its applications.

This edition's topic is "**From Periodic Inspection to Whole Life Compliance**" and I am sure this new edition will attract hundreds of specialists and policy-makers from all regions of the world: it is a unique opportunity to meet experts from all areas related to vehicle continuous compliance, both from the governmental and from the private side.

So do not hesitate to visit the [**CONFERENCE WEBSITE**](#) and book your seat at the event!

At the conference webpage you can:

- Find all information you need about the event;
- register;
- take part in the event as a sponsor; and/or
- book a conference promotional stand.

For any question and/or information, please do not hesitate to contact the CITA Secretariat.



See you in Seoul!

JUAN D. RODRÍGUEZ
CITA President

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INTERNATIONAL CONFERENCE & 19TH GENERAL ASSEMBLY

FROM PERIODIC INSPECTION TO WHOLE LIFE COMPLIANCE

SEOUL ▶ 2 - 4 April 2019



Dear Members,
Dear Friends,

Preparations for the **2019 International Conference and General Assembly** have been launched. The event will take place in Seoul, Korea, from **2 to 4 April next year**, and we hope will gather again the top experts in the world involved in vehicle safety, environmental protection, compliance and enforcement.



CONFERENCE WEBSITE

This year we have a double topic: on the one hand, the celebration of the **50th anniversary of the official establishment of CITA**; on the other, the shift from **periodical inspection to continuous compliance**, a much broader concept.

TS Korea Transportation
Safety Authority

KOTSA, the host, is working very hard for a seamless event, and we will learn about their experience, capabilities and leadership. We will also have the chance to dive deeper into the best practices of this magnificent country.

We look very much forward to seeing you in Seoul!



EDUARD FERÁNDEZ
CITA Executive Director



DEBATE:

“AUTOMATED DRIVING AND ROAD SAFETY – A CONTRADICTION?”

Concert Noble: 82 Rue d'Arlon, 1000 Brussels - Belgium | 19 November 2018



The **International Motor Vehicle Inspection Committee** (CITA) and the **German Association of Technical Inspection Agencies** (VdTÜV) warmly invites you to a dinner debate in Brussels (82 Rue d'Arlon) on Monday 19 November 2018 at 17.30.

During the event, we will discuss changes through highly automated driving (HAD), the opportunities to improve road safety and the challenges for the testing and certification of autonomous vehicles and components in order to make them safe and secure during the complete life cycle.

The development of automated driving systems will progress quickly in the coming years. While technological innovation promises a number of benefits regarding safety and the reduction of road fatalities, it is also necessary to minimize the upcoming risks of these new technologies and to guarantee a practical and feasible transition towards the new forms of mobility.



[DOWNLOAD THE PROGRAMME HERE](#)

The following questions will be discussed:

1. What are the new risks associated with HAD and how can we minimize them?
2. What are the needed changes in regulatory requirements with regards to homologation and periodical testing (increasing relevance of software and simulation) in order to make the new technology safe and secure?
3. How important are the increasing data collected in the vehicle for road safety (e.g. for e-homologation) and how can we protect data transfers against cyber-attacks (e.g. with a trusted data center)?
4. How can we guarantee the functionality of advanced assistance systems in vehicles during their life cycle in order to maintain their effect on safe road transport?
5. How will the increasing power of tier suppliers due to deep technological knowledge and a shift to construction in modules, change the car industry?

**IF YOU WOULD LIKE PARTICIPATE AT THE EVENT, PLEASE SEND US AN EMAIL TO
SECRETARIAT@CITAINSP.ORG BEFORE WEDNESDAY 14 NOVEMBER 2018.**



THE IMPORTANCE OF PERIODIC VEHICLE EMISSION TESTS FOR AIR QUALITY

Many cities in Europe have problems because they exceed the current limits for air pollutants. Some of them are even considering banning diesel vehicles in general to batten down the hatches.

In this context the European legislation has a unique and very effective instrument for detecting high emitting vehicles in use: **the periodic vehicle emission test**.

This method **identifies failures and/or manipulations of emission systems and forces the vehicle owner to perform repair or maintenance work**. But unfortunately, the current periodic emission test is **no longer applicable to modern diesel and petrol vehicles**.

In fact, **the current test procedure was developed over 25 years ago** and was only slightly adapted for the development of modern vehicles. This means, for example, that a EURO 5 diesel vehicle would pass the periodic emission test even if the threshold in question is removed and smoke emission increases by 500 times. In addition, important pollutants like **nitrogen oxide (NOx) cannot be measured at all**.

As a result, manipulation or even normal wear and tear of the emission systems cannot be detected during the periodic emission test. In practice, this means that **millions of vehicles in Europe are considered big polluters, with a dramatic negative impact on air quality**. The EC estimates that only 5% of these vehicles are responsible for at least 25% of all emissions from combustion engine vehicles. If we were able to detect large polluting vehicles using a modern emission test, we could significantly reduce emissions.

The European-wide **CITA SET I study has shown that, in the short term perspective, it would be very helpful to introduce a mandatory tail pipe test and OBD reading in combination with more stringent thresholds**. This could be implemented with the current test procedures and the equipment. Germany, for example, is following this system from this year. The CITA SET II study is dealing with a measurement procedure for NOx emissions. The final report is expected in the coming months.

The type and amount of pollutants in new vehicles have changed significantly over the last years. For example, the size of particulate matters (PM) of diesel vehicles is becoming smaller and smaller, and a highly efficient engine (e.g. EURO 6) produces much more NOx than a EURO 4 engine. Therefore, very efficient — but also expensive — after-treatment systems are necessary to clean the emissions of modern vehicles. Additionally, vehicles with gasoline direct injection emit as many PM as diesel vehicles, which makes a particulate emission test just as important for petrol vehicles.

The first results of the CITA SET II study demonstrate that in order to conduct a proper evaluation, especially of NOx emissions, a simple loaded test in combination with a comprehensive and standardised OBD reading is very promising. If we want to maintain the compliance of modern vehicles with emission standards at a high level throughout the whole life cycle, we need a modernised periodic emission test. As long as defects or manipulation are not detected, nobody will repair it.

According to a cost-benefit analysis, this new approach for an emission test will not automatically increase the costs for the car owner: even if the measurement equipment became more costly, the most expensive part of an emission test will always be the inspector's working time. Therefore, if the test could be conducted faster than today, it could compensate additional costs for the equipment.

If we really want to improve air quality in urban areas where, for many years to come, the combustion engine will be the most widespread propulsion system, we must conduct proper and valid emission tests.

Europe on the Move

Safe, connected and clean mobility

#MobilityEU

THE NEW EC'S MOBILITY PACKAGE

Brussels, Belgium | 17 May 2018

The EU will be focusing on clean and automated mobility and will be more stringent on road safety, according to the [new Mobility Package](#), the third and last one to be published by the Commission. For the first time, the package proposes to cut down truck emissions, with a target of -15% by 2025 from the 2019 levels and then at least -30% by 2030. Further measures are planned for more aerodynamic and new heavy vehicles tire labeling, as well as an action plan on batteries for electric cars.

New vehicles will have to be equipped with intelligent driving devices — from automatic brake to speed control, caution and lane to video cameras to avoid pedestrians and cyclists in blind corners —; furthermore, it will be necessary to extend to all state roads the EU security rules which currently apply only to motorways. The goal is to further halve the victims of accidents by 2030. On top of that, there is a strategy for automated cars: for 2019 new vehicles will have to be connected to Galileo and, by 2022, to the internet.

Although the package includes specific proposals to ensure better road safety and to amend the Vehicle General Safety regulation, it raises some concerns because it fails to set out a clear legislative pathway to guarantee a level playing field for digital car-related products and services, which would ensure that consumers can truly decide who they share their car data with and for what specific services.

EUROPEAN DIRECTIVES 2014/45/ AND 2014/47

Brussels, Belgium | 20 May 2018

The new Directive on the periodical technical inspection of motor vehicles and their trailers (transposing the European Directive 2014/45/EU) came into force last May. The Directive covers passenger cars, trucks, buses, heavy trailers, motorcycles and speed tractors, and defines the items to be tested during roadworthiness test, the test methods, and the defects and their assessment. The Directive also introduces minimum requirements for testing facilities, the training of inspectors and the supervising bodies. The objective is to strengthen controls on many safety issues such as brakes, tyres, steering, lighting, equipment and pollution levels, and to **reduce by 50% the number of people killed on the road by 2020**. The new Directive is a step forward in the harmonisation of compliance by vehicles currently in use. It covers the assessment of deficiencies and the use of electronic interfaces, and sets the content of the roadworthiness certificate, the minimum requirements for facilities and equipment, the frame for inspectors' competence and training, and the role of supervising bodies.

On the same day, the **new Directive on roadside inspection (2014/47/UE)** came into force as well. This Directive provides common rules for the technical roadside inspection of trucks, buses, heavy trailers and speed tractors. It requires Member States to monitor, at least once a year, **5% of the total number of vehicles of those relevant categories that have been registered in the EU**. To this end, each Member State is required to conduct a number of initial roadside inspections in proportion to the total number of vehicles concerned registered in its territory. The results are then reported to the European Commission every two years.

Both Directives are fully adopted by Member States as part of the EU's drive to create standardised inspection procedures, and in order to guarantee the safety of road users and the protection of the environment, reinforcing the existing system of inspections and establishing the minimum requirements to be met by vehicles travelling on the territory of the EU.



THE NEW EUROPEAN COORDINATOR FOR ROAD SAFETY

Brussels, Belgium | 2 October 2018

DEPUTY DIRECTOR-GENERAL MR MATTHEW BALDWIN APPOINTED AS NEW EUROPEAN COORDINATOR FOR ROAD SAFETY

CITA warmly congratulates Mr Matthew Baldwin, Deputy Director-General of DG MOVE, on his appointment as the new European Coordinator for Road Safety in the European Commission.

We especially welcome this step since it offers the possibility to streamline effectively various aspects of road safety and, therefore, it is hoped that it will help to achieve what should be the ultimate political objective: Vision Zero.

In particular, we look very much forward to making progress in vehicle continuous compliance by ensuring the coordination of requirements both for new and in-use vehicles.

More than 25,000 road fatalities occur within the European Union annually. There are multiple risk factors, including human factors, infrastructure and vehicle safety. In this context, the European Commission introduced a new road safety strategy under its third Mobility Package in May 2018. CITA warmly welcomes these measures.

CITA is committed to work hard on all possible measures to achieve Vision Zero. Since several factors have an impact on road safety, this issue can only be tackled with a holistic approach. Particularly, the assessment of automated driving functions during the whole life cycle of a vehicle (continuous compliance) requires an integration of all vehicle inspection provisions, from the type approval tests and conformity and market surveillance tests to the periodic technical inspection.

We are confident that Mr Baldwin will, through his new role as European Coordinator for Road Safety, ensure a consistent approach throughout the different Directorate Generals in charge of issues related to road safety. This obviously includes units working on the regulatory framework for vehicle safety within other Directorate Generals than DG MOVE.

"CITA is and will continue to be a partner of the Commission in order to improve safety on our roads"

EU PARLIAMENT CALLS ON COMMISSION TO TACKLE ODOMETER MANIPULATION

Brussels, Belgium | 31 May 2018



The undersigned organisations welcomed the vote at the European Parliament calling on the European Commission to take decisive action against odometer fraud throughout the European Union. This is a significant step towards restoring consumer trust in the used car market.

Already in 2014, we had come together to call upon the European Parliament and the European Commission to address this all too common scam which has an impact on millions of people. The EP has now sent a clear signal that it is taking citizens' interests seriously.



The Parliament calls for a range of measures to tackle odometer manipulation both for vehicles newly put on the market and for those already on the road. The report highlights both technical measures to prevent odometer fraud and reporting requirements on odometer readings for Member States.

Odometer fraud is widespread across the European Union and has critical consequences for the consumer. Also known as "clocking", it is the practice of rolling back a car's mileage counter to show a false reading, lower than the car's actual mileage, in order to boost its sale price.

In a 2017 study, the European Parliament found that up to 40% of used cars traded across EU borders are "clocked" and that citizens EU-wide incur a loss of EUR 8.9 billion every year, under conservative assumptions and without taking account of the consumer damage from manipulated vehicles sold within the same country. Besides inflated costs for the consumer, odometer tampering has adverse consequences on road safety and, the environment and substantially distorts the functioning of the used car market in the EU.

The large cross-party majority that supported the report is an important indicator of European determination to end odometer tampering across all 28 Member States, and we would like to take this opportunity to thank MEP Ismail Ertug and all those involved in the file for their tireless efforts and determination to protect the European consumer.

We are confident that the European Commission will follow suit and act swiftly to implement the solutions set out in the report. Be it consumers, the automobile industry or dealers: all of them will benefit from restored trust in the European used car market. Our organisations are committed to assist the Commission in this effort.



[READ THE PRESS RELEASE](#)

Names and contact persons of the organisations:

- FIA, Fédération Internationale de l'Automobile Region I – L. Krid (Director General)
- EReg, Association of European Vehicle and Driver Registration Authorities – S. Beckers (Chairman)
- CARPOL, EU Police Network for Tackling vehicle crime – B. Dodde
- CECRA, European Council for Motor Trades & Repairs – B. Lycke (Director General)
- CITA, International Motor Vehicle Inspection Committee – E. Fernández (Executive Director)
- RDW, The Netherlands Vehicle Authority – A. van Ravestein (CEO)
- Car-Pass, The Belgian mileage registration body – M. Peelman (Managing Director)

THE AFRICAN ROAD SAFETY OBSERVATORY

MAKE AFRICAN ROADS SAFER THROUGH DIALOGUE AND DATA MANAGEMENT

With more than a hundred high-profile African stakeholders already engaged, covering all African countries, and the commitment of thirteen representatives from prominent international organizations, the African Road Safety Observatory is now online at www.africanroadsafetyobservatory.org. "The African Road Safety Observatory is an interactive space, designed to help European countries and African people to cooperate, exchanging experiences and knowledge with the main objective to make African roads safer", proudly states professor Luca Persia, Director of the Centre for Transport and Logistics of the University of Rome La Sapienza and SaferAfrica Project Coordinator.

The African Road Safety Observatory, promoted by the Horizon 2020 funded SaferAfrica project, is supported by a management board composed of **high-profile members from international organisations**, namely: the European Commission, the World Bank, the African Development Bank, the International Automobile Federation (FIA), the United Nations Economic Commission for Africa (UNECA), the World Road Association (PIARC), the World Health Organization (WHO), the International Road Transport Union (IRU), the International Traffic Safety Data and Analysis Group (IRTAD); at the same time, **all the fifty-four African countries are involved** as prominent stakeholders.

The **African Road Safety Observatory operates as an interactive platform to highlight relevant road safety needs faced by African countries, to share experiences and to discuss possible solutions**. The online portal, available for any device, includes freely accessible **knowledge resources and tools** — such as statistics, maps, reports and fact sheets — as well as **dialogue and crowdsourcing functions** with a view to enabling experts, institutional stakeholders and end users to take part.

Through the African Road Safety Observatory, for the very first time **European and African road safety experts** can exchange knowledge and experiences thanks to the dedicated **Dialogue Platform** web tool. Moreover, African citizens can participate directly through the **Crowdsourcing Platform**, where road safety problems at country level can be reported and solutions can be suggested.

"Our software engineers team has developed a tool available on every device to allow the exchange of experiences and skills when it comes to tackling the road traffic fatality rate in Africa, which is the highest in the world, totalling up to 650 deaths daily and enormous related human costs," professor Persia illustrates.

The African Road Safety Observatory's mission is closely related to the improvement of road safety conditions and policies in the African countries. With such a view, the African Road Safety Observatory is committed **to monitor the existing strategies** and road safety policies; to **provide a space for interaction** with stakeholders and networking of relevant actors; to **collect road safety data** from national and international sources; to **present the road safety** situation and trends at national, regional and continental level through the use of text, graphs, tables and maps; to **analyze data** and provide recommendations to improve road safety in Africa; to **promote road safety good practices** supported by proven efficacy and transferability assessment.

The SaferAfrica Dialogue Platform lies at the very heart of the African Road Safety Observatory and of the entire SaferAfrica project: it is an online reserved area designed as a tool for regular consultations and debates on relevant road safety issues, involving both the board of experts and the stakeholders' group.

FOR ANY FURTHER INFORMATION,
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www.africanroadsafetyobservatory.org



www.africanroadsafetyobservatory.org



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 724029

VEHICLE TYPE-APPROVAL AND ROAD WORTHINESS TEST IN TOGO

With only 2% of the world's vehicles but 16% of road fatalities, **Africa has been hit particularly hard by the global road safety crisis**. With this highest per capita rate of road fatalities in the world, road road deaths in sub-Saharan Africa are expected to more than double, from some 243,000 deaths projected for 2015 to 514,000 by 2030.

Considering that one of the pillars of the Decade of Action for Road Safety 2011-2020 is devoted in particular to vehicle safety, **the World Bank's Global Road Safety Facility (GRSF) and CITA** have agreed to work together to formalise and improve vehicle compliance and monitoring procedures. This collaboration aims to strengthen national capacities in low and middle-income countries in order to improve road safety, as well as to intensify the coordination of funding and activities to be promoted.

To that end, they have committed to developing projects known as **AVIS (Assessment of Vehicle Inspection Systems)**. The overall objective of the AVIS projects is to carry out **audits of vehicle inspection systems in different countries in sub-Saharan Africa**, and Togo has been selected as the first country where this audit is to be carried out. Therefore, the study conducted in Togo is considered as the pilot for the AVIS programme, with the purpose of applying the methodology developed for Togo to the other countries included in the AVIS programme.

This project includes a two-week field mission to collect the information required to perform the assessment. The information was collected during a series of meetings with the various stakeholders, both public and private entities, that are involved in the management of road infrastructure, vehicle importation and fleet management, and traffic safety.

From the analysis of the current situation in Togo regarding vehicle inspection, the **final report led to a set of recommendations aimed at improving the reliability of road transport and traffic safety**.

These recommendations are divided into three categories:

1. Requirements for vehicles entering the country. Vehicles should be registered once it has been confirmed that they meet the specific technical requirements in terms of traffic and environmental safety;
2. Capacity building for the DTRF ((Directorate of Road and Railway Transport of Togo) to manage periodic technical inspections. It is proposed to build a framework that will allow the administration to better organise and monitor vehicle reception and inspection activities, and to provide training for their staff;
3. Upgrading of the existing inspection stations, including the size of the network, for example by building up new inspection lines.

The entire report was published last 19 July and it can be found on [CITA website](#), as well as on the [GRSF webpage](#).



International Transport Forum



The **International Transport Forum** (ITF) annual summit is the world's largest gathering of transport ministers and the most important global transport policy-making event. This year the event took place in Leipzig, Germany, from 23 to 25 May 2018. Since 2008, it brings together officials from the ITF's 59 member countries, among others, offering discussion and networking opportunities for business leaders, heads of international organisations, top researches and sector representatives.

The summit focused on **Transport Safety and Security**: issues ranging from terrorism and cybersecurity to road safety and extreme weather disruption, including the risks and benefits of automated driving. This is due to the fact that safety and security are primary concerns for any transport system, affecting passengers and service providers alike; moreover, both factors are the basis for an individual's right to travel without fear, and critical for the reliable and efficient transport of goods. Enhancing transport safety and security is also an essential element in the implementation of two major international agreements: the UN Sustainable Development Goals (SDGs) and the Paris Climate Agreement. A CITA delegation was there to discuss policy responses to the sector's challenges with transport ministers and other ITF stakeholders.



[READ MORE ABOUT THE EVENT](#)

WORKSHOP ON ROAD TRANSPORT EMISSION REDUCTION



Last 22 June, upon invitation by the European Commission, Mr G. Müller, CITA Vice President of Technical Affairs, participated in a multi-country workshop on road transport emission reduction.

The workshop took place in Prague at the Ministry of the Environment of the Czech Republic, and was chaired by Mr Vladislav Smrž, Deputy Minister of the Environment.

The aim of the workshop was to share information and experiences regarding the tampering of vehicle emission systems, and meaningful measurements to detect tampered components.

Mr Smrž started by explaining the impact of road traffic on air quality, and he showed the importance of clean vehicles. Afterwards, Ms Milena Machalova (Ministry of Transport, Czech Republic) informed about the current activities in their country, such as the new centralised register to evaluate the emission tests or the reduction of the limit for smoke emission for EURO 6 diesel vehicles (K-value of max. 0.3 m-1). Mr Peter Lendák, Director of S-EKA – Technical Service, stated that Slovakia has also reduced the threshold for the K-value to 0.3 m-1 for the periodic emission test.

Mr Müller introduced the main results of the studies and research conducted by the CITA emission working group to modernise the periodic emission test (SET I and SET II Project). He also presented the recommendations from CORTE and CITA regarding anti-tampering measurements, most of which can be implemented on a short-term perspective. In the subsequent discussion it was shown that for a meaningful evaluation of emission after-treatment systems requires an urgent modernisation of the current periodic emission tests for diesel and petrol vehicles.

ETH CONFERENCE



The 22nd **ETH Conference on Combustion Generated Nanoparticles** took place in Zürich (Switzerland) from 18 to 21 June. This interdisciplinary platform brings together research, industry and legislative representatives to discuss all aspects of nanoparticles, freshly emitted from various sources, aged in ambient air, technical mitigation aspects, impact of particles on health, environment and climate.

Mr Gerhard Müller, chair of the CITA emission expert group, was invited as a speaker to the focus event regarding the topic "Emission of In-use Vehicles: Quality and Control". His presentation was about the importance of loaded periodic emission tests for petrol and diesel vehicles. He also introduced the main results of several laboratory tests conducted by CITA members over the last years.

Mr Müller stated that since the emission behaviour of modern petrol and diesel engines is becoming increasingly similar, a differentiation in the test procedures is not needed any more. In addition, a minimum load is necessary for a periodic emission test to be able to evaluate modern after-treatment systems properly, e.g. for the emission of NO_x, CO or HC. Therefore, a loaded periodic emission test would guarantee that a vehicle complies with the requirements during its whole life cycle, since it would be able to detect not only potential tampering, but also — and more importantly — normal wear and tear which will occur in every vehicle after some years or higher mileage.

The experience of PTI organisations across Europe has shown that defective vehicles will only be subject to maintenance and repair work as long as relevant defects can be detected, which is also imperative to keep the emission standard compliance at a high level. In a few words, modernised periodic emission test procedures for diesel and petrol vehicles would have a strong impact especially on air quality in urban areas.

"There CITA strongly recommends to take actions at European level"



FISEVI 2018

Last 12 and 13 of June, CITA took an active role in the **International Forum on Child Road Safety (FISEVI)**, organised in Buenos Aires by the Gonzalo Rodríguez Foundation (Uruguay).

FISEVI is a an exchange forum between stakeholders playing a significant role in road safety. Its main goal is to promote the exchange of knowledge, experiences and best practices for the development of road safety management in different action areas raging from the creation and implementation of public policies to actions led by civil society organisations and/or private bodies.

The forum was attended by government officials from Argentina, Colombia, Uruguay and Chile. Between the main speakers there were the Minister of Transport of Argentina, Mr Gustavo Dietrich, and the Director of the National Road Safety Agency of Argentina (ANSV), Mr Carlos Pérez.

CITA was represented by Mr Marcelo E. Martínez, chairperson for its Regional Advisory Group Central & South America. On behalf of CITA, he adhered to the "Declaration of Buenos Aires for Child Road Safety". As for the technical presentation, CITA was supported by Applus Argentina: its Country Manager, Mr Marcelo Ferraro, spoke about how ITV collaborates in the maintenance of vehicles, and about new technologies applied in the review processes. This was discussed in the session "New technologies for safer vehicles", moderated by Mrs Elena de la Peña, Deputy Director General of the Spanish Association of the Road (AEC).



SSATP ANNUAL MEETING

The **Africa Transport Policy Program** (SSATP) is an international partnership aiming to boost policy development and related capacity-building in the transport sector in Africa. Hosted by the World Bank Group, it has taken the lead for the establishment of a research network of African universities, in association with the World Conference on Transport Research Society (WCTRS) and the World Research Institute (WRI), so as to address the above challenges and unleash the transport research potential of these institutions.

Its 2018 **Annual General Meeting (AGM)** took place in **Abuja, Nigeria** from **2 to 6 July, 2018**.

The AGM is conformed to the Governance of the Program, which calls for representatives of all official member countries to meet annually to review the progress of the Program, confirm its annual work plan and share knowledge under a Transport Forum platform. Hosting approximately 200 participants from 41 member countries, including ministers, permanent secretaries and directors, it was the second meeting under the Third Development Plan (DP3).

On 4 July 2018 Mr Eduard Fernández, CITA Executive Director, took part at the event presenting the last CITA activities in the African continent. He showed the first steps of the project that **CITA has developed together with the GRSF of the World Bank in Togo**. This project aims to **reduce deaths caused by road accidents, and CITA is contributing in the assessment of vehicle inspection systems (vehicles roadworthiness)**. Mr Fernández presented another project, funded by CITA itself, about the **development and integration into CITA's website of a compilation software to obtain a link between vehicles registration date and minimum requirements for type approval**. He also explained CITA contribution to the Safer-Africa project led by the University of Rome La Sapienza.

Finally, he introduced the latest CITA recommendations (Nno. 19, 20 and 21), and announced the new CITA's Regional Advisory Group Africa (RAG A) meeting, which will be held on Monday 29 and Tuesday 30 October 2018 in Ouagadougou, Burkina Faso.

26TH MEETING OF UNRSC

The UN Road Safety Collaboration (UNRSC) is an informal consultative mechanism – led by WHO - whose goal is to promote international cooperation on road safety, and to strengthen global and regional coordination among UN agencies and as well as international partners, including CITA.

Last 3 and 4 October, about 80 members of the UNRSC representing governments, international organisations, NGOs and other groups agreed at the WHO Headquarters in Geneva to set out the next steps in global road safety.

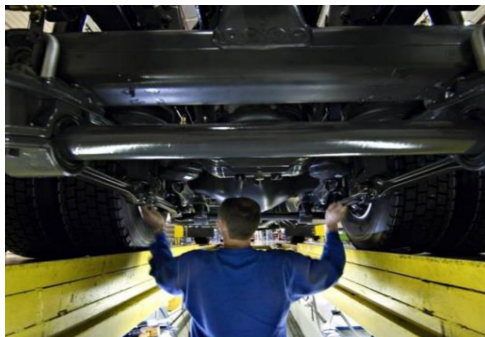
The discussions focused on the implementation of the UN General Assembly resolution 72/271 adopted in April 2018, including the planning of the Third Global Ministerial Conference on Road Safety, to be held in Sweden in February 2020, and the Fifth UN Global Road Safety Week on "Leadership for road safety", to be hosted worldwide in May 2019.

Participants also discussed the specific guidance and appropriate resources required to achieve the voluntary global performance targets for road safety agreed upon in November 2017. Mr Fernández, CITA Executive Director, reported on the initiative to ensure the roadworthiness of used vehicles in international trade.

Moreover, the various project groups explored appropriate steps to be taken after 2018, as well as the approaching 2020 deadline for the Decade of Action for Road Safety 2011-2020 and SDG target 3.6. As the meeting came to an end, FIRE AID, a UK charity supporting global initiatives to improve post-crash care, was welcomed as a new UNRSC member.



NATIONAL WORKSHOP ON VEHICLE REGULATIONS AND PERIODICAL TECHNICAL INSPECTION



A three-day workshop on vehicle regulations and periodical technical inspection (PTI) was organised by the [EuroMed Transport Support Project](#), in Cairo, Egypt, between the 22 and 24 of October 2018, hosted by the Egyptian Ministry of Interior/Traffic Police. The general objective of the workshop was to support the accession of Egypt to the 1997 UN Agreement on Vehicle Regulations and to assist Egypt in effectively implementing this agreement, as well as the 1958 Agreement, to which Egypt is a contracting party since 2012.

The specific objective is to provide the necessary technical assistance and institutional capacity building to competent authorities in order to adapt national legislation to the provisions and practices provided by the 1958 and 1997 UN Agreements and to implement them effectively in their national and international road transport operations.

Mr Eduard FERNÁNDEZ, CITA Executive Director, explained during the second day the experiences and contributions of the CITA to the implementation of the 1997 UN Agreement and its evolution and, more generally, the PTI systems.

During the third day of the workshop, a field visit to the Transport and management Center was scheduled for a limited number of officers from the the Egyptian Ministries of Interior, Transport and Trade and the Egyptian Organization for Standards & Quality.

..... NEW CITA CORPORATE MEMBER



Beissbarth is a company with tradition, based in Munich since 1899. Businessmen Daniel and Hermann Beissbarth, close friends of Daimler, were two automotive pioneers from Bavaria at the end of the 19th century. In 1951, the sons of the company's founders developed the first automotive service equipment. Today Beissbarth employs over 200 people in the manufacturing of modern test and service equipment for vehicle workshops, in compliance with the continuously growing standards of the automotive industry. Its primary focus during the past decades has been wheel alignment, vehicle testing and products for tyre service.

THE OBD TEST BY CERTIO

Since 10 September, in Certio ITV we have incorporated the on-board diagnostics (OBD) systems into the inspection of vehicle emissions, pursuant to Directive 2014/45/EU. Its application has been possible thanks to the development of its own software, which, by connecting the OBD device to the vehicle's control unit, is able to obtain information on the status of the vehicle emission control system and send it to our management system, in order to assess if the vehicle has defects or not. If a testing facility does not support OBD, this test will be complemented with the traditional pollution test.



TÜV NORD CZECH CONSULTS CZECH MINISTRY OF TRANSPORT FOR THE DEVELOPMENT OF PTI INSPECTIONS

TÜV NORD Czech, which operates its own PTI stations in Prague and Karlovy Vary, will consult the Czech Ministry of Transport for the creation and update of PTI inspection equipment, including emission tests. The consultancy also aims to support the plan of Czech Ministry to include electronic components as inspection items. After winning the consultancy services tender, TÜV Nord Czech will work for Ministry for the next 4 years.



Since TÜV Nord Czech is also MoT consultant for several type approval issues, Head of Mobility Business Tony Jedlicka is proud to see that TÜV Nord's technical competency is appreciated by the ministry. Ingo Albes, Head of International Business Development Europe at the TÜV Nord Mobilität headquarters in Germany, is happy about this development: "Of course we are glad to see that our colleagues were able to prove their expertise and have won the tender. We also consider very positive the Czech MoT's intention to introduce the inspection of electronic parts.

This was a success story in Germany and it is good to see that other countries are following the same path."

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

2-4 April 2019 | Seoul, South Korea

➤ **CITA INTERNATIONAL CONFERENCE & GENERAL ASSEMBLY**

6-7 November 2018 | Belfast, Northern Ireland

➤ **CITA WG1 MEETING – ONLY CITA MEMBERS**

7-8 November 2018 | San José, Costa Rica

➤ **WORKSHOP BY THE CITA RAG C&SA**

15 - 16 November 2018 | Dalat City (Lam Dong province), Vietnam

➤ **CITA RAG A/A MEETING**

19 November 2018 | 82 rue d'Arlon, Brussels - Belgium

➤ **Debate: AUTOMATED DRIVING AND ROAD SAFETY
– A CONTRADICTION?**

12 December 2018 | CITA headquarters

➤ **CITA/CORTE WG ON ROADSIDE INSPECTIONS
– ONLY CITA MEMBERS**



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