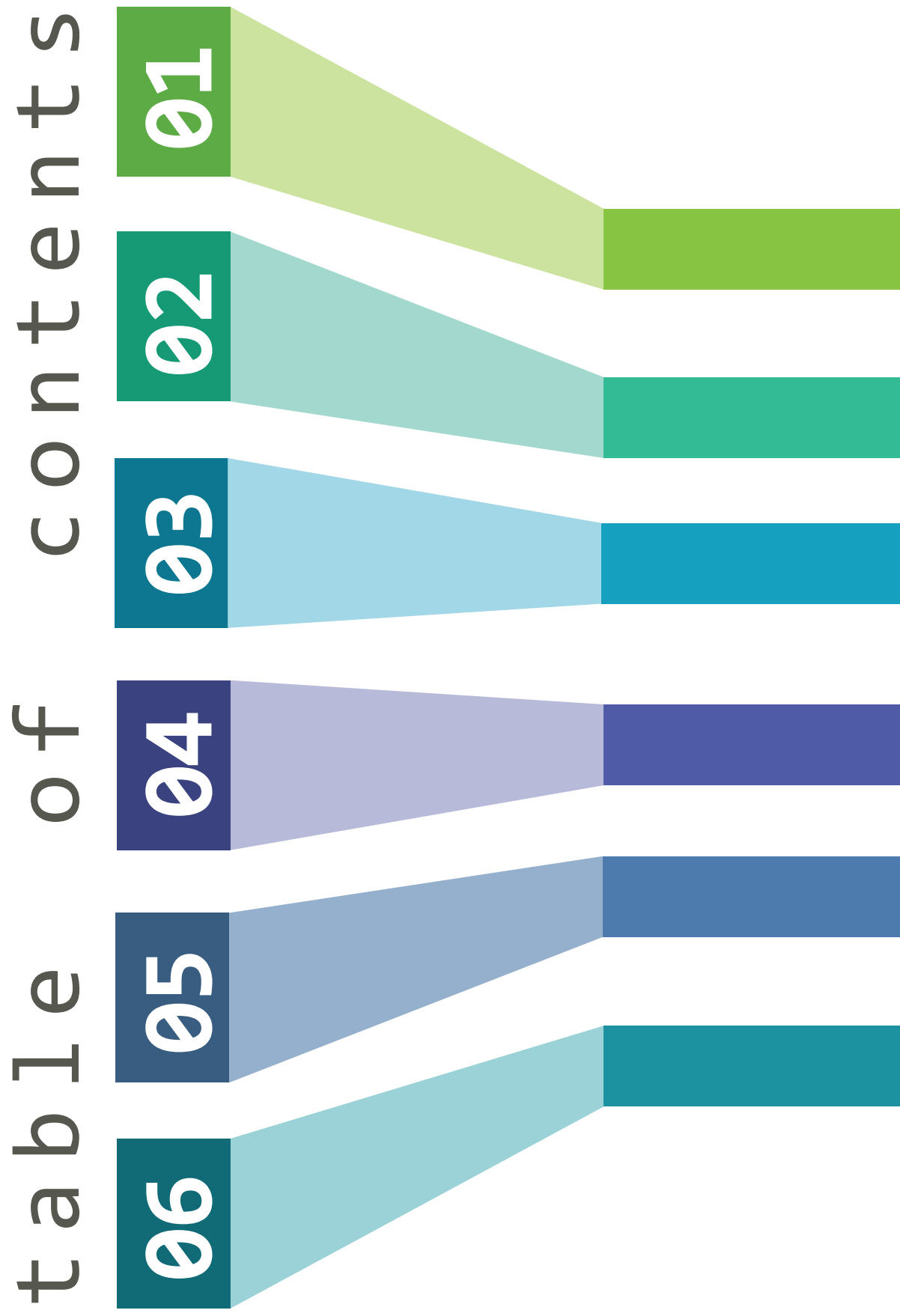




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Dear CITA Members and Stakeholders,

It is a privilege for me to address you again as President of CITA in this annual report, in order to highlight the activities developed by our association during 2018.

We have continued to implement the strategy approved in Zagreb, **playing a worldwide proactive role in the field of sustainable road transport and promoting suitable vehicles throughout their entire life since their homologation.**

So, the most relevant activities of last year could be gathered in three basic concepts as follows:

- **Organization and/or participation in important forums related to sustainable transportation, positioning the concept of whole-life vehicle compliance in its rightful place:**

- / Global Road Safety Facility board meeting (USA);
- / "CITA Annual Report 2017" presentation (Brussels);
- / "Automated driving and road safety, a contradiction?" debate, organized by CITA and VdTÜV (Brussels);
- / "International Transport Forum" annual summit (Germany);
- / "International Forum on Child Road Safety", organized by Gonzalo Rodríguez Foundation (Argentina);
- / SSATP annual meeting (Nigeria).

- **Promotion of effective vehicle inspection schemes in all countries**, following the requirement of the United Nations road safety target 5 "... by 2030, 100% of new and used vehicles meet high quality safety standards...":

- / Togo's vehicle inspection system assessment project, developed in collaboration with the World Bank;
- / EU-funded SaferAfrica project;
- / RAG Africa meeting in Ouagadougou (Burkina Faso);
- / RAG Central & South America workshop in San José (Costa Rica);
- / RAG Asia / Austral Asia meeting in Dalat City (Vietnam).

- **Defense of impartial and state-of-art roadworthiness inspection:**

- / SET II project conclusions presented in March to DG MOVE and other European authorities.
- / Manifesto for fair digitalisation opportunities, aimed to get access to new technologies installed in vehicles; autonomous driving and Collaborative Intelligent Transport Systems must be considered from the perspective of whole-life vehicle compliance.
- / We have worked on emission tampering and odometer fraud, and the conclusions of these studies will be very useful to the European Commission, to the WP.29 of the United Nations and to all stakeholders.
- / This year Directives 2014/45 and 2014/47 have come into force. The development of the projects regarding light trailer and motorcycle inspection, and how to inspect eCall systems, will support their successful implementation.

On behalf of the Bureau Permanent and the Secretariat, I would like to recognize the engagement of all our members in making possible all that has happened.

Looking forward to seeing you in Seoul, where all the topics mentioned above will be discussed at the 2019 CITA International Conference **"From Periodic Inspection to Whole Life Compliance"**.



Juan Diego
RODRÍGUEZ
President

02



highlight:

MANIFESTO FOR FAIR DIGITALISATION OPPORTUNITIES
THE IMPORTANCE OF PERIODIC VEHICLE EMISSION TESTS FOR AIR QUALITY
THE NEW EC'S MOBILITY PACKAGE
EUROPEAN DIRECTIVES 2014/45 AND 2014/47
EU PARLIAMENT CALLS ON COMMISSION TO TACKLE ODOMETER TAMPERING
NEW UN RULES ESTABLISHED UNDER THE 1997 AGREEMENT
GLOBAL STATUS REPORT ON ROAD SAFETY 2018 BY WHO
THE NEW UN RESOLUTION ON ROAD SAFETY
1ST AFRICAN ROAD SAFETY FORUM THE AFRICAN ROAD SAFETY OBSERVATORY
THE AVIS PROJECT IN TOGO

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 realtime 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 to the new Vehicle Type-Approval Regulation, enabling remote, direct bi-directional communication with the vehicle via a standardised in-vehicle interface to conduct a remote diagnostics analysis.

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 is 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".



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 emission system tampering 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 such as nitrogen oxide (NOx) cannot be measured at all.

As a result, tampering 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 equipment. Germany, for example, follows this system as 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 matter (PM) from 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 – aftertreatment systems are necessary to clean the emissions of modern vehicles. Additionally, vehicles with gasoline direct injection emit as much 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.

While defects or tampering remain undetected, they cannot be remedied.

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 performed more quickly than at present, this could offset any additional costs of 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.

THE NEW EUROPEAN COMMISSION MOBILITY PACKAGE

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 reduction of truck emissions, with a target of -15% by 2025 from the 2019 levels and then at least -30% by 2030.**

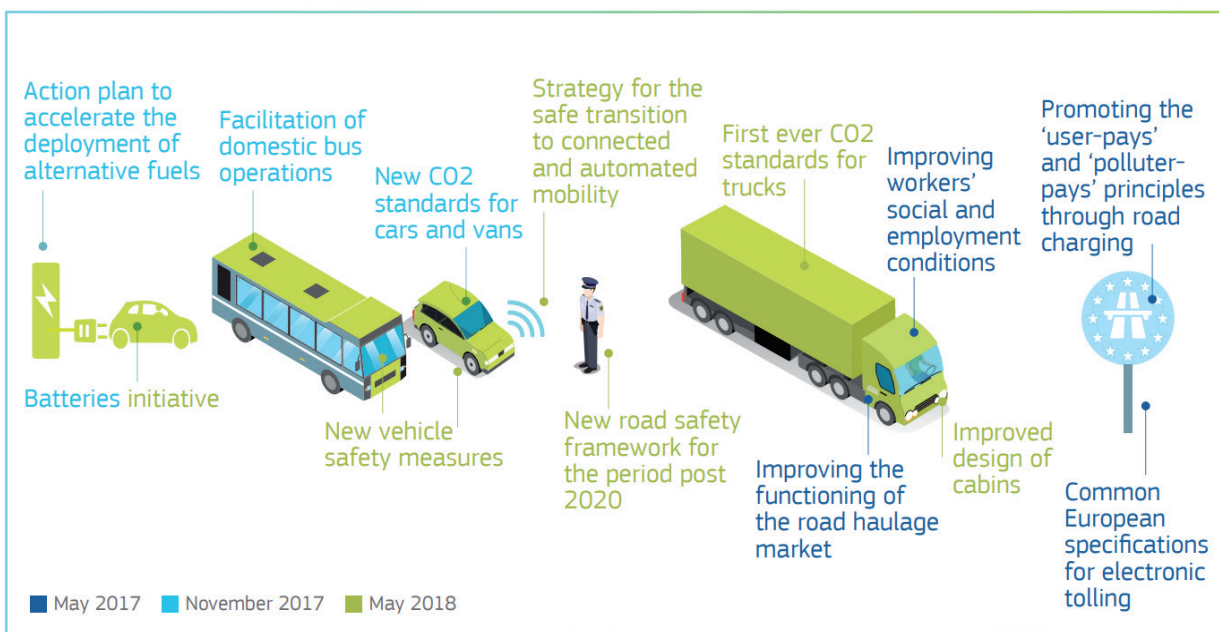
Further measures are planned for heavy duty vehicles such as trucks, on their aerodynamic performance and on tyre-labelling, as well as an action plan on batteries for electric cars.

New vehicles will have to be equipped with intelligent driving devices such as automatic braking, speed control, lane departure warning systems, video cameras to avoid pedestrians and cyclists on blind corners, etc. Furthermore, it will be necessary to extend application of the EU safety rules, which currently apply only to motorways, to all primary roads.

The goal is to further **halve the victims of accidents by 2030**. In addition, 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 improved 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.

SOME OF THE KEY ACTIONS PROPOSED BY THE COMMISSION SINCE MAY 2017



EUROPEAN DIRECTIVES 2014/45 AND 2014/47

The new Directive on the periodic 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 higher-speed tractors, and defines the items to be tested during roadworthiness tests, the test methods, and the defects and their assessment.

It also introduces the minimum requirements for testing facilities, the training of inspectors and requirements for 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 of 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 framework 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 higher-speed tractors**. It requires Member States to monitor, at least once a year, 5% of the total number of vehicles in the 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.



EU PARLIAMENT CALLS ON COMMISSION TO TACKLE ODOMETER TAMPERING



The Parliament calls for a range of measures to tackle odometer tampering 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 on 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 study 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 assisting the Commission in this effort.

- 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.

Organisations:

- / FIA, Fédération Internationale de l’Automobile Region I
- / EReg, Association of European Vehicle and Driver Registration Authorities
- / CARPOL, EU Police Network for Tackling vehicle crime
- / CECRA, European Council for Motor Trades & Repairs
- / CITA, International Motor Vehicle Inspection Committee
- / RDW, The Netherlands Vehicle Authority
- / Car-Pass, The Belgian mileage registration body

NEW UN RULES ESTABLISHED UNDER THE 1997 AGREEMENT



In the WP.29 meeting - *the UNECE World Forum for Harmonization of Vehicle Regulations*, of the 14 November 2018 in Geneva - Switzerland, the new Rule 3 and Rule 4 of the 1997 Agreement on Periodical Technical Inspections were approved (agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections).

The new Rule 3 concerns the inspection of gas powered vehicles, including CNG (Compressed Natural Gas), LPG (Liquefied Petroleum Gas) and LNG (Liquefied Natural Gas). The Rule 4 concerns the inspection of electric and hybrid-electric vehicles.

This is the first time that an international regulation has defined dedicated provisions for such matters.

THE GLOBAL STATUS REPORT ON ROAD SAFETY 2018 BY WHO

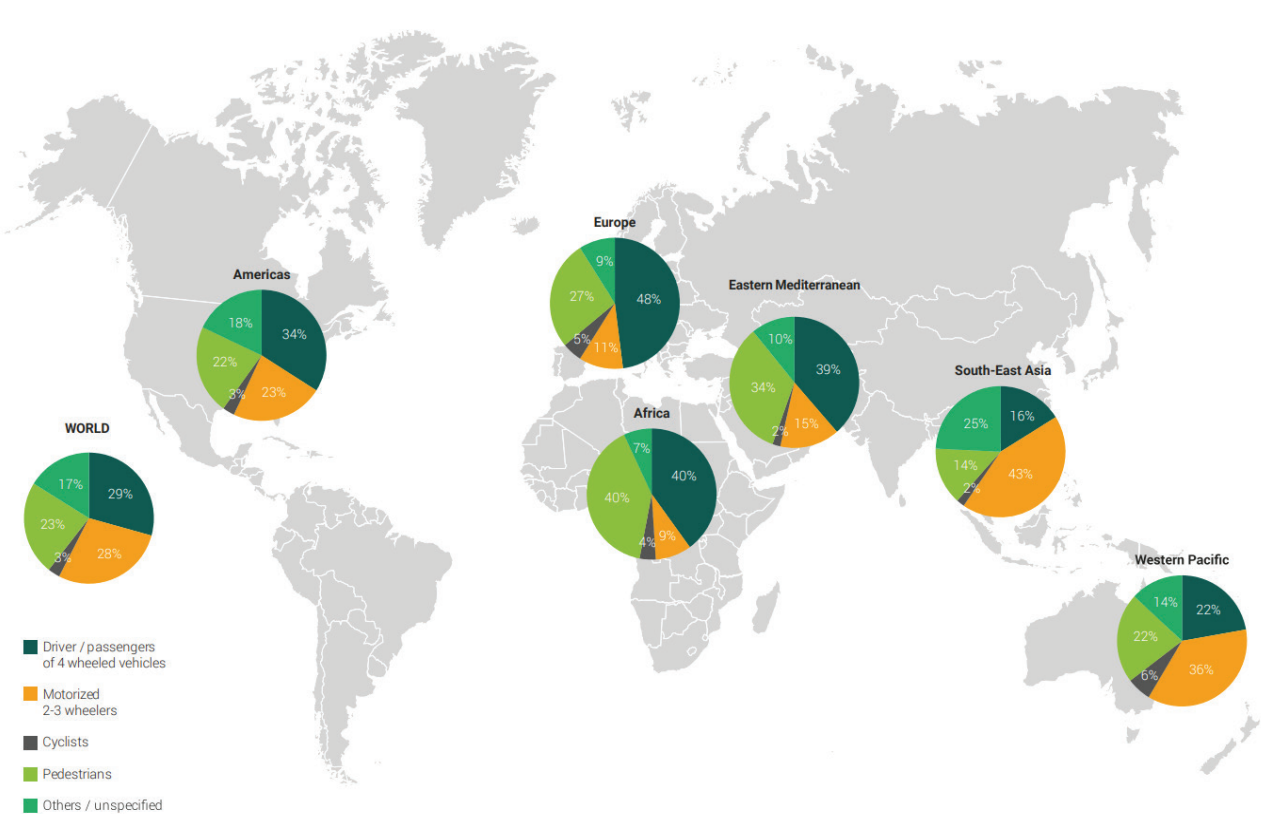
On 7 December 2018, the World Health Organization (WHO) released its new Global Status Report on Road Safety 2018: **the first broad assessment that describes the road safety situation in 178 countries, using data drawn from a standardised survey.**

According to the report: relative to the world’s population size, road death rates have remained fairly constant, and the number of annual road traffic deaths has reached 1.35 million implying that nearly 3,700 people die on the world’s roads every day ... equivalent to one death every 24 seconds!

While some reductions in road deaths have been seen among high- and middle-income countries, no low-income country has reduced road deaths since the last report in 2015. The risk of dying on the road is three times higher for those living in low-income countries than in high-income countries.

According to the Director General of the World Health Organisation, Dr Tedros Adhanom Ghebreyesus *“Drastic action is needed to put these measures in place to meet any future global target that might be set and save lives”.*

The report states that the price paid for mobility is too high, especially because proven measures exist. In this context, **CITA welcomes this new report, and wishes vehicle inspection to be included in the next edition.**



Distribution of deaths by road user type, by WHO Region: the distribution of deaths among road user categories is based on data reported by countries. In some countries, this data is not available or is incomplete, which contributes to the large percentage of those identified as ‘others’ or ‘unspecified’.

THE NEW UN RESOLUTION ON ROAD SAFETY

Road crashes kill more than 1.3 million people each year and injure as many as 50 million people a year, with 90 per cent of these casualties occurring in developing countries. It is no surprise that road safety is recognized as a humanitarian crisis in the global scenario.

Given the current situation, on 12 April last year, in New York, the UN General Assembly adopted a new resolution on '*Improving Global Road Safety*' and announced the launch of a new UN Road Safety Trust Fund aimed at accelerating "progress in improving global road safety by bridging the gaps in the mobilization of resources for effective action at all levels". UN Economic Commission for Europe (UNECE) acts as secretariat for the trust fund.

On the other hand, the resolution on road safety calls for a host of measures to prevent road accidents and to minimize resulting damage. One of the measures of the resolution advocates the need for action to implement vehicle safety regulations.

In fact, it reaffirms the role and importance of the United Nations legal instruments on road safety, such as the 1958 and 1998 agreements on technical vehicle regulations, and the 1997 agreement on periodic technical inspection of vehicles, in facilitating road safety at global, regional and national levels.

Moreover the **UN invites the 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.



1ST AFRICAN ROAD SAFETY FORUM



According to the World Health Organization's 2015 Global Road Safety Situation Report, not all road users around the world enjoy the same level of road protection. The risk of dying from a traffic accident still largely depends on where people live and how they move.

In fact, **more than 90% of road-related deaths and injuries occur in low- and middle-income countries, and Africa is one of the most affected regions.** With only 2.3% of the world's vehicles, the lowest level of motorization globally, Africa has the highest road traffic fatality rates in the world: 26.6 per 100,000 population.

In this context, the Ministry of Equipment, Transport, Logistics and Water of the Kingdom of Morocco and the Africa Transport Policy Program (SSATP) co-hosted the 1st Forum on Road Safety in Africa, held last 13-15 November 2018 in Marrakech, Morocco – the first of its kind in Africa. This year's theme was *"Road Safety in Africa: Sustainable Develop-*

ment Issue".

In terms of output, **African Ministers committed to funding several actions on all aspects of road safety, to be implemented during the calendar year 2019.**

CITA welcomes the decision to promote the adoption of regulations on the importation of cleaner, safer and more efficient vehicles, including used vehicles.

Ministers also encouraged countries to prioritize the development of their civil registration and vital statistics system with the involvement of all stakeholders and international partners.

Regarding the African Road Safety Observatory (ARSO), African countries agreed the proposed governance arrangement and the initial work plan of the observatory.

Partners and Donors were requested to support this initiative, and all African countries were invited to join ARSO, under the established by-laws.

THE AFRICAN ROAD SAFETY OBSERVATORY

- MAKE AFRICAN ROADS SAFER THROUGH DIALOGUE AND DATA MANAGEMENT -

With more than a hundred high-profile African stakeholders already involved, covering all African countries, and the commitment of thirteen representatives from prominent international organizations, the African Road Safety Observatory is now online:

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.



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

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.

Given this stance, the African Road Safety Observatory’s commitments are: 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 Safer-Africa 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.

THE AVIS PROJECT IN TOGO

The report on the first project conducted jointly by the Global Road Safety Facility – GRSF – of the World Bank and CITA was published in 2018. This is the result of the work done in Togo to assess the vehicle inspection system and the requirements for vehicles being registered in that country. The full document is available via this link: <http://pubdocs.worldbank.org/en/490021530247456981/Togo-Report-Final-EN-Final.pdf>

This activity is part of the agreement between GRSF and CITA, aiming to conduct three Assessments of Vehicle Inspection Systems – AVIS – in selected low- and middle-income countries. The main conclusions are the need to set up the arrangements to ensure that vehicles entering the country, both new and used, fulfil a number of minimum requirements and to reinforce the role of authorities in terms of ruling on and monitoring the activity of periodic inspection.

AVIS projects are intended to support road safety activities in the scope of the third pillar of the UN’s “Decade of Action for Road Safety”. Vehicle compliance schemes have an extremely significant impact on society and require complex management structures and technicalities.

CITA Members’ experience and knowledge are the best choice to define and manage roadworthiness programmes that are successful in improving road safety and air quality.

03



events:

CITA INTERNATIONAL CONFERENCE AND 19TH GENERAL ASSEMBLY 2019

RAG AFRICA - OUAGADOUGOU, BURKINA FASO

RAG ASIA/AUSTRALASIA - DA LAT CITY, VIET NAM

PRESENT AND FUTURE OF THE PTI IN CENTRAL & SOUTH AMERICA

SUMMARY REPORT OF THE CITA ANNUAL RECEPTION

“AUTOMATED DRIVING AND ROAD SAFETY – A CONTRADICTION?”

CITA INTERNATIONAL CONFERENCE & 19TH GENERAL ASSEMBLY

Our International Conference & 19th General Assembly is fast approaching!

The event will be hosted by KOTSA (Korea Transportation Safety Authority) from 2nd to 4th April 2019 in Seoul, South Korea:

/ 2 April: CITA General Assembly - Only for CITA Members;
/ 3 + 4 April: CITA International Conference.

In recent years, CITA Conferences have attracted up to 500 specialists and policy-makers from all regions of the world. In fact, the event is a unique opportunity to meet experts from all fields of vehicle continuous compliance, from both the public and private sector.

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

This year we have a dual focus: on the one hand, celebration of the 50th anniversary of the official establishment of CITA; on the other, the shift from periodic inspection to continuous compliance, a much broader concept. In addition to the plenary sessions with top level representatives, it will be possible to attend various split sessions.

Delegates from National and International Administrations, Ministries, Law makers, Vehicle Roadworthiness operators, equipment manufacturers and other interested parties regularly attend.

KOTSA, the host, is working very hard to ensure 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.

Indeed, apart from an interesting and stimulating program, there will of course be time to explore Korea and its cultural, economic, political and administrative centre Seoul: a fast-moving modern metropolis and one of the largest cities in the world.

If you want a sneak peek of what to expect from our conference in Seoul, you can check out our website: <https://cita2019.citainsp.org/>



THE LATEST CITA REGIONAL ADVISORY GROUP AFRICA



The 6th meeting of the CITA Regional Advisory Group Africa took place on 29 and 30 October 2018 in Ouagadougou, Burkina Faso.

Kindly hosted by CCVA with the presidency of Mrs F. Oaten – Chairperson CITA’s Regional Advisory Group Africa, the meeting was attended by more than 80 participants from 15 different countries. The event also included a technical visit.

Among the speakers were two ministers from Burkina Faso Government: Mr. Alkassoum MAIGA, – Ministre de l’enseignement supérieur, de la recherche scientifique et de l’innovation – and Mr. Vincent DABILGOU – Ministre des transports, de la mobilité urbaine et de la sécurité routière (MTMUSR); the UN Secretary for Vehicle Active Safety Mr François GUICHARD, and Mr Emmanuel Goualy YORO from the West African Economic and Monetary Union (WAEMU).

Presentations are available on the [CITA website](#).

REPORT OF THE 12TH CITA RAG AA



Chaired by Mr. Nguyen Huu Tri – RAG AA Chairman and Deputy General Director of Vietnam Register, and hosted by Vietnam Register (VR), the 12th CITA Regional Advisory Group Asia/Australasia (RAG AA) meeting was held last 15-16 November 2018 in Da Lat City, Lam Dong Province, Viet Nam.

With the topic “Improvement of emission quality control for in-used motor vehicles and technical inspection for

electric vehicles” the meeting was attended by more than 90 delegates from Belgium, China, France, Germany, Italy, Japan, Korea, Malaysia, New Zealand, Singapore and Viet Nam.

The meeting was officially opened by the chairman Mr. Nguyen Huu Tri, who extended his warm welcome to all delegates to the meeting, and Mr. Michael Owen Walsh, member of the Bureau Permanent of CITA, who delivered a keynote speech.

Papers presented:

- / “CITA past & future activities”
by Mr. Daniele D’Onofrio, CITA Advisor & Communication Manager;
- / “Emission test through OBD, stand alone or complement to tailpipe measurement”
by Mr. Wilfrid Deroome, Actia Automotive, France;
- / “Technical standards for motor vehicle centers and motor vehicle emission situation in Vietnam” by Mr. Lai Thai Phong, Vietnam Register – Vietnam;
- / “Used EV compliance & inspection and New Zealand airbag recall inspection process”
by Mr. Sean Stevens, Vehicle Inspection NZ – New Zealand;
- / “Korean Inspection System for Electric Vehicles”
by Mr. Soung-Kyu Choi, Korea Tran. Safety Authority – Korea;
- / “Electrical Vehicle Inspection Regulation in China”
by Mr. Ken Wang, Shenzhen Cosber Industrial Co., Ltd – China;
- / “Reducing Carbon Emissions from Vehicle and Technical Inspection of Electric & Hybrid Vehicle in Malaysia” by Anuar Bin Abdullah, Puspakom Sdn. Bhd. – Malaysia;
- / “Japan to NZ vehicle pathway an BMSB – stink bug bio-security issues”
by Mr. Gordon David Shaw, Vehicle Inspection NZ – New Zealand;
- / “Vehicle Dimension and Chassis Scanning System”
by Mr. Wilson Xie, Shenzhen Cosber Industrial Co., Ltd – China;
- / “Why we need to reduce global belching emissions now? Why & How?”
by Mr. Ron Tan, PRC Global Pte. Ltd. – Singapore;
- / “Application Analysis of Simple Transient Driving Mode Conditions”
by Miss Xiao Tong Fan, Shenzhen Anche Technologies Co., Ltd. – China;
- / “Current Status and Future Vision regarding Vehicle Inspection System in Japan”
by Mr. A. Watanabe, National Agency for Automobile & Land Transport Technology, Japan;
- / “Next CITA International Conference Introduction”
by Mr. Yongdal Kim, Korea.

WORKSHOP OF THE CITA RAG CENTRAL & SOUTH AMERICA

The CITA Regional Advisory Group of Central & South America (RAG C&SA) organised a workshop held on 7 – 8 November 2018, in San José, Costa Rica.

With the theme “Present and Future of the Periodic Technical Inspection in Central and South America”, it was an excellent opportunity for CITA Members to share their experiences and knowledge, and to define new scenarios for the future of vehicle inspection and whole life vehicle compliance in the region.



SUMMARY REPORT OF THE CITA ANNUAL RECEPTION

Year after year, CITA is a sell-out success story. Its first event of the year 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 first 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 last year's best moments by Mr. L. Geilen, CITA Vice-President.

Next, the participants had the opportunity to learn 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 affairs; the impact on safety of the vehicle inspection program in Turkey, introduced by Prof. W. Schulz from IERC; and the advances 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 by illustrating the next steps that CITA will be taking.



AUTOMATED DRIVING AND ROAD SAFETY, A CONTRADICTION?



CITA, in collaboration with VdTÜV, hosted an **evening-debate on Monday, 19 November 2018, at the Concert Noble in Brussels, entitled: "Automated Driving and Road Safety - a Contradiction?"**.

The event was opened by Juan D. Rodríguez, CITA's President, who welcomed the audience: "We are at the beginning of road transport revolution. Many things will change and all of us, as stakeholders, have to work to prevent negative impacts from jeopardizing all the potential of new technologies for a better road transport".

Dr. Matthias Schubert, Executive Vice President Mobility at TÜV Rheinland AG and Member of VdTÜV Transport Commission, presented to the attendees consumer perception and key challenges for responsible third party players in realizing the vision of automated driving.

Mr M. Baldwin (Deputy Director General DG MOVE and European Coordinator for Road Safety) explained how the legal framework responds to technical developments, and he gave the point of view of the EC on the matter.

After that, an example of future technical inspection for automated driving was given during the presentation by Mr H. Abdellatif (Global Head Autonomous Driving & ADAS, TÜV SÜD Mobility).

During the panel discussion, contributed to by Mrs Sigrid de Vries (Secretary General CLEPA), Frank Leimbach (Director Technical Affairs of DEKRA), Mr Matthew Baldwin (Deputy Director General DG MOVE) and Mr Ismail Ertug (MEP, PS Group), there was debate on the changes brought about by highly automated driving (HAD), the opportunities to improve road safety the challenges relating to the testing and certification of autonomous vehicles and components to make them safe and secure throughout their entire life-cycle.

The development of automated driving systems will progress rapidly in the next few years. **While technological innovation brings numerous promises in terms of 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 workable transition towards the new forms of mobility.**

The event was closed by Mr. G Müller (CITA Vice President – Technical Affairs) pointing out the huge amount of work to be done: firstly, assess the impact of new technologies in such a way that society understands road transport issues; secondly, the definition of new scenarios must be undertaken with caution as new road technologies are generating a huge amount of data and the management of data means power.

04



collaborations:

UNRSC
GRSF

GLOBAL ROAD SAFETY FACILITY & CITA

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

The Global Road Safety Facility (GRSF), as the most experienced global road safety development program and 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 organisational 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.**



Global Road Safety Facility

UN ROAD SAFETY COLLABORATION & CITA



Together We can
Save millions
of lives.

We are extremely proud to announce that **CITA was admitted to the United Nations Road Safety Collaboration (UNRSC)**, at their 25th meeting held on 13 April 2018 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, philanthropists and private sector companies.

We are looking forward to collaborating with all UNRSC stakeholders in order to improve road safety worldwide.

05



who's who:

5 PILLARS
MISSION & VISION
BOARD & STAFF
CITA MEMBERS



ENGAGEMENT

by all members in CITA's activities and initiatives



KNOWLEDGE

sharing to identify, seek out and disseminate expertise



AWARENESS

promoting the expertise of CITA's members to the outside world and offering a platform to exchange and build know-how



BEST PRACTICE

supporting appropriate recommendations and taking into account the local socio-economical reality



IMPARTIALITY

fostering open discussions related to systems, solutions and unbiased methods

MISSION & VISION

We are the worldwide automotive inspection organization, with members from more than 50 countries and from both the public and private sector.

We play an influential role in the development and implementation of policies for safe and sustainable road use.

Sustainable road transport has an extremely significant impact on our lives and is part of an even wider approach. Vehicle inspection or, in a wider concept, vehicle continuous compliance, is an integral part of a comprehensive approach to road transport sustainability.

In order to be able to continue to fulfil our commitments, we look to the future based on five core values that are inextricably linked.

Our values are:

Impartiality in the assessment of roadworthiness;

Engagement of members in CITA's activities and commitment of the whole CITA family to road safety and the environment;

This body of **knowledge** accumulated by the members through their activities in all kinds of contexts all around the world and over many years;

That knowledge is encapsulated in **best practice** documents and should be used to raise **awareness** of vehicle roadworthiness for transport sustainability.

All of these values support CITA's vision and mission to become the forum for ensuring safety and compliance of vehicles throughout their lifecycle.



/BUREAU PERMANENT



Juan D. **RODRÍGUEZ**
President



Lothar **GEILEN**
Vice President
Treasurer



Eva **MORGER**
Vice President
Secretary General



Gerhard **MÜLLER**
Vice President
Technical Affairs



Pascal **BUEKENHOUDT**
Bureau Permanent



Thomas **KLUKAS**
Bureau Permanent



Ferose **OATEN**
Bureau Permanent
Chairperson RAG Africa

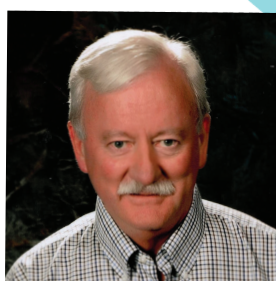


Aitor **RETES**
Bureau Permanent



Mike **WALSH**
Bureau Permanent

/REGIONAL ADVISORY GROUP CHAIRPERSONS



Bill **DELL**
Chairperson
RAG North America



Tri **NGUYEN HUU**
Chairperson
RAG Asia/Australasia



Marcelo **MARTÍNEZ**
Chairperson RAG
Central & South America



Gerd **NEUMANN**
Chairperson RAG Europe

/SECRETARIAT

Eduard FERNÁNDEZ / Executive Director

Rūta TAMOŠIŪNAITĖ / Office Manager

Daniele D'ONOFRIO / Communication Manager

Vlad SOGODEL / Project Manager

/POLICY & TECHNICAL EXPERTS

- in alphabetical order

Kanvaly BAMBA / Deputy Chairperson for the RAG Africa

Eric BRAND / Technical Expert on Noise

Henk BUSSINK / Technical Expert on Upgraded Harmonised Standards

Emre BÜYÜKKALFA / Technical Expert on Quality
/ Chairperson of the Ad-Hoc Working Group “Anti-Fraud Measure”

Macarena FERNÁNDEZ / Technical Expert on Quality

Tomas GERAGHTY / Technical Expert on Training

Yongdal KIM / Deputy Chairperson for the RAG Asia-Australasia

Viktor KRETZSCHMANN / Deputy Policy Expert WG3 “Quality, Training and Confidence”
/ Technical Expert on Quality

Frank LEIMBACH / Policy Expert WG1 – Safety Systems

Hans-Jürgen MÄURER / Deputy Policy Expert on Environmental Protection Systems
/ Technical Expert on Exhaust Emissions

Antonio MULTARI / Technical Expert on Exhaust Emissions

Aidan NAUGHTON / Technical Expert on Information Systems

Christoph NOLTE / Deputy Chairperson of Regional Advisory Group Europe

Hannu PELLIKKA / Technical Expert on PTI Regimes

Celestino PÉREZ / Technical Expert on PTI Regimes

George PETELET / Technical Expert on CO₂ Emissions

Laszlo RONAY / Technical Expert on Roadside Inspection Regimes

Marian RYBIANSKY / Technical Expert on Mechanical Systems

Víctor SALVACHÚA / Policy Expert WG5 – Information Technologies
/ Technical Expert on Roadside Inspection Regimes

Piet SCHÄFER / Technical Expert on Electronic Controlled Systems

Helge SCHMIDT / Technical Expert on CO₂ Emissions

Ralph Frank SCHRÖDER / Technical Expert on Electronic Controlled Systems

André SKUPIN / Technical Expert on Other Roadworthiness Regimes

Mark SYNNOTT / Technical Expert on Information Systems

Stefan TELLER / Policy Expert WG4 Continuous Compliance, representing operators

Bert TOP / Technical Expert on Training

Jörg VAN CALKER / Technical Expert on Information Systems

Andrzej WIERZEJSKI / Technical Expert on Noise

/CORPORATE MEMBERS

EQUIPMENT & SERVICES SUPPLIERS

- in alphabetical order



www.actia.com



www.anche.cn



www.a2t.de



www.autocom.se



D I T E S T

www.avlditest.com



www.beissbarth-online.com



www.bmtest.dk



BOSCH

Invented for life

www.bosch-automotive.com



Capelec
Ergonomics Efficiency Simplicity

www.capelec.fr



www.car-o-liner.com



Vehicle Inspection Equipments & System

www.cosber.com



GUTMANN

S O L U T I O N S

www.hella.com



www.maha.de



www.ryme.com



www.snapon-totalshopsolutions.com



www.stenhoj.com



www.vltest.com



www.vteq.es

/MEMBERS

FULL MEMBERS / PROVISIONAL MEMBERS / AFFILIATED ASSOCIATION MEMBERS / AFFILIATED NON-ASSOCIATION MEMBERS

- in alphabetical order

AFRICA

ATTT - TUNISIA
AVTS Roadworthy Stations - SOUTH AFRICA

CCVA (Burkina Controle SA) - BURKINA FASO
SICTA - IVORY COAST

CENTRAL & SOUTH AMERICA

Applus Iteuve Argentina - ARGENTINA
Autoridad del Tránsito y Transporte Terrestre - PANAMÁ
Consejo de Seguridad Vial - COSTA RICA

RITEVE SyC, S.A. - COSTA RICA
SGS Argentina - ARGENTINA
TÜV Rheinland Andino S.A. - CHILE

NORTH AMERICA

APPLUS+ Technologies, Inc. - USA
DEKRA North America - USA
OPUS INSPECTION - USA

Parsons Advanced Technologies, Inc. - USA
SGS Testcom Inc. - USA

ASIA / AUSTRALASIA

AIRIA - JAPAN
Al Mumayaz Vehicle testing - UNITED ARAB EMIRATES
EAA COMPANY LIMITED - JAPAN
General Transport & Services - UNITED ARAB EMIRATES
Israeli Association of Vehicle Testing Inst. - ISRAEL
Light Motor Vehicle Inspection Organization - JAPAN
Ministry of Land, Infrastructure, Transport - JAPAN
National Agency of Vehicle Inspection - JAPAN
JEVIC - JAPAN
KOTSA - KOREA
Mecanique Motor Vehicle Inspection - LEBANON
MVPI - SAUDI ARABIA

National Road Transport Center - MONGOLIA
NZ Transport Agency - NEW ZEALAND
PUSPAKOM - MALAYSIA
Quality Inspection Services - JAPAN
Quick Registration - UNITED ARAB EMIRATES
RTA - Licencing Agency Dubai - UNITED ARAB EMIRATES
STA Inspection PTE LTD - SINGAPORE
TASJEEL - UNITED ARAB EMIRATES
VICOM Ltd - SINGAPORE
Vietnam Register - VIETNAM
VINZ - NEW ZEALAND
VTNZ - NEW ZEALAND

EUROPE

AA IRELAND LTD - IRELAND
AECA-ITV - SPAIN
A-Katsastus OY - FINLAND
AM CERT dooel - MACEDONIA
AMSM - MACEDONIA
AMSS CMV - SERBIA
ANCIA - PORTUGAL
Applus Danmark A/S - DENMARK
Applus+ Car Testing Service Ltd - IRELAND
APPLUS+ Iteuve - SPAIN
ASA - SWITZERLAND
ATISAE - SPAIN
AVTO KRKA iso d.o.o. - SLOVENIA
BILPROVNINGEN - SWEDEN
BIVV - BELGIUM
BOVAG - NETHERLANDS
Bundesanstalt für Verkehr - AUSTRIA
BUREAU VERITAS - FRANCE
CENTAR MOTOR d.o.o. - BOSNIA AND HERZEGOVINA
CENTER FOR VEHICLES OF CROATIA - CROATIA
CERTIO - SPAIN
Chamber of Commerce & Industry, GZS - SLOVENIA
Dirección General de Tráfico - SPAIN
DEKRA Automobil GmbH - GERMANY
DEKRA Automotive S.A. - FRANCE
Driver & Vehicle Agency - UNITED KINGDOM
Driver & Vehicle Standards - UNITED KINGDOM
Dunav Auto - SERBIA
Estonian Road Administration - ESTONIA
EUROLAB L.L.C. - KOSOVO
FSD GmbH - GERMANY
General de Servicios ITV, S.A. - SPAIN
GOCA asbl - BELGIUM
GRUPO ITEVELESA s.l. - SPAIN
GTÜ - GERMANY
HAK - CROATIA
IDIADA - SPAIN
Innovam Group - NETHERLANDS
ITEVEBASA - SPAIN
ITS - POLAND
ITVASA - SPAIN
ITV SERVEIS - ANDORRA

IVESUR, S.A. - SPAIN
K1 Katsastajat Oy/Applus Finland - FINLAND
KÜS - GERMANY
Ministry of Infrastructure - KOSOVO
Ministerio de Industria, Energía y Turismo - SPAIN
Ministero delle Infrastrutture e dei Trasporti - ITALY
National Transport Authority of Hungary - HUNGARY
Norwegian Public Roads Administration - NORWAY
ÖAMTC - AUSTRIA
Opus Bilprovning AB - SWEDEN
RAR - ROMANIA
RDW - NETHERLANDS
Retail Motor Industry Federation, Ltd - UNITED KINGDOM
RSA Ireland - IRELAND
RTSD Latvia - LATVIA
Russian Association of Motor Insurers - RUSSIA
RVSA-ITV (Prevencontrol ITV) - SPAIN
Secta Autosur - FRANCE
S-EKA - SLOVAKIA
Sensors Europe GmbH - GERMANY
SGS Group Management S.A. - SWITZERLAND
SGS Securitest s.a. - FRANCE
SIMI - IRELAND
SNCT s.a. - LUXEMBOURG
Sensors Europe GmbH - GERMANY
Supervisión y Control, S.A. - SPAIN
SWEDAC - SWEDEN
Techexpert - RUSSIA
TESTEK, s.r.o. - SLOVAKIA
Trafi - FINLAND
TRANSEKSTA - LITHUANIA
TÜV Nord Mobilität GmbH & Co. KG - GERMANY
TÜV Rheinland Iberica sa - SPAIN
TÜV Rheinland Kraftfahrt GmbH - GERMANY
TÜV SÜD Auto Service GmbH - GERMANY
TÜVTURK - TURKEY
UTAC - FRANCE
VdTÜV e.V. - GERMANY
VEIASA - SPAIN
Vivauto SA Autivision - FRANCE
WKO - AUSTRIA
YKL ry - FINLAND

06



on the horizon:

FUTURE OF PTI BY THE VICE PRESIDENT
CLOSING WORDS BY THE DIRECTOR



Automated driving vehicles and the digital revolution in mobility will have a very positive impact on road safety and environmental protection.

To guarantee high safety and security standards of these new technologies, innovative inspection requirements are necessary.

Coordinated testing procedures for the whole life cycle of the vehicle must be developed. **Already during type approval the preconditions need to be defined for later roadside inspection or periodic technical inspection.**

In addition to the periodic technical inspection, special remote services for vehicle diagnosis, accident analysis and in-use monitoring will complement future roadworthiness testing to ensure continuous compliance, including for electronic components, and keep the safety and security standard of the vehicle at a high level.

These additional tests are depending on reliable and secure access to in-vehicle data, irrespective of the free market interests of vehicle manufacturers or other stakeholders.

In order for sovereign tasks to be performed by entrusted and independent bodies, **comprehensive, non-discriminatory and free access to original vehicle data over-the-air must be guaranteed.** As a first step the OEM should provide information about the latest approved status of software updates.

The entire process relating to the transfer of vehicle data using a manufacturer-independent vehicle data platform must be certified and, in the medium term, standardised as well as enshrined in the international type approval requirements for vehicles.

These adoptions are necessary for independent inspection bodies to be able also in future to conduct valid and meaningful tests to ensure roadworthiness and environmental protection.



Gerhard
MÜLLER
Vice President
Technical Affairs



2019 is the year in which all of us at CITA will celebrate our 50th anniversary.

50 years since the formal constitution of our association! And yes, we will be commemorating the occasion, but the details are still being finalized and so we will keep you in suspense a little longer.

Watch this space!

Over these 50 years many things have changed, but others remain the same, such as our ambition to make roads safer and the air we breathe cleaner. **Taking the past into account is essential, though our challenge is to define the future.** A future in which road transport is going to change its paradigm and will transform the way we live once again.

In 2019, CITA members will continue to contribute to road safety and the environment with what they do best: ensuring vehicle compliance in an independent manner. And CITA will keep explaining to all our stakeholders that any strategy for road transport must consider the suitability of vehicles.

We will continue to develop our activities both in low- and middle-income countries and in regions with high technological development. Low- and middle-income countries need to have all the necessary tools to improve the performance of their fleets and the developed areas need an impartial arbitrator to take advantage of all the benefits of technical progress.

As vehicle compliance players, we are not alone in our quest for safer roads and a healthier environment. We are part of a huge jigsaw puzzle in which all the pieces are indispensable. This is why it is important that we interact with all stakeholders. Once again, the old adage “if you want to walk fast, walk alone, but if you want to walk far, walk together” becomes a reality.

Thanks to all CITA members for making this possible.



Eduard
FERNÁNDEZ
Executive Director

