



International  
Motor Vehicle  
Inspection  
Committee

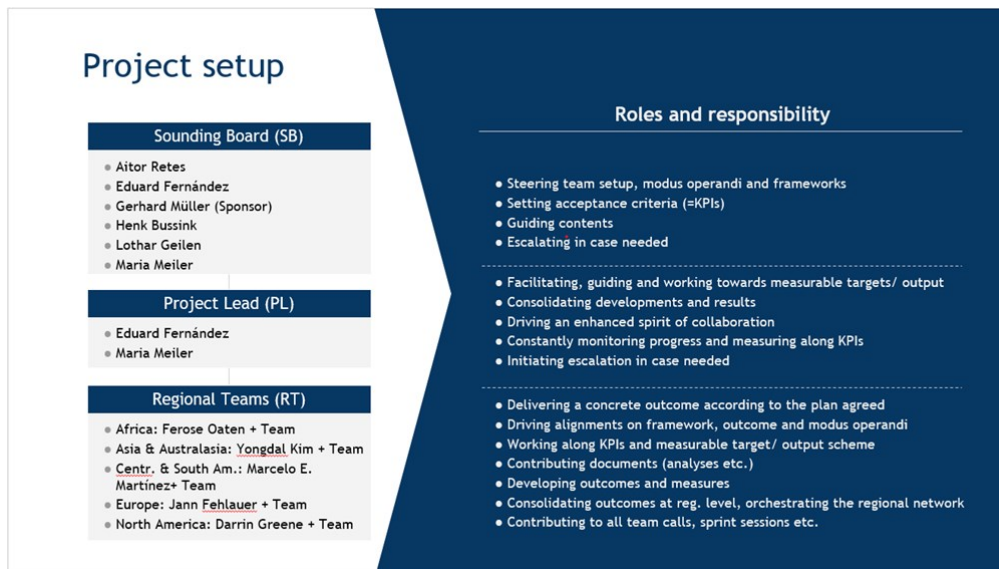
NewsRelease  
October 2019

Dear CITA members,  
Dear colleagues and friends,

To enable CITA to meet future challenges, we began reviewing our strategy in May 2019. During the first kick-off meeting on June 4, we defined the configuration and name of the project: **ROADMAP 2030**.

**The aim is to work very efficiently and to include all regions and members as much as possible.**

Therefore, we decided to be supported by an external and professional consultant, Dr. Maria Meiler, and to do the main work in small groups. The following pictures shows the setup, the roles and the responsibilities:



In parallel, the Bureau Permanent is informed permanently. To also give every single member the opportunity to participate in the development of ROADMAP 2030, we delivered a comprehensive questionnaire in September. The answers will mainly influence work of the strategy.

I am confident to have the new CITA ROADMAP 2030 before the beginning of the next year.

**I would like to thank all those who are already supporting the project!**

## ► INDEX:

- **CITA 50<sup>TH</sup> ANNIVERSARY**
- **CITA SPONSOR OF THE ETSC PIN REPORT**
- **SAFETY INSPECTIONS FOR PASSENGER VEHICLES IN TEXAS**
- **REDUCING THE DEATH TOLL OF ROAD ACCIDENTS IN COSTA RICA**
- **ETSC PIN FLASH REPORT ON URBAN ROAD SAFETY**
- **ALLIANCE FOR SUSTAINABLE INVESTMENT & JOBS BETWEEN AFRICA AND EU**
- **INTERNATIONAL ROAD SAFETY CONFERENCE 2019**
- **EU ROAD SAFETY ROUND TABLE**
- **THE SAFERAFRICA FINAL CONFERENCE**
- **CITA NEW MEMBERS**
- **MEMBER INPUT**
- **SAVE THE DATE**

I am very happy to see the increasing activities in the regions, and I would like to flag the RAG Meetings in Africa, Morocco 30 – 31 October, in Asia & Australasia, Shenzhen 20 -21 November and in Central & South America, Chile 4 -5 December.

**We are as well expanding our activities in the frame of international development and cooperation.**

Last 7 and 8 October, CITA organised meetings between the French and German members, including their country's agencies for development: the AFD – Agence Française de Développement et GIZ – Gesellschaft für Internationale Zusammenarbeit. The purpose of these meetings was to complete, at national level, the work done so far by CITA with the Multilateral Development Banks, promoting road safety and environmental protection in the agenda of the key international players.

More meetings with other agencies will be scheduled and CITA members, in the involved countries, will receive the appropriate information shortly.

**September 30th the project SaferAfrica officially finished.** This 3 year-long project, led by Università La Sapienza - Rome, has been aiming to set up a communication platform on Road Safety between Africa and Europe: CITA has been collaborating from the vehicle's perspective. The most outstanding output of the project has been the creation of the African Road Safety Observatory, that will be managed by the European Union.

In September, we also celebrated the **50<sup>th</sup> Anniversary of CITA**. We can look back on a very successful development and be proud of our current position, which is the result of the commitment and passion of our members.

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**WE ARE AN ASSOCIATION, AND NONE OF OUR ACHIEVMENTS  
COULD BE ATTAINED WITHOUT YOUR COMMITMENT.**

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I would like to thank all those who have made this possible: all our members, my present and former colleagues at the BP, the RAG chairpersons, all those who lead our projects and working groups and last but not least the secretariat. You are the heart of CITA's family.

I also would like to acknowledge the authorities and stakeholders for the excellent collaboration and the opportunity to establish trusting relationships.



Anyhow, the last 50 years are history, and we must be ready for the next 50 years and beyond. We know that many new challenges have to be managed and we are working hard to be ready for that. Again, we count on your passion and commitment.

Sincerely,

**Gerhard Müller**  
CITA President

# CITA 50<sup>TH</sup> ANNIVERSARY

CITA celebrated its 50th anniversary last 24 September, in the centre of Brussels.

**Many things have happened over the past 50 years, but our huge ambition to make roads safer and the air cleaner has never declined.**



Impartiality is and will always be the pre-condition for our success and this is what makes us unique.

The impartial vehicle inspection is more than ever the essential way to guarantee vehicle whole life compliance and to ensure roadworthiness.

**This is our origin; our main field of work and we are proud of it.**

Worldwide crash statistics are still not acceptable. Therefore, we will keep on being the independent expert forum that offers specific solutions for all different regions of the world to help Governments to improve road safety and environmental protection and we are an appreciated member of the World Bank, the WHO and the UNECE.

New technologies and automated driving can make road traffic safer and more sustainable in the future, but also new challenges will arise. Adopted testing procedures including vehicle data evaluation are necessary so that individuals and society, as a whole, will not be threatened by advances of driverless vehicle.

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**CITA MEMBERS MAKE THE ROADS SAFER.  
EVERYDAY AND EVERYWHERE. IMPARTIAL AND RESPONSIBLE.**

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**[SEE HERE ALL THE PICTURES OF THE EVENT](#)**

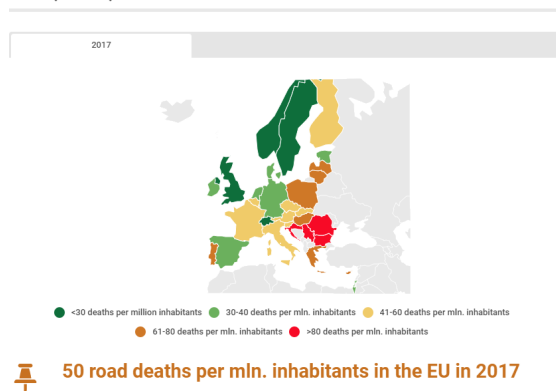
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# CITA SPONSOR OF THE ETSC PIN REPORT

Brussels, Belgium | May 2019

Road deaths per million inhabitants  
2017; 2010; 2001



CITA, with the involvement of VdTÜV, recently signed an agreement to sponsor the ETSC PIN report.

Since June 2006, the ETSC Road Safety Performance Index (PIN) is the policy tool to help EU Member States (the program covers the 28 EU Member States, together with Israel, Norway, the Republic of Serbia and Switzerland) improving road safety.

By comparing Member States' performance, it serves to identify and promote best practice in Europe and to generate the kind of political leadership that is needed to create a road transport system that maximizes safety.

It covers all relevant areas of road safety including road user behaviour, infrastructure and vehicles, as well as the development of road safety policies in general.

National research organizations and independent researchers participate in the program to ensure that any assessment carried out within the program is based on scientific evidence, and is effectively communicated to Eu road safety policymakers.

 [MORE INFO](#)

## ETSC PIN FLASH REPORT ON URBAN ROAD SAFETY

Brussels, Belgium | 11 June 2019



"9500 people were killed on urban roads in the EU in 2017, accounting for 38% of all road deaths. 70% of those killed on urban roads are vulnerable road users: 39% are pedestrians, 12% cyclists and 19% powered-two-wheeler (PTW) riders. Car occupants account for 25% of all roads deaths on urban roads": this is what the new ETSC PIN Flash report states.

Through the report, ETSC looks at the scale of the urban road safety problem in Europe (and how to tackle it) analyzing the latest data on urban road safety across the EU and other countries that form part of the ETSC Road Safety Performance Index (PIN) program. While new vehicle technologies such as Intelligent Speed Assistance (ISA), Automated Emergency Braking (AEB) with pedestrian and cyclist detection and turning assistance systems on heavy goods vehicles may help reduce these numbers in the future – it will take decades for the full benefits to become apparent. In the meantime, it will be up to national and local authorities, with support from the European Union to address the main causes of deaths and serious injuries on roads in our urban centers.

The report contains more than twenty main recommendations for action at EU, country and city authority level and can be downloaded from the ETSC website.

 [DOWNLOAD HERE THE REPORT](#)

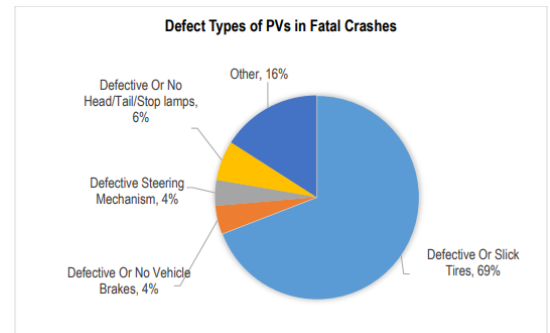
# SAFETY INSPECTIONS FOR PASSENGER VEHICLES IN TEXAS

In 2017, the Texas Department of Public Safety (TxDPS) commissioned at the University of Texas at Austin's Center for Transportation Research (CTR) to conduct a study with the objective to meet legislative needs inquiring about the efficiency and necessity of titling and inspection of vehicles in the state of Texas.

This was accomplished through 3 tasks:

1. quantifying the efficiency of the vehicle inspection program;
2. assessing the safety impact of eliminating the inspection program;
3. and making recommendations on whether the inspection program should be eliminated as an element of vehicle titling.

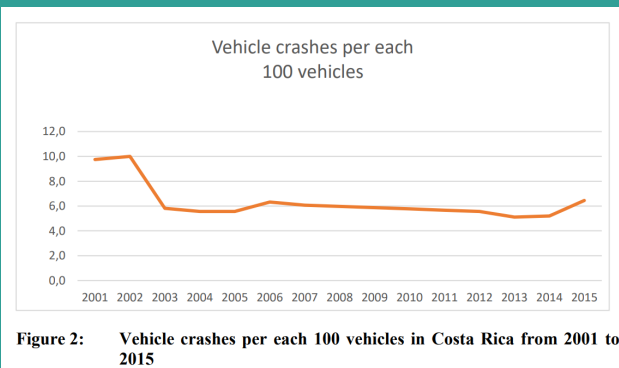
The CTR conducted a literature review, public opinion survey, and examination of state inspection databases in order to perform the assessments on the economic and safety impacts of eliminating the inspection program. This study considered only the Inspection Program and did not include an evaluation of safety inspections for commercial motor vehicles (CMVs) or emissions inspections for any vehicle. It has been found that the average crash costs related to defective vehicles are more than \$2 billion per year, while most defects are vehicle components which would fail an inspection.



It was also discovered that if the inspection program were discontinued, station owners would lose net revenue of over \$131 million per year, the State of Texas would lose revenue of approximately \$150 million per year, and vehicle owners would save approximately \$16 per vehicle per year, for a collective savings of \$307 million. The public opinion survey showed that the majority (68.6%) of Texas drivers polled believe that the inspection program improves highway safety in Texas.

 [FULL REPORT](#)

## REDUCING THE DEATH TOLL OF ROAD ACCIDENTS IN COSTA RICA



**Figure 2:** Vehicle crashes per each 100 vehicles in Costa Rica from 2001 to 2015

The study "**Reducing the death toll of road accidents in Costa Rica through the introduction of roadworthiness inspections by the government**", conducted by Mr. Wolfgang H. Schulz and Sebastian Scheler from Zeppelin University, and **financed by CITA**, investigates the effects on traffic safety and the associated economic savings of the introduction by RITEVE of the Periodical Technical Inspections (PTI) in Costa Rica.

The goal of this paper is to scientifically determine the human lives saved as well as injury reductions associated with the periodical technical inspection (PTI) regime introduced in Costa Rica in 2003. The study goal includes further an assessment of the economic impacts of PTI. The methodological framework for the economic assessment is a cost-benefit analysis.

Since there were no national estimates for the costs of crashes in Costa Rica available, this study derives and evaluates in a first step different ways to estimate these costs. Subsequently these are used for a cost-benefit analysis to bench-mark the policy decision to introduce periodical technical inspections. The findings show that there are considerable economic gains from having such a system in place with high cost-benefit ratios. The study shall give insights and encourage other countries to introduce or consider such measures as they can be an important step toward more road safety and reduce the cost of crashes for society and the economy.

 [FULL STUDY](#)



# ALLIANCE FOR SUSTAINABLE INVESTMENT AND JOBS BETWEEN AFRICA AND EU

Brussels, Belgium | 25 July 2019

The meeting “**Alliance for Sustainable Investment and Jobs between Africa and Europe – Taskforce of Transport**”, held in Brussels last 25 July, brought together leading experts from the public and private sectors of both continents from the world of mobility and connectivity.

Co-chaired by European Commissioner for Transport, Violeta Bulc and African Union Commissioner for Infrastructure and Energy, H.E. Amani Abou-Zeid, it rounded up together key recommendations in all three of the Task Force's clusters: Infrastructure and Connectivity, Road Safety, and Air Transport.

**CITA has been involved in the cluster “Road Safety”, which met in Brussels and Addis Ababa.**

The members of each cluster first met separately to conclude the work on their recommendations, before meeting to present the final recommendations.

**This is the first official collaboration between EU and the African Union on road safety.**

## INTERNATIONAL ROAD SAFETY CONFERENCE 2019

London, UK | 3 – 4 September 2019

*CITA attended the International Road Safety Conference hosted by the UK Department of Transport, in London.*

*The event brings together Ministers, road safety experts and private sector representatives from across the globe. In these two days, the focus was set on collaborative learning, with key topics including Vision Zero, the Safe Systems Approach, technology & innovation, including the next decade of UN Road Safety action.*

*On the first day of the event, a high-level Ministerial Summit took place at Lancaster House in downtown London. The Ministerial Summit involves insightful keynote speeches by road safety experts to discuss and share best practices in areas of common challenges we all face the global fight against road safety. The overall theme was technology and innovation in road safety, and support for the developing world to improve road safety performance.*

*On the second day, delegates were all together at the Millbrook test track for the CENEX Low Carbon and Connected and Autonomous Vehicle event. This event, in collaboration with the United Kingdom's Centre for Connected and Autonomous Vehicles (CCAV), involved exciting presentations and breakout sessions, with demonstrations and discussions of how new and innovative technology could improve road safety.*





# EU ROAD SAFETY ROUND TABLE

Brussels, Belgium | 16 September 2019

CITA, represented by its President Mr. G. Müller and its Executive Director Mr. E. Fernández, took part at the Eu Road Safety Round Table hosted by the European Commissioner for Transport – Ms. Violeta Bulc – at the European Commission in Brussels.

This event is part of the official launch of this year's **European Mobility Week** (16–22 September 2019) and part of a series of Round the World Roundtables, organized by the **Global Alliance of NGOs for Road Safety** (*CITA is member of the Alliance*) during the lead-up to the 3rd Global Ministerial Conference on Road Safety, in Sweden in February 2020.

The meeting involves contributions at EU level, based on the new **EU Road Safety Policy Framework 2021-2030**, and at the level of European cities.



**EUROPEAN MOBILITY WEEK**



# THE SAFERAFRICA PROJECT FINAL CONFERENCE

Tunis, Tunisia | 18 September 2019



CITA participated in the final SaferAfrica project Conference in Tunis, where the consortium of 17 partners, from Europe and Africa (more than 200 African stakeholders coming from 41 African countries involved), met to finalize the work done on the continent over the past 3 years.

Infact during 3 years, this project, coordinated by the Research Centre for Transport and Logistics of Sapienza – University of Rome (CTL) and financed by the EU, focused on setting up a dialogue platform between Africa and Europe to find strategies on how to improve road safety on the African Continent.

- CITA gave its contribute and expertise on vehicles to the project.

**The most innovative results of the SaferAfrica Project are the African Road Safety Observatory, and the African-European Dialogue Platform on Road Safety which has enabled policymakers, donors and professionals engaged in road safety to plan and design road safety actions.**

This meeting is also the occasion to discuss future perspectives of work for the road safety international, regional and national stakeholders, in the framework of the UN Decade for Road Safety, the African Road Safety Action Plan and the newly born Africa-EU Task force on Transport, a joint initiatives between Europe and Africa to share.

## 4<sup>TH</sup> PTI WORKSHOP

London, UK | 16-18 October 2019

With the title “**Improving road safety and the environment through PTI**”, took place in London the 4<sup>th</sup> periodic technical inspection workshop.

Addressed to European authorities, this event is a result of a collaboration between RDW (NL) and DVSA (UK) and its purpose was to **show how a correct periodic technical inspection of vehicles can impact road safety and the environment**.

A CITA delegation, composed of the President G. Müller – the vice-President Technical Affairs P. Buekenhoudt and the Executive Director E. Fernández, is present at the meeting.



## THE AVIS PROJECT IN CAMEROON

After the successful first AVIS pilot project in Togo, the **World Bank's Global Road Safety Facility (GRSF) and CITA decided to renew their collaboration in Cameroon**.

The AVIS (Assessment of Vehicle Inspection Systems) project has the overall objective of carrying out audits of vehicle inspection systems in different countries in sub-Saharan Africa – and this **second study in Cameroon to make a diagnosis country's PTI and registration system, along with a review of the structure in charge**.

With the highest per capita road death rate in the world, the number of road deaths **in sub-Saharan Africa is expected to more than double, from some 243,000 deaths expected in 2015 to 514,000 by 2030**.





## ..... NEW CITA MEMBERS



**GEORGIAN VEHICLE INSPECTION BODIES ASSOCIATION** unifies organizations which perform periodic technical inspection of vehicles. Main subject of Georgian Vehicle Inspection Bodies Association is coordination of its members activities for development and improvement of vehicles periodic technical inspection system in Georgia, which must be achieved by establishing high standards for equipment and personnel involved in this scope.



**SYSTECH CHILE LIMITADA**, Opus group, joined CITA as full member. Systech provides vehicle inspection services in Chile.



**LACVIS NIGERIA LIMITED** was established in 2017, to introduce vehicle testing technologies and undertake computerized vehicle inspection services in Lagos state. The Lagos Computerized Vehicle Inspection Service, LACVIS, is a special purpose vehicle inspection company, set up by the Lagos State government and other stakeholders to partner with the state's Vehicle Inspection

Service to ensure the safety of the motoring public.

## CERTIFICATION ISO 9001 FOR CCVA



CITA member CCVA from Burkina Faso just obtained the certification ISO 9001.

This news confirms its role as an example of good vehicle and road safety management in Africa.

## TOGETHER WE CAN SAVE LIVES

There is no doubt that truck accidents are the most serious, which is why, with particular attention and ensuring that safety systems are very important, our article examines the inspection procedures required for testing the air brake system based on the studies and tests mentioned in the official air brake hand book /Ontario.ca, we present its summary in the following points:



### 1- Testing low air-pressure warning devices

Pass → if the device is activated when the pressure is equal to or greater than 3.8 bar  
Fail → if the device does not activated or activates when the pressure is below 3.8 bar

### 2- Testing air-pressure build-up time

Pass → if pressure build-up time is equal to or less than two minutes  
Fail → if pressure build-up time is greater than two minutes

### 3- Testing air-compressor governor settings

Pass → when the cut-in and cut-out pressure settings are within the range specified by the vehicle manufacturer, cut-out pressure is below 10 bar, and cut-in pressure is above 5.52 bars  
Fail → when actual cut-out pressure is above 10 bar or actual cut-in pressure is below 5.52 bar

### 4- Testing system air-loss rate

Pass → when the drop in pressure is equal to or less than the value specified for the vehicle  
Fail → when the drop in pressure exceeds the value specified for the vehicle.

### 5- Testing a tractor (towing vehicle) protection valve

Pass → if air does not exhaust from the trailer service line  
Fail → if air exhausts from the trailer service line

### 6- Testing the automatic application of the trailer spring brakes

Pass → if the trailer spring brakes apply automatically  
Fail → if the trailer spring brakes do not apply

### 7- Testing the spring (parking and emergency) brakes

Pass → if the spring brakes hold the vehicle in place.  
Fail → if the spring brakes do not hold the vehicle in place

### 8- Testing the air-tank drain valves

Pass → when each drain valve functions properly.  
Fail → any drain valve fails to function properly.

## ATT & CITA ROLE IN AFRICA



Agence Technique  
des Transports Terrestres

The number of vehicles in Africa represents only 4% of the world's car fleet, but it is responsible for 10% of the world's road accidents and the highest death rate in the world. On average, road accidents cost 2.5% of the GDP of African countries. Which means great potential to preserve human lives by

simply improving the safety of cars driving on African roads.

The CITA has a key role to convince the African states to update their regulations and procedures by providing them assistance (audit and training) by its experts or by African skills (exp: ATT ...) in this specialty by:

### 1 / THE ESTABLISHMENT OF A RELIABLE TECHNICAL CONTROL SYSTEM

Audit of vehicle technical inspection systems in African countries and provide assistance to improve these systems through the training of technical control officer and the selection of necessary equipment.

### 2/ THE ESTABLISHMENT OF A TECHNICAL RULES FOR IMPORTED VEHICLES

A - For new vehicles: establish a type-approval system after determining the minimum security equipment required;

B - For used vehicles: set up a system of individually approved system based on technical rules (equipment, age ....)

by **FAOUZÈNE HASSINE** 

Director of Registration and Vehicle Operations

ATT - TUNISIE

## TESTEK AND BUREAU VERITAS

The enforcement of obligations like roadworthiness inspections is usually connected with an increased risk of bribery.

Even if the fraud in some countries has not been unfolded openly until now, the inspectors probably face the attacks on their moral integrity in everyday's work.

To support the PTI companies resisting the fraud attempts, an obligation to implement the ISO 37001 Anti-bribery Management Systems standard has been introduced.

TESTEK, responsible among other things for supervision over PTI and exams of inspectors, already implemented the standard, as one of the first subjects in Slovakia.



**More information in the presentation  
by TESTEK and Bureau Veritas**



..... SAVE THE DATE

30 - 31 October 2019 | Marrakech, Morocco

➤ **CITA RAG AFRICA MEETING**

6 November 2019 | Brussels, Belgium

➤ **New CITA workshop**  
**NEW PARTICLE NUMBER MEASUREMENTS FOR VEHICLE INSPECTION**

18 November 2019 | Dresden, Germany

➤ **WG1 MEETING - Hosted by FSD | only for CITA members**

20 - 21 November 2019 | Shenzhen, China

➤ **13<sup>TH</sup> CITA RAG A/A MEETING - Hosted by COSBER**

4 - 5 December 2019 | Santiago, Chile

➤ **CITA RAG C&SA MEETING - Hosted by OPUS INSPECTION**

June 2021 | Amsterdam, The Netherlands

➤ **CITA INTERNATIONAL CONFERENCE - Hosted by RDW**



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