



International  
Motor Vehicle  
Inspection  
Committee

NewsRelease  
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Dear CITA Members,  
Dear colleagues and friends,

The COVID-19 pandemic is still ongoing. On the one hand, it causes tremendous human suffering and creates a formidable economic crisis around the world. On the other hand, it accelerates the digital transformation in all kinds of businesses.

Our service orientated and labour-intensive vehicle inspection business is particularly affected by the challenges of digitisation. This means that not only new testing procedures for automated and connected driving functions are required, but also that the job profile of inspectors and test equipment must keep pace with this development.

CITA will try its best to **support members** in this transformation process. CITA's new strategy, called "**Roadmap 2030**", includes multiple measures and activities aimed at increasing the value proposition for members and strengthening them to meet future challenges. We will introduce the Roadmap 2030 in the different regions this autumn, starting with the **RAG Europe Conference in October**, then during the **RAG North America, RAG Africa and RAG ASIA/AUSTRALASIA in November**. I very much look forward to discussing it with you.

Unfortunately, due to the COVID-19 restrictions we have to **postpone the planned CITA Conference in Amsterdam. It will take place in 2022. The General Assembly will be held in 2021, most likely in an online format.**

The feedback to the latest membership survey, which is introduced in this NewsRelease, has been very positive and I thank all participants for their responses. It helps us to keep the good things and to improve where necessary.

The EC started the process to revise the current PTI directive 2014/45/EU. CITA is very much involved in the relevant working groups and in the permanent exchanges with the Commission in order to address to our recommendations for a sustainable improvement of the PTI regulations.

**BECAUSE PTI IS AND REMAINS AN INDISPENSABLE PART FOR SAFE AND CLEAN VEHICLES!**

Sincerely,

**Gerhard Müller**, CITA President

# QUESTIONNAIRE FOR THE DEVELOPMENT OF THE NEW CITA STRATEGY

Brussels, Belgium | 6 June 2020

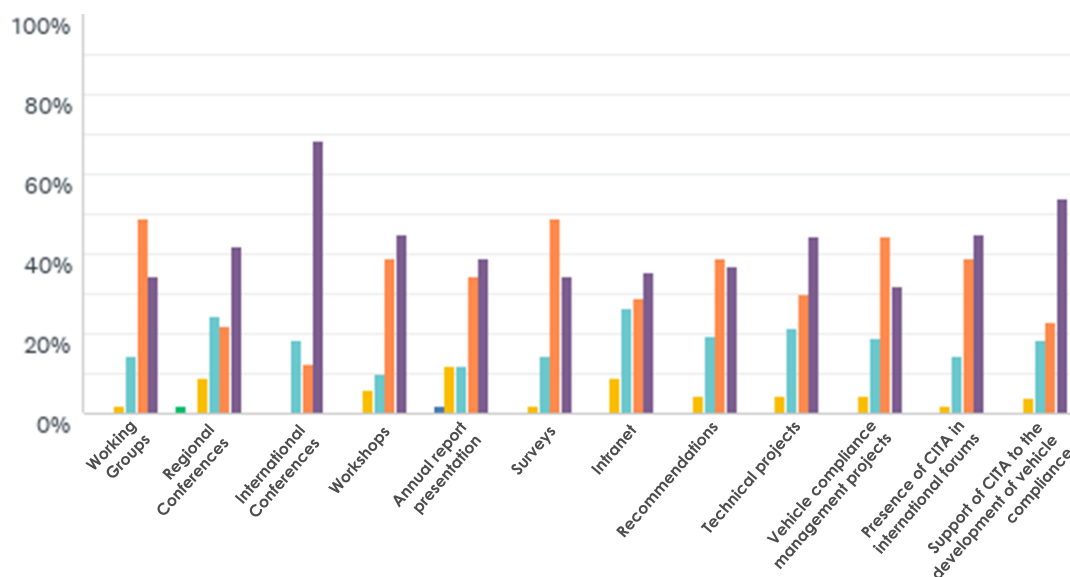
Before the summer break, we sent a questionnaire to all our members in order to obtain practical information about the subjects they consider to be priorities in the development of a new strategy. The purpose of this series of questions was to have more details on the arrangements to make of CITA an even more performing organisation, with the capabilities to cope with the challenges ahead.

Even considering the exceptional moment of crisis we are now living through, the answers we have received reflect a scenario of a return to normality.

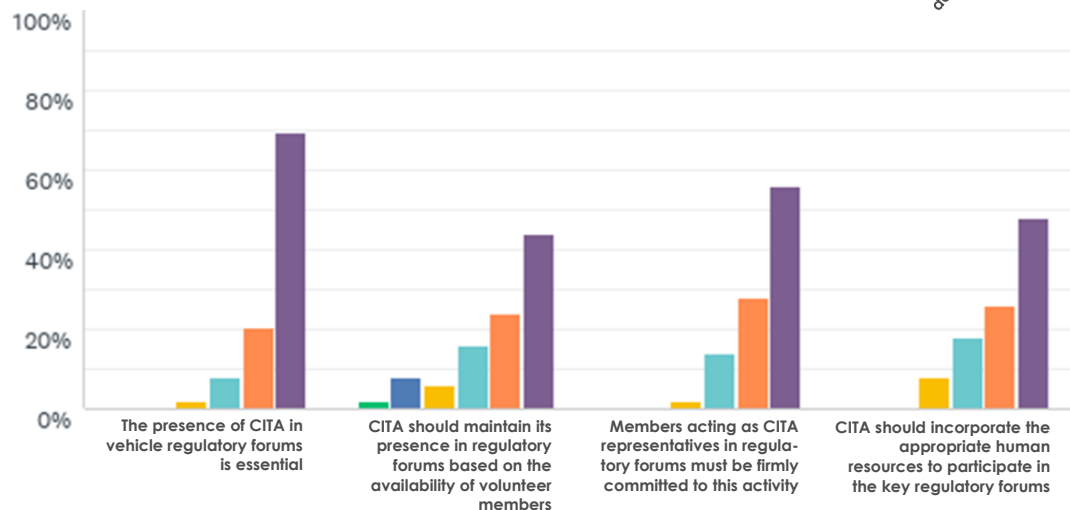
Summarizing the most consented answers, our Members expressed that:

- 80% like the current services, especially WGs (83,7 %), international conferences (81,3%), Workshops (83,7 %), Surveys (83,7 %);
- CITA should be present in international forums (83,7%);
- The most agreed new services are webinars (81,7 %);
- They would like to be involved in the development of new services (80 %);
- The presence of CITA in regulatory forums is essential (89,8%).

## How much do you like current CITA services?



## CITA increasingly participates in vehicle regulatory forums, relying mainly on the availability of volunteer members. What is your view about the following?

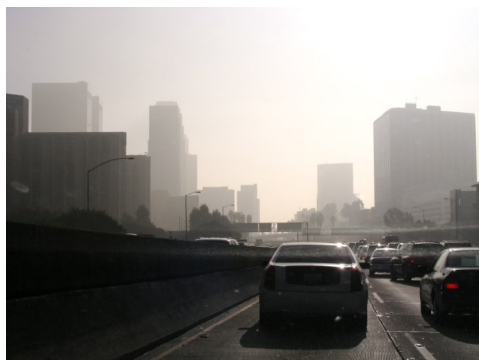


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# CITA'S VIEW ON THE DEVELOPMENT OF A NEW VEHICLE EMISSION STANDARD IN EUROPE

Brussels, Belgium | 06 July 2020



While the latest EU developments on vehicle emissions have been an outstanding step towards a clean fleet, there is still a huge potential to improve the impact of vehicles on air quality. The challenges that we face today are not only technical, but also behavioural. The tampering with the emissions control system undermines efforts to have clean combustion engines and cybersecurity will undoubtedly be an issue in the coming years.

**THE CURRENT REGULATORY FRAMEWORK MAKES IT DIFFICULT TO ASSESS THE PERFORMANCE OF THE FLEET.**

The solution to the new challenges requires close cooperation between all stakeholders and makes it essential to define an impartial and transparent framework to guarantee that vehicles arriving in the fleet are clean and that their characteristics will last a reasonable length of time as long as they are used. Type approval and Euro 7/VII shall define a scenario that makes tampering difficult and ensures cybersecurity. It is crucial to avoid situations such as today's, where the after-treatment system of a heavy-duty truck, whose cost is similar to the engine itself, can be cheated with a device worth less than 15 Euro. Furthermore, current after-treatment systems are so efficient that they allow engines to be designed without some of the past limitations. Therefore, malfunctioning or tampering with these after-treatment systems creates vehicles that are much dirtier than those that meet the old standards.

## TYPE APPROVAL MUST:

- MAKE TAMPERING MORE DIFFICULT,
- INCLUDE PROVISIONS FOR CYBERSECURITY,
- FACILITATE THE WAY THAT VEHICLES ARE CHECKED DURING THEIR LIFE.

Keeping that in mind, the approval framework must ensure that vehicles can be controlled during their lifetime. Today's technology will not resist the tampering attempts and cybersecurity attacks of the near future.

**CHEAP, FEASIBLE AND IMPARTIAL IN-LIFE CHECKS ARE ESSENTIAL TO KEEP THE EU'S FLEET CLEAN.**

There is a basic concept to consider: the right of access of the relevant stakeholders to vehicle systems and data, which must be regulated by the authorities. Cybersecurity or tampering should not be an excuse for vehicles manufacturers to make them inaccessible. New technologies will offer very promising opportunities to facilitate whole-life compliance. OBM, for instance, has huge potential. Like any other technology, OBM must to be checked periodically as it must last as long as the vehicle is used and could easily become a target for tampering.

**SOCIETY CANNOT AFFORD A LACK OF ACCESS TO VEHICLE SYSTEMS AND DATA.**

In summary, it is necessary to have in mind some essential aspects since the conception of vehicles:

- Facilitating reference values for in-life checks;
- Facilitating checks on the effectiveness of the presence and operation of emission limiting systems;
- Providing enough access to systems, data, sensors and actuators; and
- Setting up the necessary provisions to ensure that the right software is installed in the vehicle.

**AND ALL OF THE ABOVE MUST BE MANAGED IN AN IMPARTIAL WAY.**



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# STRENGTHENING THE ROAD SAFETY ASPECTS OF THE EU ROADWORTHINESS PACKAGE

Brussels, Belgium | 25 September 2020



Roadworthiness testing is part of a wider regulatory scheme, governing vehicles throughout their lifetime. This scheme covers vehicle type- or individual approval, performed before the vehicle is allowed to enter the single market through registration, its use on the roads, and until it is considered as an “end-of-life vehicle” and scrapped or exported.

During the type- or individual approval, compliance with the current highest level of safety and emission requirements must be secured before the vehicle gets an authorisation to be used on public roads. The goal of roadworthiness testing is then to check the functionality of safety

components, the environmental performance, and the vehicle safety requirements. New technologies in road transport are increasingly based on IT and communications, raising issues related to the consistency of vehicle IT systems. Consequently, cybersecurity must also be at the centre of road transport policies.

EU regulations and directives provide for a comprehensive list of requirements for road safety and the emission behaviour of new vehicles. However, since relevant components of vehicles during their service life continuously deteriorate, it is necessary to carry out periodic vehicle inspections in Europe, adapted to the level of susceptibility to use, in order to ensure road safety and low emissions in the long term.

The latest review of the Roadworthiness Package has already led to a partial harmonisation of vehicle inspection rules across the EU Member States. However, there are still some discrepancies in the way States have implemented the Directives into their national legal systems (status of inspection centres, testing tools, provision of relevant PTI data, etc.).

IN ORDER TO ENSURE BETTER CONSISTENCY OF LAWS, STANDARDS AND PRACTICES WITHIN THE EU, IT WOULD BE USEFUL TO CONSIDER AN INCREASE OF THE MINIMUM LEVEL OF HARMONISATION IN THE UPCOMING REVIEW OF THE ROADWORTHINESS PACKAGE. THIS WOULD RESULT IN AN OVERALL IMPROVEMENT IN VEHICLE INSPECTION AND ALLOW MEMBER STATES TO IMPROVE THEIR SYSTEMS INDIVIDUALLY.

With the growth of shared mobility and the use of individual vehicles for public transport purposes, the frequency of inspections on these vehicles should likewise increase. CITA proposes to subject these M1 and N1 vehicles to a roadworthiness test one year after the initial vehicle's initial registration date, and then every year thereafter. The same frequency of testing could also be extended to L-category vehicles used in the context of shared mobility or public transport.

Under the new General Safety Regulation (EU) 2019/2144, motor vehicles will have to be equipped with safety features, such as intelligent speed assistance systems, warning systems for driver drowsiness and attention, and many others. To ensure road safety, during the periodic technical inspection, it must be possible to detect any damage or manipulation of these safety-relevant systems over the entire vehicle life cycle.

Hence, periodically and after the repair of a heavily damaged vehicle, a technical inspection shall be mandatory to guarantee full functionality of ADAS and to identify any potential changes made to the safety components. The focus should be to inspect the in-vehicle technologies/systems regarding conformity, effectiveness and damages using the benefits of system self-diagnostics plus relevant additional PTI scopes.



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# CHECKING ACTUAL CO2 EMISSIONS AND ACTUAL FUEL OR ENERGY CONSUMPTION

Brussels, Belgium | 10 July 2020

The actual fuel consumption of modern vehicles under real-world driving conditions is still divergent from the laboratory values. That is due on the one hand, to the driving behaviour of individuals, and on the other hand, to different requirements of the test cycle.



In addition, it can also be attributed to targeted optimisation by vehicle manufacturers of the software and hardware in the engine operating points for the test cycles in order to artificially improve CO2 results.

For this reason, **CITA** and **EGEA** welcome the introduction, from 1st January 2021, of an independent and regular check of the difference between laboratory and real values of CO2 emissions and energy-consumption. This is the only way to prevent a further increase in the discrepancy between these measurements and to ensure transparency for consumers.

CITA and EGEA also welcome the opportunity to evaluate, by 2027, the representativeness of the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) in relation to real traffic conditions, in order to develop measures to amend regulations. Checking actual CO2 emissions based on the actual fuel or energy consumption can be implemented during PTI by using the electronic vehicle interface (OBD).

According to CITA and EGEA, the need to collect these specific data and the requested speed of delivery can be provided in a cost-effective approach. CITA and EGEA are ready to develop and provide a solution with a representative amount of data for all vehicle models from 2021 onwards.



[DOWNLOAD THE FULL DOCUMENT](#)



## 'FROM DRIVING ASSISTANCE SYSTEMS TO AUTOMATED DRIVING'

About 100 delegates from around the world participated – Tuesday 30 June 2020 – at the CITA webinar entitled: "From driving assistance systems to Automated Driving: the perspective of a technology supplier". **The event was hosted in collaboration with Intel Corporation.**

Self-driving vehicles are one of the major drivers of change in the automotive industry. Automated Vehicles, by giving priority to safety, could increase vehicle safety and, more generally, road safety.

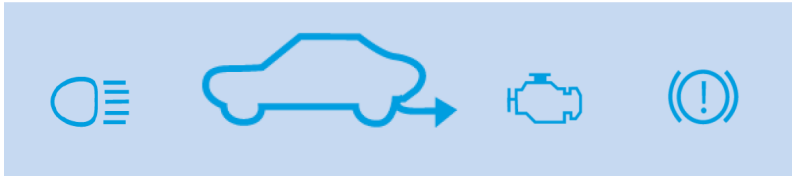
Owing to the complex interaction of vehicles with the environment and different traffic participants, it is necessary to define formal rules for the behavior of future vehicles in the testing requirements. How to address this complexity and how to ensure an efficient development and testing of Automated Vehicles? Together with Mr S. du Boispean, Senior Manager, Automated Driving & IoT Policy, Intel Corporation, we tried to answer these questions.



[DOWNLOAD THE PRESENTATION](#)

## CITA WEBINAR: “DEVELOPMENT OF THE NEW VEHICLE EMISSION STANDARD EURO 7/VII”

### Webinar of Euro 7/VII



Wednesday 16 September 2020, CITA hosted a webinar entitled: “Development of the new vehicle emission standard Euro 7/VII”. Reserved to CITA members and key stakeholders, the event saw the participation of more than 60 attendees from all around the world.

Together with Mr. G. Petelet, Business Developer at CAPELEC, we discussed the development of the new European vehicle emissions standard – Euro 7/VII – and what kind of scenario will be defined with this new regulation.

While the latest EU developments on vehicle emissions have been an outstanding step towards a clean fleet, there is still a huge potential to improve the impact of vehicles on air quality. The tampering of the emissions control system undermines efforts to have clean combustion engines and cybersecurity will undoubtedly be an issue in the coming years.

The solution to the new challenges requires close cooperation between all the stakeholders and makes it essential to define an impartial and transparent framework to guarantee that the vehicles arriving in the fleet are clean and that their characteristics will reasonably last as long as they are used.



[DOWNLOAD THE PRESENTATION](#)

## CITA WEBINAR: “STATUS OF IMPLEMENTATION OF EU REGULATION 2019/621”

Wednesday 7 October 2020, CITA hosted the webinar: “**Status of implementation of Eu regulation 2019/621**”.

### Current Situation Reg 2019/621



This implementing regulation (EU) 2019/621 – published by the EU Commission last April, in accordance with Directive 2014/45/EU, deals with the technical information necessary for roadworthiness testing of the items to be tested, the use of recommended test methods, and establishes detailed rules on data format and procedures for accessing the relevant technical information.

Mr. V. Salvachúa – R&D Manager at Applus + Automotive – explained how the regulation shall apply to vehicles subject to roadworthiness testing in accordance with Article 2 of Directive 2014/45/EU, and what its implementation status is. Mr. M. Synnott (Applus +) and Mr. T. Škreblin (CVH) gave an overview of the situation in their country, Ireland and Croatia. During the debate, it was also possible to hear different input from CITA members around the world.



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# CITA - CORTE WEBINAR: “MANIPULATION OF AIR POLLUTION REDUCTION SYSTEMS IN HEAVY GOODS VEHICLES”



CITA & CORTE invited their members to a roadworthiness workshop on the detection of tampering with air pollution control systems in heavy goods vehicles.

The workshop took place last Friday 9 October, and it was organised in connection with the CITA-CORTE Roadworthiness Working Group.

The **Danish Road Traffic Authority** presented their latest findings on the issue of developing new methods to detect the use of illegal tampering equipment. They have been working with the Danish Police and The Danish Environmental Protection Agency.



[DOWNLOAD THE PRESENTATIONS](#)

## CITA AVIS PROJECT – CAMEROON

The **AVIS project** – “Assessment of Vehicle Inspection Systems” – in **Cameroon** was initiated within the framework of the **collaboration between the GRSF (Global Road Safety Facility) of the World Bank and CITA** with a view to upgrading vehicle inspections. The main objective of the project is to **identify systems for vehicle inspection and approval, and to propose an improvement strategy to make vehicles safer and travel more efficient.**

Cameroon is a Central African country with an area of 475,440 km<sup>2</sup> and a population of 25 million (2018). The societal cost of road accidents in Cameroon was USD 8.5 million in 2016.

Considering population growth and the significant rate of increase in the number of registered vehicles, this figure is probably much higher today. The consequences of road accidents are doubly harmful, both in social and economic terms.



The report shows that the country **lacks a comprehensive technical reference system to ensure vehicle safety and reduce polluting emissions, both in terms of vehicle inspections and approvals.**

Thus, no guarantee can be given for vehicles, neither upon their import nor during their life cycle on public roads. The regulatory, organizational and legal corpus is also very lightweight and cannot guarantee the efficiency, uniformity, equity and transparency of the vehicle inspection system.



[FULL REPORT](#)



Last 16 September 2020, CITA and ASAM (Association for Standardization of Automation and Measuring Systems) agreed and signed a Manifest of Understanding that defines the framework for the collaboration between both organizations.

Acknowledging that standardized and non-discriminatory access to vehicle data is an essential condition for safe and clean vehicles, and recognizing that the fast evolution of vehicle and communication technologies challenges the standardization processes, the aim of this collaboration is to **promote the understanding of the requirements for valid inspection and compliance of automated vehicles**.

Moreover, it intends to facilitate the development of appropriate and efficient standardization schemes, and to foster the understanding of how automated vehicles operates.

## 4<sup>TH</sup> HIGH LEVEL MEETING ON THE CONNECTED & AUTOMATED DRIVING

The Finnish Ministry of Transport & Communications hosted the 4<sup>th</sup> High Level Meeting on the Connected and Automated Driving. This online event brought together Ministers and delegates from all around Europe to discuss three core themes elaborated by the Finnish Presidency:



1. the need to develop and deploy transport automation in a human-centric manner.
2. the need to enhance data sharing between the various stakeholders in the ecosystems of transport automation.
3. the need to reform the regulatory landscape concerning transport automation.

The Member States participating in the High Level Meeting underlined how the introduction and integration of automation in transport can significantly contribute to the possibility of achieving larger societal goals (prevention of road casualties, the reduction of congestion in the cities and combating climate change) and should be seen as one key part of the uprising of new mobility ecosystems.

Recognizing that **transparency is also a key from a safety point of view**, and that it is needed to ensure the social acceptance of automated transport, Member States acknowledged the need of developing a vehicle/system behavior transparency of the algorithms so that the **independent 3<sup>rd</sup> parties** (like authorities and assessment bodies) **can evaluate the systems and be ensured about the data security, assess the grounds on which the systems base their decisions, allowing a performance verification during the complete vehicle life-cycle**.

During the meeting, CITA President, Mr. G. Müller, stated: "In order to ensure the safe and secure operation of automated driving systems throughout the life cycle of the vehicle, **these systems must be checked not only during type-approval, but also during vehicle operation. For this purpose, periodical vehicle inspection and a continuous analysis of vehicle safety data is appropriate**. Only if these systems permanently comply with legal requirements do vehicles retain their high safety potential throughout their entire life cycle. This is the prerequisite for the society to accept and trust autonomous vehicles."





# UN GENERAL ASSEMBLY ADOPTED A NEW RESOLUTION ON GLOBAL ROAD SAFETY

The UN General Assembly has adopted a new resolution on global road safety, recalling that the Sustainable Development Goals are integrated and indivisible, and acknowledging the importance of reaching the road safety-related targets of the 2030 Agenda.



Endorsing the Stockholm Declaration, approved at the third Global Ministerial Conference on Road Safety (Stockholm – 19 & 20 February 2020), this new document reiterates its invitation to Member States and the international community to intensify national, regional and international collaboration to ensure political commitment and responsibility at the highest possible level to improve road safety. Proclaiming the period 2021–2030 as the Second Decade of Action for Road Safety the goal is to reduce road traffic deaths and injuries by at least 50 per cent by 2030.

Among its many provisions the new UNGA resolution also:

- Requests the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Second Decade as a guiding document to support the implementation of its objectives;
- Invites 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.

The UNGA also decided to convene a high-level meeting of the General Assembly, no later than the end of 2022, on improving global road safety, and to include in the provisional agenda of its seventy-sixth session the item entitled “Improving global road safety”.



## IMPLEMENTATION OF THE ROADWORTHINESS PACKAGE

The European Parliament has released a new European implementation assessment (EIA) entitled “Implementation of the roadworthiness package”.

The purpose of this document is to check whether the transposition of safety measures included in the

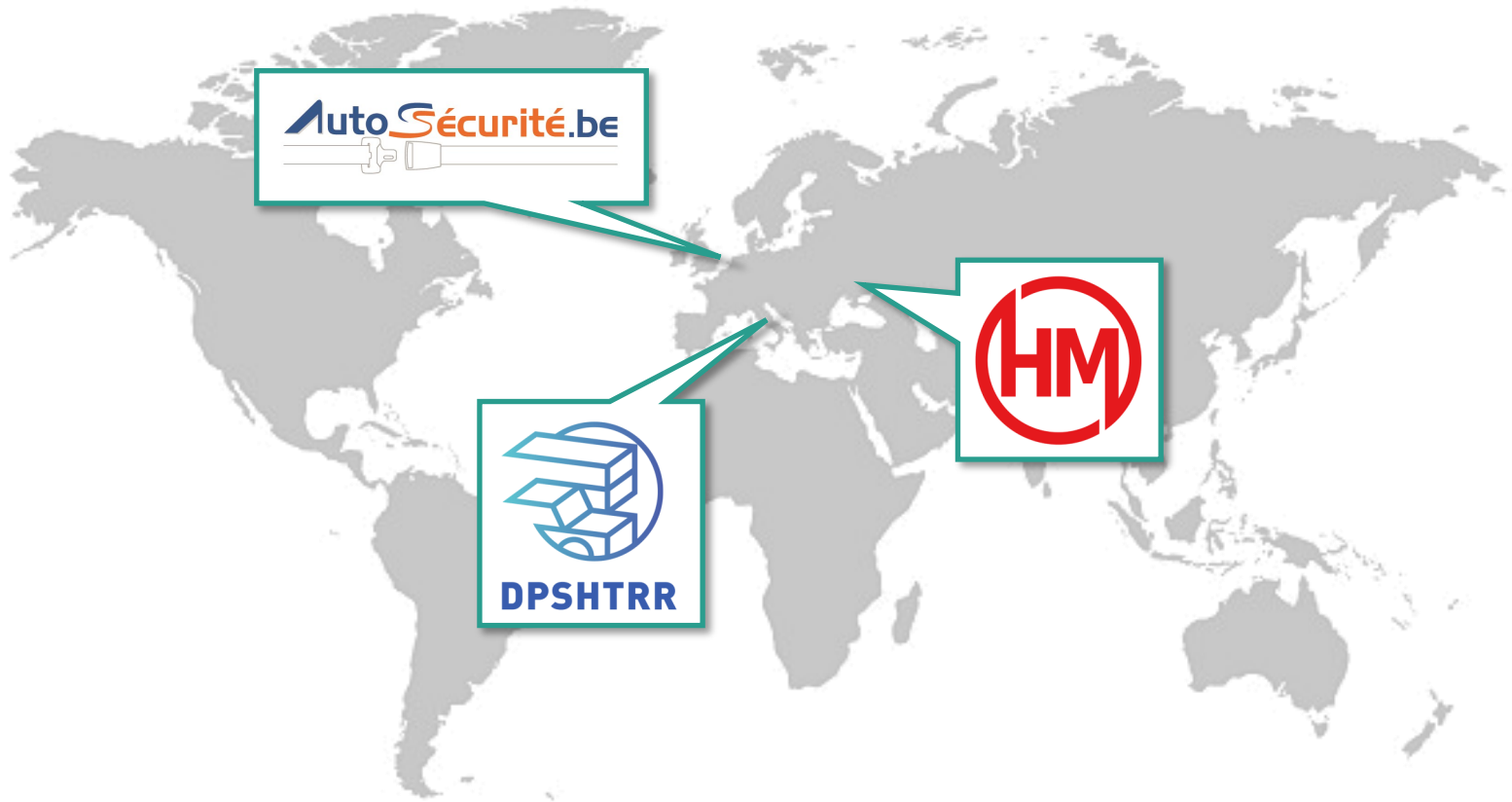
package adopted at European level in 2014, aiming to improve road safety through common rules on periodic roadworthiness tests for motor vehicles and their trailers (Directive 2014/45/EU), vehicle registration documents (Directive 2014/46/EU), and roadside inspections of commercial vehicles (Directive 2014/47/EU), has led to common standards in practice, as well as to **assess the current functioning of the exchange of information and the mutual recognition of technical controls between Member States.**

The analysis of the above mentioned aspects has highlighted a number of differences between Member States, mainly based on the low level of requirements set by certain provisions. Nevertheless, this does not seem to put the safety objectives of the package at risk for the time being.



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## ..... NEW CITA MEMBERS



### FULL MEMBERS:



At the beginning of the 1930s, **Autosécurité** began working closely with the authorities to establish a mandatory vehicle technical inspection system in Belgium. Today the Group consolidates two long-established technical inspection operators for vehicles, "Bureau d'Etude et de Contrôle en vue de la Sécurité Routière" (Autosécurité S.C.A.) and "Bureau d'Inspection Automobile" (B.I.A.). As an accredited private body, their aims run along two main lines: the technical inspection of motor vehicles and the organisation of theory and practical tests for obtaining a driving licence. Added to these are road safety, accident prevention and driver training and awareness, as well as reducing polluting emissions associated with mobility.



**The General Directorate of Road Transport Services (GDRTS)** is an executive agency of the Albanian Ministry of Infrastructure and Energy, managing road transport services. GDRTS represents a very dynamic enterprise status, operating as a state monopoly entity, regulated and based on the Albanian Road Code and in other legislative acts related to Road Transport. GDRTS also includes the Directorate of License Plates and Printing which exclusively provides the supplying and the production process for the stamping of number plates and the supplying/printing/issuance of all other vehicle/driver documents including the personalized Albanian driver license, operating also the distribution of all materials within the local directorates.



**LLC "NOVA MANAGEMENT"** manages the nationwide network of testing laboratories (more than 145 labs) in all regions of Ukraine under the "OTK-Service" brand. All labs are certified by the National Accreditation Agency of Ukraine (NAAU) acc. to ISO 17025:2017

## WORLDWIDE ENVIRONMENTAL, INC. ACQUIRES MAJORITY SHARES IN RYME

Worldwide Environmental Products, Inc. (Worldwide), has acquired the majority of the shares in Técnicas Reunidas de Automoción (Ryme).

Since 1984, Worldwide has been designing, implementing, operating and servicing various types of motor inspection programs from its headquarters in California.

Founded in 1982, Ryme is a company dedicated to the design, development, manufacture, installation and maintenance of equipment for the safety/technical inspection of vehicles. Ryme's 15,000 m2 headquarters is located in Burgos, Spain. The company's objective is to develop new products and continuously improve products currently in the vehicle inspection market.

The combination of the two companies, both CITA members, will deliver a bespoke solution from technology to hardware, that will drive an innovative change in the industry.



 [MORE INFO](#)



## MAHA TAKES OVER ATT

GmbH have been acquired by MAHA Maschinenbau Haldenwang GmbH Co. & KG. Both are CITA members.

ATT has been in existence since 2000, when it was founded as a joint venture between Robert-Bosch GmbH and the Nussbaum Group. In 2016 ATT Nussbaum Prüftechnik GmbH separated from Nussbaum GmbH & Co. KG and has been operating under the name ATT Automotive Testing Technologies GmbH since end of January 2020. With the spin-off from the Nussbaum Group in 2016, ATT has established a significant market position as a full-service provider of testing technology for periodic vehicle monitoring, not only in the German, but also in the international testing industry.

*"All those involved agree that this is a very good solution for ATT and MAHA, but also, and above all, for their customers", said MAHA Managing Director Michael Amann with satisfaction.*

 [MORE INFO](#)



..... FROM OUR MEMBERS



## DEKRA JOINS ETSC AND STARTS VEHICLE INSPECTIONS IN MEXICO

DEKRA has been working for road safety for 95 years – through vehicle inspection, accident research and homologation, as well as contributing its expertise in a number of committees.

From October 2020, DEKRA will also be a member of the European Transport Safety Council (ETSC).

 [MORE INFO](#)

DEKRA is on track to begin vehicle inspections in Mexico. The global No.1 in the field has been commissioned by the Mexican state of Jalisco to open emission check stations in Guadalajara, the country's second-largest city. They are expected to open in the spring of 2021.

 [MORE INFO](#)

## MVPI SAUDI ARABIA SELECTS WORLDWIDE-RYME AS NEW TECHNOLOGY PROVIDER

MVPI, a vehicle periodic inspection service company in Saudi Arabia, has selected Worldwide-Ryme as its new strategic partner.



MVPI invited qualified companies to submit proposals for new high tech inspection lanes. MVPI was specifically looking for automation with new innovations, smart system, less human interference to enhance and improve the inspection process.

*"Worldwide was selected as the winner of the RFQ because of their turnkey solution that stood out from the other offers. The development and advanced technology in the company's proposal is exactly what MVPI is looking for to continue to be a leader in the industry."* MVPI Operations Director, Aiman Assaf.

 [MORE INFO](#)

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

21 + 22 + 23 October 2020 | Web Conference

## **CITA JOINT WGs MEETING / RAG EUROPE**

- **REGISTER HERE** (*only for CITA Members*)

3 November 2020 | Web Event

## **NEW VEHICLE SAFETY FEATURES FROM 2022 AND SUCCESSFUL IMPLEMENTATION OF TURN ASSIST SYSTEMS**

*in collaboration with the Germany's Presidency of the Council of the EU*

- **REGISTER HERE**

16 November 2020 | Web Conference

## **CITA RAG NORTH AMERICA** (*only for CITA Members*)

25 November 2020 | Web Conference

## **CITA RAG AFRICA** (*only for CITA Members*)

30 November 2020 | Web Conference

## **CITA RAG ASIA/AUSTRALASIA** (*only for CITA Members*)

01 June 2021 | Brussels, Belgium + web conference

## **CITA GENERAL ASSEMBLY** (*only for CITA Members*)

31 May 2022 | Amsterdam, The Netherlands

## **CITA GENERAL ASSEMBLY** (*only for CITA Members*)

01 + 02 June 2022 | Amsterdam, The Netherlands

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



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