



WE MAKE ROADS SAFER AND CLEANER

Every day. Everywhere. Impartially. Responsibly.

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ANNUAL REPORT 2020

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WE MAKE ROADS
SAFER AND CLEANER.

EVERY DAY.
EVERYWHERE.
IMPARTIALLY.
RESPONSIBLY.



The worldwide association of authorities and authorized members active in the field of vehicle compliance.

“WE BELIEVE THAT SUSTAINABLE MOBILITY MAKES THE WORLD BETTER”

The impartial partner to implement programs and policies for safe and clean vehicles.

ABOUT CITA

WE DEDICATE OUR DAILY EFFORTS TO IMPROVING ROAD SAFETY AND PROTECTING THE ENVIRONMENT.

WE PROVIDE A GLOBAL FORUM FOR BEST PRACTICE EXCHANGE. OUR MEMBERS FIND A UNIQUE PLACE TO SHARE KNOWLEDGE AND PARTICIPATE IN GLOBAL ACTIVITIES RELATED TO VEHICLE COMPLIANCE.

WE FACILITATE BEST PRACTICE RECOMMENDATIONS AND DRAFT INTERNATIONAL STANDARDS. FOR OUR MEMBERS, WE COORDINATE STUDIES, RESEARCH, AND INVESTIGATION.

WE ORGANIZE CONFERENCES AND SEMINARS ON INSPECTION METHODS, STANDARDS, AND EQUIPMENT. WE RAISE AWARENESS ABOUT QUALITY CONTROL, ASSURANCE, AND ACCREDITATION.

WE PROVIDE TRAINING TO STAKEHOLDERS, BUILD THE CAPACITY OF AUTHORITIES AND FACILITATE THE USE OF INFORMATION SYSTEMS TO IMPROVE INSPECTION CONSISTENCY AND EFFECTIVENESS.

BUREAU PERMANENT

AS OF DECEMBER 31, 2020*



Gerhard MÜLLER
President



Eva MORGER
Vice President
Secretary General
Chairperson TA E



Lothar GEILEN
Vice President Treasurer



Pascal BUEKENHOUDT
Vice President Technical Affairs
Chairperson TA B
Deputy Chairperson TA D



Henk BUSSINK
Bureau Permanent



Ferose OATEN
Bureau Permanent
Chairperson RAG Africa



Aitor RETES
Bureau Permanent



Christoph NOLTE
Bureau Permanent
/ Observer



Jorge SORIANO
Bureau Permanent
/ Observer

*Previously in the year: Nicolas BOUVIER | Thomas REVILLARD

RAG CHAIRPERSONS



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Chairperson
RAG Europe



Darrin GREENE
Chairperson
RAG North America



Yongdal KIM
Chairperson
RAG Asia / Australasia



Marcelo E. MARTÍNEZ
Chairperson
RAG Central & South America

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 - RAG Africa

Oliver DEITERS | Topic Area C - Deputy Chairperson

Richard GOEBELT | Topic Area C - Chairperson

Karsten GRAEF | Topic Area A - Deputy Chairperson

David MESKHISHVILI | Topic Area E - Deputy Chairperson

Thomas OST | Topic Area D - Chairperson

Marian RYBIANSKY | Topic Area B - Deputy Chairperson

Víctor SALVACHÚA | Topic Area A - Chairperson

Stefan TELLER | Topic Area A - Deputy Chairperson

RAG = Regional Advisory Group

Topic Area A (TA A) = R & D Vehicle Compliance

Topic Area B (TA B) = Optimizing Current Vehicle Compliance

Topic Area C (TA C) = External Affairs

Topic Area D (TA D) = Environmental Protection Systems

Topic Area E (TA E) = Quality, Training & Confidence

CORPORATE MEMBERS

EQUIPMENT & SERVICES SUPPLIERS
in alphabetical order



MEMBERS

FULL MEMBERS | AFFILIATED ASSOCIATION MEMBERS
PROVISIONAL MEMBERS | AFFILIATED NON-ASSOCIATION MEMBERS
in alphabetical order

AFRICA

ATTT - TUNISIA
AVTS Roadworthy Stations - SOUTH AFRICA

Lacvis Nigeria Limited - NIGERIA
SICTA - IVORY COAST

CENTRAL & SOUTH AMERICA

Applus Iteuve - ARGENTINA
Consejo de Seguridad Vial - COSTA RICA
RITEVE SyC, S.A. - COSTA RICA

SGS Argentina - ARGENTINA
Systech Chile Limitada - CHILE
TÜV Rheinland Andino S.A. - CHILE

NORTH AMERICA

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

NGK - USA
OPUS INSPECTION - USA
Parsons Advanced Technologies, Inc. - USA

ASIA / AUSTRALASIA

AIRIA - JAPAN
EAA COMPANY LIMITED - JAPAN
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
NZ Transport Agency - NEW ZEALAND

PUSPAKOM - MALAYSIA
Quality Inspection Services - JAPAN
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
WOQOD - QATAR

EUROPE

AECA-ITV - SPAIN
A-Katsastus OY - FINLAND
AMSS CMV - SERBIA
ANCIA - PORTUGAL
Applus Danmark A/S - DENMARK
Applus+ Car Testing Service Ltd - IRELAND
APPLUS+ Iteuve - SPAIN
ASA - SWITZERLAND
AUTOSECURITE SA - BELGIUM
AVTO KRKA iso d.o.o. - SLOVENIA
BELTEHOSMOTR - BELARUS
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
DEKRA Automobil GmbH - GERMANY
DEKRA Automotive S.A. - FRANCE
Driver & Vehicle Agency - UK
Driver & Vehicle Standards - UK
Dunav Auto - SERBIA
Estonian Road Administration - ESTONIA
EUROLAB L.L.C. - KOSOVO
FSD GmbH - GERMANY
GENERAL DIR. OF ROAD TRANSPORT SERVICES - ALBANIA
GVIBA - GEORGIA
GOCA VLAANDEREN - BELGIUM
Greenway - GEORGIA
GRUPO ITEVELESA s.l. - SPAIN
GTÜ - GERMANY
HAK - CROATIA
IDIADA - SPAIN
INTERTEK INTERNATIONAL LTD. - UK
ITEVEBASA - SPAIN
ITS - POLAND
ITVASA - SPAIN
ITV SERVEIS - ANDORRA
K1 Katsastajat Oy/Applus Finland - FINLAND

KÜS - GERMANY
LLC "NOVA MANAGEMENT" - UKRAINE
Ministry of Infrastructure - KOSOVO
Ministero delle Infrastrutture e dei Trasporti - ITALY
NATEP - SERBIA
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 - UK
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
SWEDAC - SWEDEN
TESTEK, s.r.o. - SLOVAKIA
TRAFICOM - FINLAND
TRANSEKSTA - LITHUANIA
TÜV Nord Mobilität GmbH & Co. KG - GERMANY
TÜV Rheinland Iberica sa - SPAIN
TÜV Rheinland Kraftfahrt GmbH - GERMANY
TÜV SÜD ATISAE - SPAIN
TÜV SÜD Auto Service GmbH - GERMANY
TÜVTURK - TURKEY
UTAC - FRANCE
VdTÜV e.V. - GERMANY
VEIASA - SPAIN
WKO - AUSTRIA
YKL ry - FINLAND

forward

Dear CITA members, stakeholders, and friends,

2020 has been an exceptional year, not only for CITA and its members, but for the whole world.

The COVID-19 pandemic has changed our daily life fundamentally and has led to a dramatic loss of human life worldwide.

The activities of CITA members are heavily affected. In some countries, vehicle inspection had to be stopped temporarily and inspection centres were closed.

The consequences for road safety and environmental protection as well as for CITA members and their employees are severe. Nevertheless, our industry has done everything possible to continue operations and to guarantee safe and clean vehicles even under these difficult circumstances.

CITA adapted very quickly to the new situation and met the challenges with a large number of different online activities, like web-conferences or webinars. In this way, we have been able to continue communication between CITA members and stakeholders worldwide and provide even more platforms for exchanging information. All this made it possible to continue our professional work and to maintain CITA's reputation in the right forums.

After one and a half years of very intensive work, we have developed CITA's new strategy, the ROADMAP 2030, which include all the helpful suggestions and comments from CITA members.

The ROADMAP 2030 will enable CITA and its members to meet future challenges and keep pace with evolving road transport scenarios and technologies. RAG Europe has already implemented the new structure of the Topic Areas in order to become more efficient and to optimize the work of the experts. It was a great pleasure for me to announce the new chairpersons of the Topic Areas again in December last year.

The major RAG Conferences were held in all five regions and focused on the topics of major relevance and specific needs. You will find comprehensive information on our various activities in 2020 in this annual report.

In 2020, CITA has consolidated its role within the global road safety community. Among other things, I am very pleased that CITA has been invited to participate in the 3rd Global Ministerial Conference on Road Safety in Stockholm and in the UNECE 82nd Inland Transport Committee in Geneva.

The future traffic which will be marked by autonomous driving, digitalization, data access and increasing environmental requirements, necessitates new solutions for meaningful and valid vehicle inspection to meet occurring but as yet unexplored risks.

I am convinced that in the future, too, the Continuous Vehicle Compliance will make a major contribution to road safety and a healthy environment.

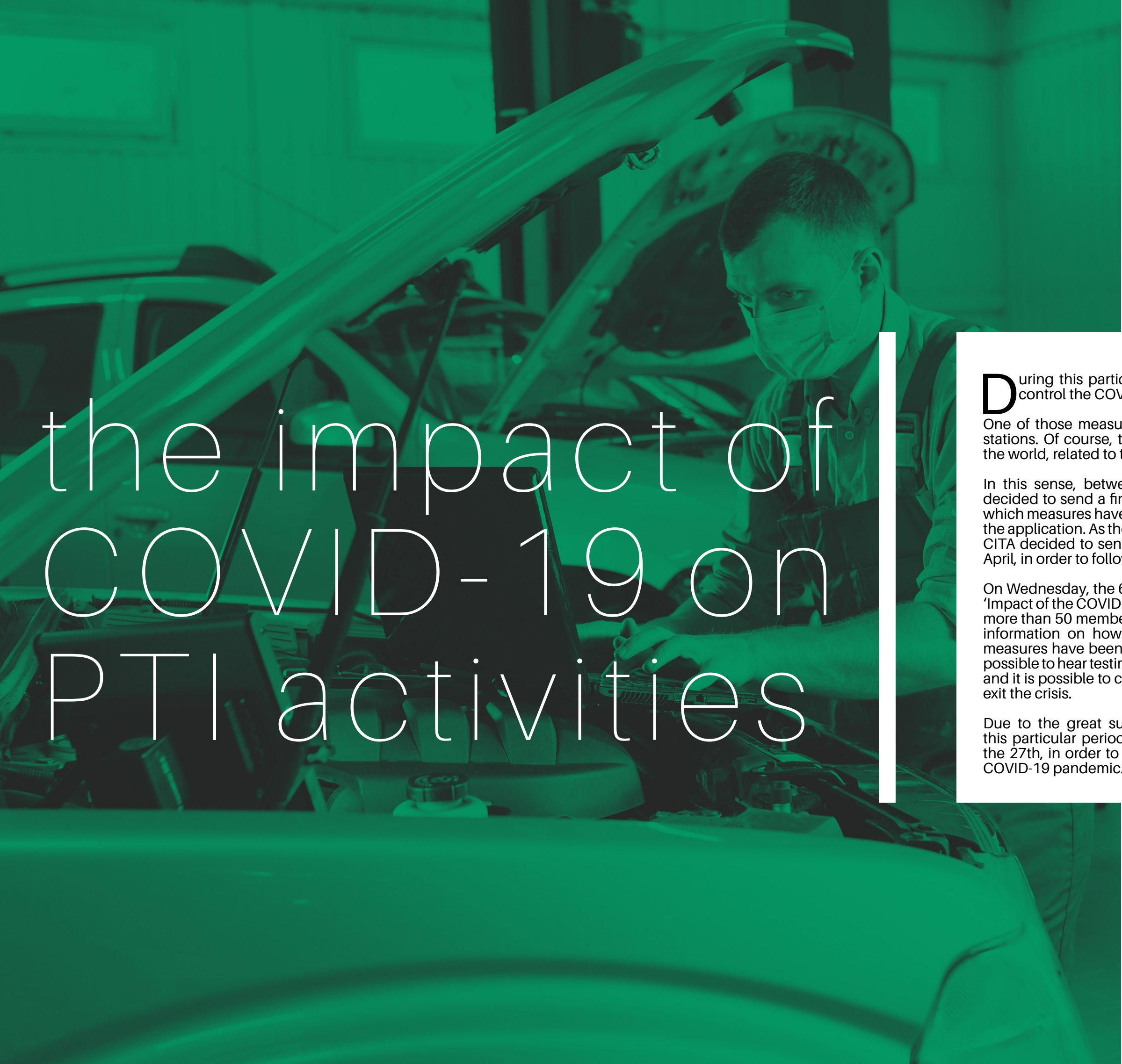
CITA is the impartial and trustful partner to enable programs and policies for safe and clean vehicles. And vehicle inspection is an indispensable part of any road safety policy.

We will bring together all our experience made from hundreds of millions of vehicle inspection per year and the impressive knowledge of our experts to shape future vehicle inspections.

WE MAKE ROADS SAFER AND CLEANER. EVERY DAY. EVERYWHERE. IMPARTIALLY. RESPONSIBLY.

On behalf of the CITA Bureau Permanent and the CITA secretariat, I would like to thank all our members for their extraordinary support that has made CITA so successful, as well as all those dedicated to vehicle safety and environmental protection.

Gerhard MÜLLER
CITA President



the impact of COVID-19 on PTI activities

During this particular year, many measures have been imposed to control the COVID-19 spread by the different States.

One of those measures included the temporary shutting down of PTI stations. Of course, the situation was different in each country around the world, related to the virus outbreak.

In this sense, between March 17, 2020, and March 26, 2020, CITA decided to send a first short questionnaire to its members asking them which measures have been implemented in their country and the date of the application. As the situation related to the Covid-19 was still evolving, CITA decided to send out a second questionnaire, at the beginning of April, in order to follow up on the status.

On Wednesday, the 6th of May, CITA organised its first webinar entitled: 'Impact of the COVID-19 crisis on PTI activities'. During the web-meeting, more than 50 members, from around the world, could debate and share information on how this crisis is being managed and what kind of measures have been taken in different parts of the world. In fact, it was possible to hear testimonials from CITA members based on all continents, and it is possible to compare the different measures that will be taken to exit the crisis.

Due to the great success of this webinar and its usefulness during this particular period, CITA decided to repeat the experience, on May the 27th, in order to follow up the still evolving situation related to the COVID-19 pandemic.

position papers

VIEWS ON THE DEVELOPMENT OF A
NEW VEHICLE EMISSION STANDARD IN
EUROPE

STRENGTHENING THE ROAD SAFETY
ASPECTS OF THE EU
ROADWORTHINESS PACKAGE

CHECKING ACTUAL CO₂
EMISSIONS AND ACTUAL FUEL OR
ENERGY CONSUMPTION

MICROMOBILITY: THE INCLUSION
OF PLEV_s IN ROAD TRAFFIC

While the latest developments in vehicle emissions in the EU 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 we face today are not only technical, but also behavioural. The tampering with the emission control system is undermining 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 co-operation between 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 the Euro 7/VII 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 euros. 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 in the near future.

CHEAP, FEASIBLE AND IMPARTIAL IN-LIFE CHECKS ARE ESSENTIAL TO KEEP THE EU 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 vehicle manufacturers to make them inaccessible.

New technologies will offer very promising opportunities to facilitate whole-life compliance. OBM, for instance, has huge potential.

views on the development of a new vehicle emission standard in EU



Like any other technology, OBM must 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 bear in mind some essential aspects from 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.

The 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 can 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 authorization 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.

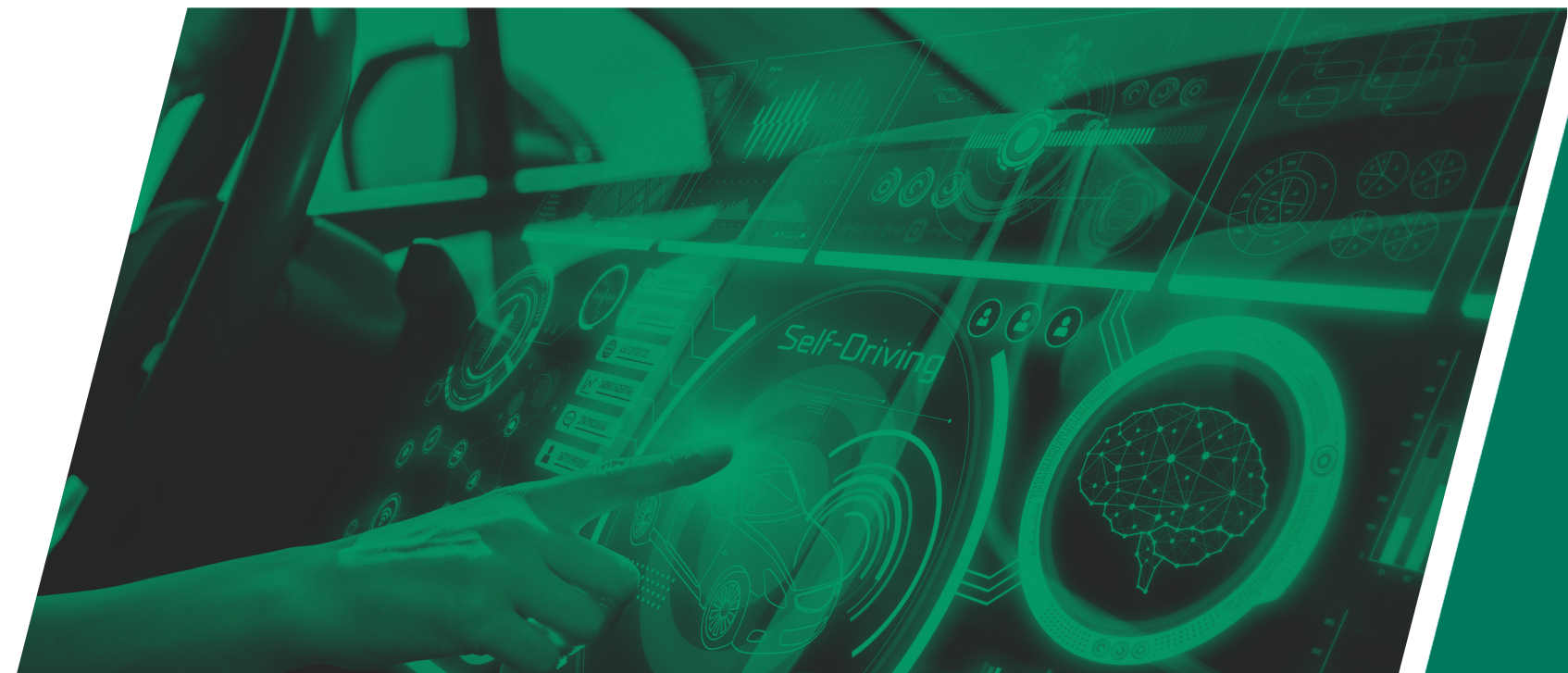
The latest review of the Roadworthiness Package has already led to a partial harmonization of vehicle inspection rules across the EU Member States.

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 HARMONIZATION 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.

strengthening the road safety aspects of the EU roadworthiness package



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 to or manipulation of these safety-relevant systems throughout the vehicle's entire 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 on the inspection of in-vehicle technologies/systems for compliance, efficiency and damage, using the benefits of the system self-diagnosis as well as relevant additional PTI scopes.



CHECKING ACTUAL CO₂ EMISSIONS AND ACTUAL FUEL OR ENERGY CONSUMPTION

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 the 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, as of 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, 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 both associations, the need to collect these specific data and the requested speed of delivery can be provided at 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.

in collaboration with



THE INCLUSION OF PLEVs IN ROAD TRAFFIC



CITA is globally well-positioned to deliver and is committed to defining the technical standards of vehicle approval, the periodic testing and inspection procedures and the right equipment required for testing of all vehicle types.

MICRO MOBILITY



We carry out this work with the constant intention of improving road safety & minimising transport's environmental impact. However, we recognized the need to facilitate the safe adoption and consistent deployment of Personal Light Electric Vehicles (PLEVs) as part of mixed and intermodal transport, as well as to facilitate a reduction in local congestion and to improve environmental quality.

The present position paper proposes a range of safety improvements to enable PLEVs. We do not believe that these should be treated as toys and should be regulated accordingly.

Safety can only be effectively achieved by looking at the status of vehicles across Europe, and;

- considering the application of current Periodic Technical Inspections rules
- providing a recommendation for a harmonized approval framework within the EU

CITA recommends a complete motorized vehicle approval and Periodic Technical Inspection regime which includes all inspection areas set out in Directive 2014/45/EU as amended.

Our position paper contains numerous annexes which support our recommendations. In brief, these include that PLEVs are quickly being anchored as a separate vehicle category within EU type-approval legislation and that the regulations include technical assessments as vehicles.

We also call for collaboration to define and harmonise vehicle and equipment technical standards, carriages on public transport, use, insurance, modification, and continuous approval. Keys to commercialisation include a normative specification on software security, access, and manipulation together with protecting personal data, uniformity of the rental process and payment capabilities.



highlights

3RD GLOBAL MINISTERIAL CONFERENCE
ON ROAD SAFETY IN STOCKHOLM

82ND INLAND TRANSPORT COMMITTEE

4TH HIGH LEVEL MEETING ON THE
CONNECTED AND AUTOMATED DRIVING

CITA – ASAM MoU

WEB CONFERENCE “AUTOMATED DRIVING”

WEB CONFERENCE ‘NEW VEHICLE SAFETY
FEATURES FROM 2022 & SUCCESSFUL
IMPLEMENTATION OF TURN ASSIST
SYSTEMS’

AVIS PROJECT – CAMEROON

UN RESOLUTION ON ROAD SAFETY

"Today, we are renewing our contribution to the Global Road Safety Facility of the World Bank: we are delighted to share with you values on road safety for all, and we thank you for helping us to demonstrate that having safe and clean cars is feasible. We very much look forward to keeping on working together to achieve 2030s targets".

With these words, CITA President G. Müller renewed CITA's commitment to road safety and environmental protection alongside the World Bank.

The donation ceremony took place on February 17, 2020, during CITA's side event 'Road Map for Safer Vehicles 2030', organized in collaboration with Global NCAP, the Road Safety Facility of the World Bank and the Towards Zero Foundation, in the context of the 3rd Global Ministerial Conference on Road Safety in Stockholm.

The aim of the event was to assess the progress achieved in vehicle safety during the UN Decade of Action for Road Safety 2011-2020, and to elaborate a comprehensive roadmap for vehicle safety by 2030.

During the debate, we assessed the implementation of the activities recommended by Pillar 3 of the Global Plan for the Decade, the WHO's Save Lives Technical Package, and the relevant recommendations of the UN General Assembly on vehicle safety.

More than 60 delegates from around the world participated in the 3 sessions of the event.

The first session, who focused on the progress during the UN Decade of Action 2011-2020, began with an introduction by David Ward, President of the TZF/Global NCAP, on regulatory action since 2011, followed by a presentation by Alejandro Furas, Secretary General Global NCAP, on the Role of New Car Assessment Programmes.

The theme of session 2 was priority actions for vehicle safety until 2030: 'Best Available Safety Technologies' by Dr Stefan Benz - Stop Crash Partnership, 'Whole-life Vehicle Compliance' by Gerhard Müller - CITA President, 'Improving the Safety of Imported Used Vehicles' by Dr Soames Job - Global Road Safety Lead and Head of the World Bank Global Road Safety Facility, and 'Fleet safety - Vehicle Selection Priorities to 2030s' by Jess Truong - Vice President TZF/Global NCAP were the items treated.

3rd Global ministerial conference on road safety in Stockholm



At the end, in a panel discussion with Khairil Anwar Abu Kassim - Secretary General ASEAN NCAP, Nils Lübke - Director of Research Autoliv, David Harkey - President of the Insurance Institute for Highway Safety, David Ward - President of the TZF/Global NCAP, Gerhard Müller - CITA President and Matthew Baldwin - European coordinator for road safety/sustainable mobility and Deputy Director General at the European Commission it was highlighted, inter alia, the potential of crash-avoidance systems and intelligent speed assistance to help halve the number of deaths and serious injuries (50 by 30), as well as the importance of voluntary action by car manufacturers.



DONATION TO THE GRSF

The 82nd edition of the Inland Transport Committee (ITC), the UNECE's highest policy-making body in the field of transport, took place in Geneva from 25 to 28 February 2020.

Five years after COP-21 and the Paris Agreement, and one year after the implementation of the ITC Strategy to 2030, the ITC high-level panels addressed the defining challenges of our time – climate change and the environment – under the theme “Environmental Challenges to Sustainable Inland Transport”.

On 25 February, during the high-level segment, Transport Ministers and High-level officials from across the globe signed a Declaration in order to make a joint call for universal action to address climate and environmental emergencies.

This Declaration recognizes the Committee's relevance as a main avenue for international efforts to find solutions to these challenges and calls on world transport leaders to embrace and intensify their support for the work of the Committee as the UN Platform for Inland Transport, for the benefit of the global community.

In the same high-level policy segment, CITA President – Mr. G. Müller – addressed CITA's point of view on the matter: “Whole-life vehicle compliance is a prerequisite for safe and clean roads, and vehicle inspection is a prerequisite for whole-life vehicle compliance.”

At the end of the day, more than 100 delegates from around the world were invited by CITA to an evening reception. Mrs Olga Algayerova – UNECE Executive Secretary – and Mr Jean Todt – UN Secretary General's Special Envoy for Road Safety – expressed their thoughts on road safety after the President of CITA.

The 82nd Inland Transport Committee



“People around the world need to have access to the safest possible vehicle. It is also important that these vehicles are maintained to keep the high standards they had when they were new. The only way to ensure safe and clean vehicles is with an impartial assessment to perform whole life compliance,” said Mr. Müller.

Over the whole ITC week, Member States – Contracting Parties and transport leaders also sought out common solutions, shared region/country specific challenges from around the world in the implementation of existing UN Conventions and the development of new ones, and tried to take strategic decisions in cutting-edge areas such as road safety, autonomous vehicles, and transport digitization.



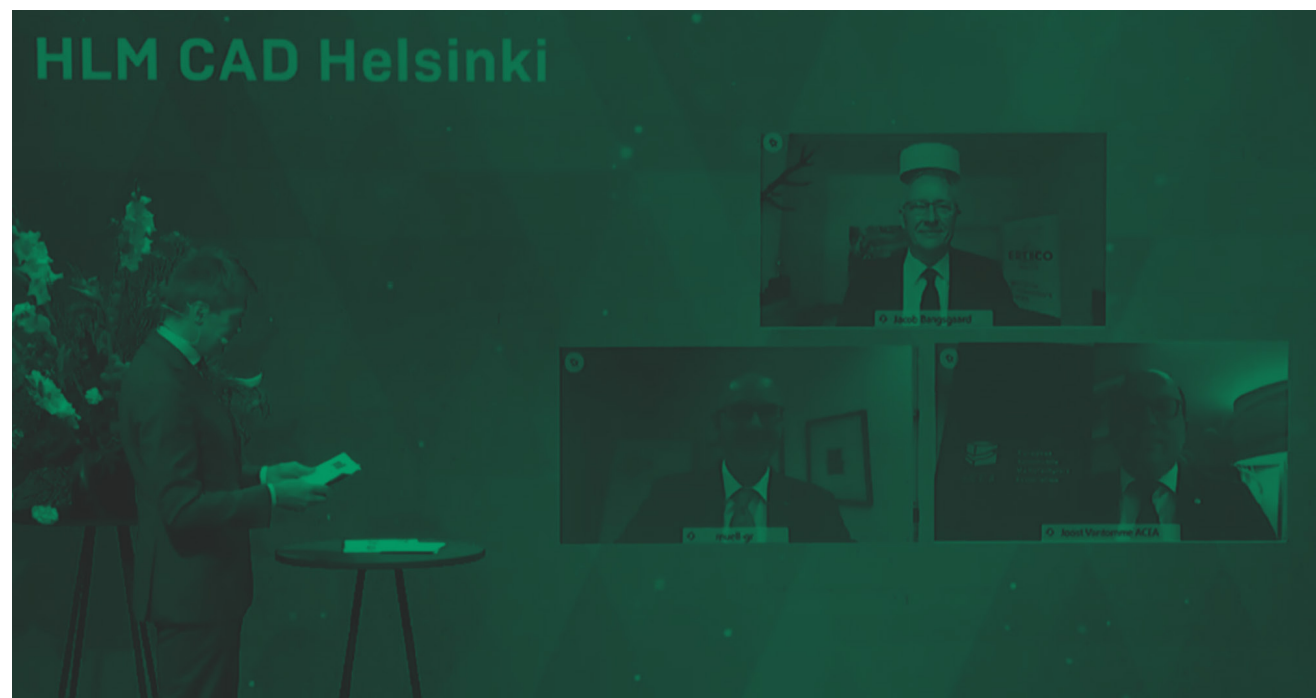
4TH HIGH LEVEL MEETING ON THE CONNECTED AND AUTOMATED DRIVING

The Finnish Ministry of Transport & Communications hosted the 4th High Level Meeting on the Connected and Automated Driving. This online event brought together Ministers and delegates from all over 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 that the introduction and integration of automation in transport can significantly contribute to the possibility of achieving broader societal goals (prevention of road casualties, reduction of congestion in cities and combating climate change) and should be seen as a 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 behaviour transparency of the algorithms so that the independent third parties (such as 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 operations.

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."

CITA + ASAM

On 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.

MANIFEST OF UNDERSTANDING

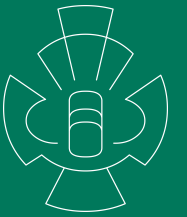
Acknowledging that standardized and non-discriminatory access to vehicle data is an essential condition for safe and clean vehicles, and recognizing that the fast evolution of vehicle and communication technologies challenges the standardization processes, the aim of this collaboration is to promote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



ASAM (Association for Standardization of Automation and Measuring Systems) is a non-profit organization that promotes standardization for tool chains in automotive development and testing.

Its members are international car manufacturers, suppliers, tool vendors, engineering service providers and research institutes from the automotive industry. ASAM standards are developed in work groups, composed of experts from our member companies.



"AUTOMATED DRIVING"

On 14 May, in collaboration with the Croatian Presidency of the Council of the EU, we hosted a webinar entitled: "AUTOMATED DRIVING."

The upcoming changing mobility and the challenges that come with it, especially regarding vehicle safety aspects, were at the centre of the two hours virtual debate. Whereas we intended to have a face-to-face event, COVID-19 outbreak forced us into a webinar. This circumstance has allowed us to have participants and inputs from all around the world: about 90 delegates from Europe, Africa, Asia, South America, and the USA participated in the two sessions of the event.

The first part, composed by keynote speeches and presentations, saw the participation of Nikola Milas – Croatian Ministry of Interior, Gerhard Müller – CITA President, Matthew Baldwin – Eu Co-ordinator for road safety/sustainable mobility and EC Deputy Director General, Tomislav Škreblin – CVH Head of Technical Department, and Karsten Graef – authorized expert from TÜV SÜD.

Matthew Baldwin, Tom Fourier, Karsten Graef, Jungsoo Park, Víctor Salvachúa and Arne Willerlev-Legrand animated the debate in the second part of the event.

It has been argued that ADAS and autonomous driving systems may fail without being detected by vehicles' self-diagnosis, and consequently it is necessary to analyse the risk and impact of the system failure. To do that, since the vehicle's approval, we need the right access to the system and data to identify those failures.



The approval framework must ensure that vehicles can be controlled during their lifetime. Moreover, we need measures to make tampering more difficult: today's technology will not resist tampering attempts and cybersecurity attacks in the near future.

in collaboration with:



Under the headline 'New vehicle safety features from 2022 and successful implementation of turn assist systems', CITA, supported by the German Presidency of the Council of the EU, organized a web-conference last Tuesday, 3 November 2020.

More than 100 delegates assisted in the debate about newest vehicle safety features and how to shape future mobility between representatives from the German Government, the European Parliament, the European Commission and CITA.

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



Divided in two parts, the event was opened by Gerhard Müller – CITA President, followed by Mrs Karola Lambeck – Head of Cycling and Road Safety Taskforce, German Ministry of Transport; Elena Kountoura, MEP – Member of European United Left – Nordic Green Left in a video-message, and Matthias Schubert – Executive Vice President – Mobility TÜV Rheinland. In the second part, Mr. Casto López Benítez, Team Leader – Road Safety – strategic analysis and data, vehicles, automatization – DG Move, and Peter Broertjes, Policy Assistant – DG Grow joined the discussion panel.

Thanks to the technical advances made in highly developed vehicle safety systems (sensing technology, cameras, radar, and laser technology referred to as lidar), new chances will open up to further reduce the number of persons killed and injured. Advanced driver assistance systems (ADAS) and automated vehicle technologies currently under development, promise to either assist the driving task or to altogether take human drivers out of the loop, thus reducing or eliminating accidents due to human error.

With its new General Safety Regulation, the European Commission has consistently decided that such new technologies and safety measures will become mandatory in all Member States on 6 July 2022 for new vehicles. The intent is to make Europe a world leader in the development and deployment of connected and automated mobility services and systems, making a step forward in Europe's mobility system to reduce the number of road fatalities towards zero, within the next 10 years.

Now, the detailed technical requirements, type approval processes and provisions for a continuous vehicle safety inspection for individual safety measures are being developed at EU and UNECE levels, some of which are already in force. The Federal Ministry of Transport and Digital Infrastructure has strongly supported the implementation of the regulation within the EU, too. From the German Ministry perspective, making turn assist systems mandatory will contribute considerably to reducing the number of fatal accidents involving vulnerable road users – cyclists and pedestrians.

supported by:



UN RESOLUTION ON ROAD SAFETY

The UN General Assembly 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 co-operation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action for 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.



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'.

The AVIS project – 'Assessment of Vehicle Inspection Systems' – in Cameroon was initiated as part of the collaboration between the GRSF (Global Road Safety Facility) of the World Bank and CITA to improve 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.

AVIS PROJECT CAMEROON

Cameroon is a Central African country with an area of 475,440 km² and a population of 25 million (2018). The societal cost of road accidents in Cameroon was USD 8.5 million in 2016. Taking into account 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.

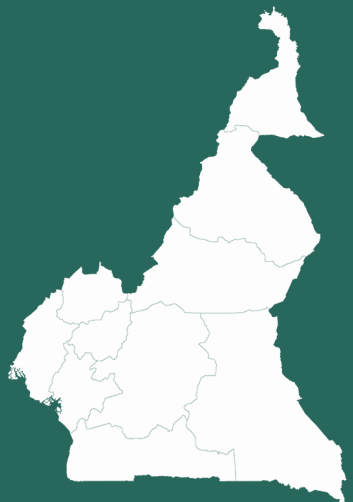
The report shows that the country lacks a comprehensive technical reference system to ensure vehicle safety and reduce pollutant emissions, both in terms of vehicle inspections and approval. Thus, no guarantee can be given for the vehicles, neither upon their import nor during their life cycle on public roads.

The organizational, regulatory and legal corpus is also very lightweight and cannot guarantee the efficiency, uniformity, equity, and transparency of the vehicle inspection system.

Assessment
Vehicle
Inspection
Systems

BY CITA

GRSF
Global Road Safety Facility



webinars

FROM DRIVING ASSISTANCE SYSTEMS TO
AUTOMATED DRIVING

DEVELOPMENT OF THE NEW VEHICLE
EMISSION STANDARD EURO 7/VII

STATUS OF THE IMPLEMENTATION
OF EU REGULATION 2019/621

MANIPULATION OF AIR POLLUTION
REDUCTION SYSTEMS IN HEAVY GOODS
VEHICLES

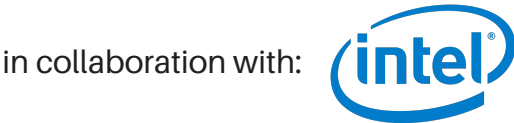
USED VEHICLES

FROM DRIVING ASSISTANCE SYSTEMS TO AUTOMATED DRIVING

About 100 delegates from around the world participated – Tuesday 30 June 2020 – in CITA's latest webinar entitled: 'From driving assistance systems to Automated Driving: the perspective of a technology supplier'.

Self-driving vehicles are one of the major drivers of change in the automotive industry. Automated Vehicles, if given priority to safety, could increase vehicle safety and more in general 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 behaviour of future vehicles, in the testing requirements.

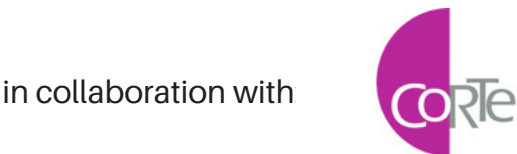
How to address this complexity and how to ensure efficient development and testing of Automated Vehicles? Together with Mr. S. du Boispean, Senior Manager, Automated Driving & IoT Policy, Intel Corporation, we tried to answer these questions.



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 on Friday 9 October and was organized 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.



WEBINARS

DEVELOPMENT OF THE NEW VEHICLE EMISSION STANDARD EURO 7/VII

On Wednesday 16 September 2020, CITA hosted the webinar '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 by 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 with the emission control system is undermining efforts to have clean combustion engines and cybersecurity will undoubtedly an issue in the coming years.

The solution to the new challenges requires close co-operation between all stakeholders and makes it essential to define an impartial and transparent framework to ensure that the vehicles arriving in the fleet are clean and their characteristics will last a reasonable length of time as long as they are used.



STATUS OF THE IMPLEMENTATION OF EU REGULATION 2019/621

Wednesday 7 October 2020, CITA hosted a webinar entitled: 'Status of implementation of Eu regulation 2019/621'.

This Implementing Regulation (EU) 2019/621 – published by the European 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 sets out 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 tests pursuant to Article 2 of the Directive 2014/45/EU, and which is its implementation status. 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.

in collaboration with: **Applus+**



WEBINARS

USED VEHICLES

The webinar entitled: 'Used Vehicles' was held on the 16th of December 2020 and it focused on the work undertaken by UNEP – United Nations Environmental Programme – and the Environmental and Transport Inspectorate of the Netherlands regarding how to ensure the suitability of used cars in international trade.

This landmark, first-of-its-kind based on an in-depth analysis of 146 countries between 2015 and 2018, highlights that 14 million used light-duty vehicles were exported worldwide. Some 80% went to low- and middle-income countries: African countries imported the largest number of used vehicles (40%) in the period studied, followed by countries in Eastern Europe (24%), Asia-Pacific (15%), the Middle East (12%) and Latin America (9%).

The report found out that some two thirds of them have 'weak' or 'very weak' policies to regulate the import of used vehicles. Poor quality used vehicles also lead to more road accidents. According to the report, many countries with 'very weak' or 'weak' used vehicle regulations, also have extremely high road traffic death rates.

However, it also shows that where countries have implemented measures to govern the import of used vehicles – notably age and emissions standards – these give them to access high-quality used vehicles, including hybrid and electric cars, at affordable prices. Countries that have introduced used vehicles regulations also see safer fleets and fewer accidents.

UNEP calls for action to regulate the trade through the adoption of a set of harmonized minimum quality standards. These measures would ensure that used vehicles contribute to the creation of cleaner and safer fleets in recipient countries.

in collaboration with: **UN environment programme**

on the horizon

Dear CITA Member,
2020 has been a tough year. Notwithstanding, I want to highlight the positive takeaways, even if we have had complicated personal and business situations.

We learned how to use new technologies to stay in touch and share more than before, although missing human contact.

2021 is a year of hope and, like you, I share the wish of going back to normal. Many relevant things will happen in the next months. We will see the update of the 'Global Plan for the Decade of Action for Road Safety' and a new resolution of the General Assembly of the United Nations on road safety.

We will continue our activities in Africa working with countries and participating in the UN project of 'Cleaner and Safer Used Vehicles for Africa'. We are also starting collaborations with Central American governments and will have the research project results on the impact of vehicle inspection in the USA.

Asia will be, more than ever, a place to observe. On the one side, we will have outstanding developments in new technologies and electric powertrains. On the other, we will witness remarkable international co-operation examples to improve road safety and the environmental impact of vehicles.

In Europe, we will see the first steps of implementing the recently defined 'Sustainable and Smart Mobility Strategy' and the next stages in ADAS, automated driving and new emissions - Euro 7/VII standards.

The Road 2030, our new strategy, brings us in the best position to cope with challenges. Our new arrangements will make us stronger by sharing even more knowledge and experience. We will also consolidate our position as an essential stakeholder, both for safer and cleaner vehicles in low- and middle-income countries and to ensure impartial vehicle compliance with new technologies.

I VERY MUCH LOOK FORWARD TO MEETING YOU IN PERSON AND STAY SAFE!

Eduard FERNÁNDEZ
CITA Executive Director



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