



NEWS RELEASE

OCTOBER 2021

T ABLE OF CONTENTS

- 03 | FOREWORD
- 04 | RESULTS OF THE 20TH CITA GENERAL ASSEMBLY
- 05 | GENERAL QUESTIONNAIRE 2020/21
| RAG EUROPE
- 06 | “ELECTRIC VEHICLES” EVENT WITH SLOVENIAN PRESIDENCY EU
- 07 | WEBINARS
- 08 | POLICY NEWS FROM THE CITA TOPIC AREA C
- 09 | TASK FORCE BRAKES
| IAMTS & CITA
| PARTNERSHIP AGREEMENT WITH EREG
- 10 | EMPIRICAL STUDY TO ESTIMATE THE ECONOMIC EFFECTS OF
THE INTRODUCTION OF PTI IN PUNJAB (PAKISTAN)
| COMMISSION DELEGATED DIRECTIVE (EU) 2021/1717
- 11 | UN GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD
SAFETY 2021-2030
| UNRSC SIDE EVENT
- 12 | NEW MEMBERS
- 13 | MEMBERS INPUT
- 14 | SAVE THE DATE





Dear CITA Members,
Dear Colleagues and Friends,

I am very glad and grateful that we that we were able to successfully hold the 20th General Assembly in June 2021, even though we had to conduct it in a virtual mode. After a thorough discussion, the members voted by a large majority for the new CITA strategy and the adoption of the articles of incorporation.

Again, I thank all CITA members for this great support!

In the meantime, the new Topic Areas and Task Forces have started to work effectively, and several new Task Forces have been established, such as the one on electric vehicles or the one on vehicle data and connected vehicles. We are now very well positioned to meet the challenges for the next decade in all regions of the world, and to increase the benefits for CITA members.

In September, CITA started a cooperation with the International Alliance for Mobility Testing and Standardization (IAMTS), which will accelerate the process of developing standards for driver assistance systems and, consequently, test procedures for these systems in order to ensure the compliance of vehicles during their whole life cycle. In addition, CITA will gain greater visibility through IAMTS, particularly in Asia and the United States.

We have also signed a cooperation agreement with the Association of European Vehicle and Driver Registration Authorities (EReg) to promote collaboration between the two organizations and to assist our respective members in achieving their goals and objectives.

CITA's position paper on non-discriminatory access to vehicle data and the trusted centre model that will allow vehicle inspection operators to evaluate digitised safety and emissions components is a major step forward for future vehicle inspection. This position has already been introduced to the UNECE WP. 29 (GRVA) and to various European Member states.

I am looking forward to the RAG conferences in Africa (26 October), Asia/Australasia (10 November) and Europe (16+17 November) to hear more about the regional activities of CITA members, like the university degree on road safety in Africa, or the current status of the revision of the roadworthiness package in Europe.

Following the new Articles of Incorporation, the representative of the corporate members, Mr. A. Multari, participated for the first time in the last BP meeting to improve the exchange of information and to address their opinions directly to the CITA board.

Again, CITA has been very active in promoting road safety and environmental protection around the world. You will find detailed information on the main initiatives on the following pages.

Sincerely,

Gerhard Müller,
CITA PRESIDENT

RESULTS OF THE 20TH CITA GENERAL ASSEMBLY

Held for the first time in virtual mode, on 1 June 2021, the 20th CITA General Assembly saw the new CITA strategy “Road 2030” and the new CITA Articles of Incorporation officially approved.

CITA would like to thank all its Members around the world for their trust and support!

The CITA BP together with the CITA Secretariat believe that by adopting the new strategy, we will all make CITA faster, more effective and more professional: CITA and its members can now meet the challenges of tomorrow.

The new composition of the CITA Bureau Permanent is now:

- GERHARD MÜLLER / Cita President
- EVA MORGER / CITA Vice President – Secretary General
- LOTHAR GEILEN / CITA Vice President – Treasurer
- PASCAL BUEKENHOUDT / CITA Vice President – Technical Affairs
- HENK BUSSINK
- CHRISTOPH NOLTE
- FEROSE OATEN
- AITOR RETES
- JORGE SORIANO

Mr. ANTONIO MULTARI is now the Corporate Members’ representative in CITA BP, as provided for in the new Aol.

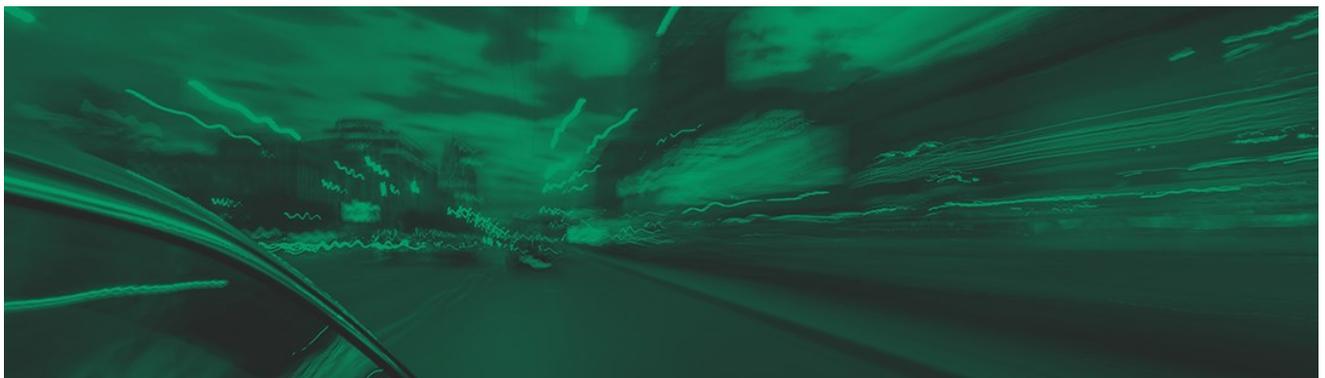
It has also been officialised the rotation in:

- CITA RAG Asia/Australasia – now led by Mr. DANG VIET HA
- CITA RAG North America – now led by Mr. PETER VILLARI

CITA thanks Mr. Darrin Greene and Mr. Yongdal Kim for their valuable work.



All GA documents, including the approved budget, are available on the CITA website / members’ area.



CITA GENERAL QUESTIONNAIRE 2020/2021

The CITA General Questionnaire 2020/21 is a survey covering the most relevant topics for Periodic Technical Inspection. Collected and consolidated, these data provide an overview of the PTI system in the participating countries. The available data is presented in the form of a country sheet containing the information received for each country.

CITA General Questionnaire in figures:

- 63 questions covering a wide range of relevant topics for PTI
- 57 contacts representing CITA members have received the questionnaire
- 6 months for content preparation and validation
- 12 months for collecting the answers.

A significant amount of data was required from each respondent, which meant an important effort to answer all the 63 questions. Therefore, without the commitment of CITA members, who participated in the survey, this would not have been possible.

The survey is structured in 3 sections:

1. Identification (questions 1-2) Referring to respondent and company identification. This data will be anonymized due to data protection requirements.
2. General data (questions 3-15) The questions in this section refer to national legislation and regulations, the company's profile and its field of activity.
3. Operational and quality (questions 16-63) This section is the most comprehensive and refers to several aspects, including: quantitative data (number of inspection lines in the country, number of employees, number of vehicles inspected, etc.), qualitative data (rejection rate, reasons for rejections), operational (procedures, productivity, equipment), data management, quality, training, financial and others.



[DOWNLOAD THE FILES HERE](#)

NB FOR CITA MEMBERS: IF YOU WISH TO HAVE YOUR COUNTRY INCLUDED OR TO MODIFY THE EXISTING INFORMATION, PLEASE GET IN CONTACT WITH THE CITA SECRETARIAT

CITA RAG EUROPE

16 + 17 NOVEMBER 2021 / HYBRID-CONFERENCE IN BRUSSELS

CITA is glad to invite its Members to the new RAG Europe hybrid-conference. The conference will be an opportunity to meet and listen to the new leaders of CITA's Topic Areas and Task Forces about the work of their groups. We will also discuss future CITA challenges in Europe.

The event will take place on Tuesday 16 November from 09:00 to 18:00 CET and on Wednesday 17 November 2021 from 09:00 to 15:00 CET both face to face (Brussels) and on the Zoom platform.



[INFO AND REGISTRATION](#)

CITA HYBRID-CONFERENCE: “ELECTRIC VEHICLES”



In keeping with tradition, CITA organises a meeting every six months in cooperation with the Presidency-in-Office of the EU Council to discuss current road safety and environmental protection issues.

Last 21 October, CITA organised its first conference on hybrid vehicles in cooperation with the Slovenian Presidency to address the safety issues of electric vehicles, including the importance of vehicle inspection.

The new GREEN DEAL, which sets clear targets for road traffic, namely a 55% reduction in car emissions by 2030 and zero emissions for new cars by 2035, is likely to lead to considerable growth in electric vehicles in Europe. In this sense, the European Commission estimates that the electric vehicle fleet should reach 30 million vehicles by 2030.

While on the one hand, zero-emission vehicles can help meet the challenges of climate change and are very positive for road transport, on the other hand, many new risks are emerging.

During the conference, we focused our discussion on reducing the risks associated with these vehicles, and the role of vehicle inspection in ensuring whole life vehicle compliance and road safety. We had the opportunity to share our experiences with colleagues and experts and to discuss different ways to improve road safety for electric vehicles.

The main themes of the conference covered aspects of risk analysis, the cost-benefit perspective, the need for vehicle type approval standards to take into account the fact that vehicles need to be inspected during their lifetime, and the impact of battery fitness on the price of used vehicles.

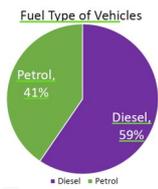
We were pleased to hear from Ms Monika Pintar Mesarič, General Director, directorate of Land Transport from the Ministry of Infrastructure - Mr Philipp Troppmann, Policy & Legislative Officer with the European Commission, Directorate-General for Mobility and Transport (DG MOVE) - Mr Frank Zajec, AMZS d.d. - Mr Al Markočič, METREL d.d. - Mr Arne Willerslev-Legard, Chair of the CITA Task Force Electric Vehicles - Mr Enrique Taracido Vazquez, Public Policy & External Affairs Applus+ Automotive - and Mr Ralph Schröder, Manager International Business Affairs from FSD, Germany.



"I am convinced that we have to maintain the high level of safety and environmental standards also for electric vehicles during the whole life cycle, as we do for any other vehicle. CITA will keep on pushing for modern, meaningful and impartial vehicle inspections, regardless of the type of vehicle engine", said CITA President Gerhard Müller.

 [SEE PHOTOS OF THE EVENT](#)

 [DOWNLOAD THE PRESENTATIONS](#)



NEW APPROACHES TO VEHICLE EMISSIONS INSPECTIONS – PART 2

30 June 2021

In this second PTI test webinar sponsored by 3DATX and supported by CITA, the vehicle emissions database was expanded to over 160 vehicles, a four-fold increase since the **first webinar in February 2021**. During this new webinar, an updated test protocol was presented, as well as preliminary NO_x thresholds for the stationary and dynamic tests, and a comparison of CO and NP between the improved test and the standard PTI test was made. In detail, this update included:

1. A proposed enhanced PTI test protocol for gaseous and particulate emissions from gasoline and diesel fueled vehicles. In this enhanced protocol, the emission tests are performed in 70% less time than the protocol presented in the first webinar.
2. A preliminary threshold for nitrogen oxides (NO_x as NO + NO₂) emissions to identify malfunctioning or tampered emissions aftertreatment devices. Three types of emissions thresholds are discussed – normal idle, stationary high RPM, and short driving acceleration – and based on which tests are permitted in a country, one or more metric could be used.
3. A comparison of carbon monoxide (CO) and particle number (PN) results from the enhanced PTI protocol with the current PTI based CO and smoke opacity data, respectively.



[DOWNLOAD THE PRESENTATION](#)

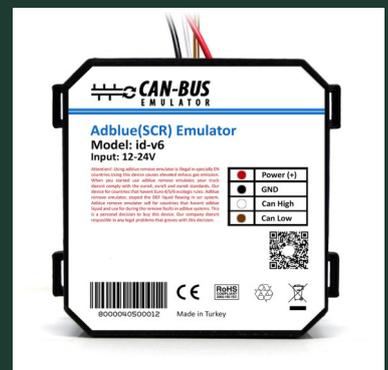
“EMISSIONS TAMPERING”

09 September 2021

More than 80 participants logged on to the web event organised by CITA in collaboration with Applus Iteuve last Thursday, 9 September. The objective of the webinar was to show the experience of purchasing a commercially available AdBlue tampering device, installing it in a Euro VI truck and verifying the results from both an OBD and emissions monitoring perspective. The research was conducted by Applus Idiada in the vicinity of its headquarters near Barcelona, Spain.

The test checked the functioning of the truck’s OBD and compared the performances of the vehicle with and without the tampering device installed. The OBD system monitored the emissions systems in accordance with homologation standards, while the device proved effective in eliminating all AdBlue consumption without triggering OBD alerts, fault codes or MIL lighting. NO_x emissions have increased by almost 400%.

The experts emphasised the simplicity of the system, which only requires a constant voltage signal to be fed into the ECU to simulate the operation of the AdBlue injection pump. It was not even necessary to tamper the NO_x sensor. Remarkably, the cost of the tampering device could be recovered in about a week of international use of the track through AdBlue savings. This test shows the urgent need for better design of certification standards, making falsification more difficult and coordination with inspection standards to facilitate its detection.



[DOWNLOAD THE FULL REPORT](#)

POLICY NEWS OF CITA TOPIC AREA C

- EXTERNAL AFFAIRS

In this section, we provide you with brief and concise information on relevant events in the field of politics and regulation. May you enjoy reading this article! We also look forward to receiving your comments and advice on current legal issues around the world in the future.

*Richard **GOEBELT** - Chairman CITA TA-C*

VON DER LEYEN DELIVERING STATE OF THE UNION ADDRESS

On 15 September 21, Ursula von der Leyen, President of the European Commission, addressed the European Parliament in her State of the Union speech. In her state of the Union address, von der Leyen emphasized, the key projects of the past year, such as the vaccination campaign and the European construction plan NextGenerationEU. Looking to the future, she announced her intention to reduce dependence on semiconductor technology from Asia through a new European chip law. The goal, she said, is to create a high-class European chip ecosystem that includes manufacturing. Furthermore, she emphasized the leadership role she is striving for in the fight against climate change, but stressed that Europe cannot fight climate change alone, but that all countries, especially large economic areas, would have to make their contribution.

The accompanying "[Letter of Intent](#)" summarizes all the Commission's key initiatives.

END-OF-LIFE VEHICLES DIRECTIVE: EU COMMISSION LAUNCHES CONSULTATION

In the course of drafting a revision proposal for the End-of-Life Vehicles Directive (ELV Directive), the European Commission has launched a public consultation. The ELVD is intended to ensure that end-of-life vehicles are managed in a sustainable manner. To this end, the use of hazardous substances is to be avoided and the recyclability of end-of-life vehicle parts and materials is to be ensured. Feedback can be submitted online until October 26. The European Commission plans to present a legislative proposal in the course of next year.

EU COMMISSION PRESENTS FIT-FOR-55 A WIDE-RANGING ENVIRONMENTAL AND CLIMATE PROJECT.

As part of the European Green Deal, the EU-wide climate target for 2030 has been adjusted. The Council of EU Member States and the European Parliament have agreed on the new reduction target proposed by the European Commission: By 2030, the European Union's greenhouse gas emissions are to be reduced by 55 percent - instead of the previous 40 percent - compared to 1990 levels. The resulting "Fit for 55" package is a comprehensive set of laws designed to adapt the regulatory framework of European energy and climate policy to the new climate target. It comprises a total of 13 laws, all of which were presented by the European Commission on 14 July 21.

Speaking about the Fit-For-55 proposals, EU Transport Commissioner Vălean said the aim was to set ambitious rules, but without overburdening citizens and businesses. With regard to the charging infrastructure for electric vehicles, the incentives must be set in such a way that the infrastructure is not limited to a few member states, as is currently the case. Inevitably, the legislative proposals will also have an impact on the work of stakeholders in the field of independent vehicle assessment and inspection.

Optimistic projections assume that triologue rounds between the EU Commission, the Council and the European Parliament can begin at the end of 2022.

CITA TASK FORCE BRAKE

Marian **RYBIANSKY** - TF Chairman

Brakes are one of the most important safety relevant vehicle systems. The brake test has always been considered an essential part of the ITP and therefore a central element of the CITA.



In 2017, SubWG1 Brake Testing was established. In the new structure of CITA, the international expert group on brake testing continues its work under the name Taskforce Brakes. Representatives of PTI organisations, R&D institutions and equipment manufacturers are involved in the development of its tasks.

The working group has recently finalised the proposal to update CITA Recommendation 8 on brake tests and is now focusing on the revision of the EU RWP.



IAMTS & CITA FORM A COLLABORATIVE EFFORT TOWARD AUTOMATED DRIVING SYSTEMS LIFETIME COMPLIANCE

The International Alliance for Mobility Testing and Standardization (IAMTS) and CITA have announced a partnership to develop recommended best practices to ensure that automated driving systems remain safe and effective on the road for the life of the vehicle. These practices should close *"gaps in standards and regulations for successful global market access and identify technical needs for safe/secure performance in the market"*

The partnership was launched at the IAA Mobility trade event in Munich on 9 September. The meeting was chaired by the Chairman of the IAMTS Executive Committee, Alexander Kraus, and the President of CITA, Gerhard Müller. They pointed out that confirming the roadworthiness of vehicles is a common goal worldwide, but that technological advances in mobility will add new challenges to "whole-life compliance activities". The work should take into account existing legislation, standards and guidelines and recommend solutions to fill regulatory or standardisation gaps to ensure the "safe and secure lifetime performance" of advanced mobility systems.

 [ABOUT IAMTS](#)

PARTNERSHIP AGREEMENT BETWEEN CITA AND EREG

CITA has signed a partnership agreement with the Association of European Vehicle and Driver Registration Authorities (EReg). This agreement was ratified on 13 October at the EReg General Assembly.



The two associations agree to benefit their respective members in the pursuit of common goals and objectives through the exchange of information and programs, consultation and membership cooperation. Mr. Gerhard Müller, the CITA President, and Mr. Servi Beckers, the EReg Chairman, have both expressed their enthusiasm in working together in the pursuit of common goals and objectives, to keep the roads safe and to contribute to sustainable mobility.

 [ABOUT EREG](#)

COMMISSION DELEGATED DIRECTIVE (EU) 2021/1717

According to Article 4 of Regulation (EU) 2015/758 on type-approval requirements for the introduction of the 112-based eCall in-vehicle system, manufacturers must demonstrate that all new vehicle types are equipped with a permanently installed 112-based eCall in-vehicle system.



In January 2019, a study on the inclusion of eCall in regular roadworthiness testing of motor vehicles was completed. The objective of the study was to assess whether it is cost-effective to include eCall in the framework of Directive 2014/45/EU and, in the case of a positive answer, to evaluate the possible test scenarios.

the European Commission published in the Official Journal a Delegated Directive (EU) 2021/1717, inviting EU Member States to adopt the necessary laws, regulations and administrative provisions by September 27, 2022, in order to be able to carry out periodic roadworthiness testing of the eCall system in accordance with Directive 2014/45/EU.



[MORE INFO](#)



EMPIRICAL STUDY TO ESTIMATE THE ECONOMIC EFFECTS OF THE INTRODUCTION OF PTI IN PUNJAB (PAKISTAN)

Dr. Wolfgang H. Schulz and Mr. Oliver Franck from the Corporate Management & Economics, Zeppelin University, Friedrichshafen, Germany recently published in the Open Transportation Journal their findings on the effects of roadworthiness testing on the reduction of traffic accidents and fatalities in the Pakistani state of Punjab.

The main aim of their study is to provide the economic impact analysis of the introduction of a periodical technical inspection (PTI) system that acts as a basis for political decision-making. The objective was to assess the feasibility and effectiveness of introducing a PTI in the region of Punjab. To this end, a benefit-cost ratio was calculated and it was determined whether the PTI would have a positive economic impact on the region. Throughout the analysis, cutting-edge empirical methodologies were used to provide a structured approach to an accurate assessment of the benefit-cost ratio of introducing the PTI system.

According to the analysis, the implementation of a PTI together with an emission test would yield a benefit-cost ratio of 12.45. A benefit-cost ratio of 10 means that one dollar invested in the PTI results in an economic benefit of \$10 in Punjab. Moreover the implementation of PTI would have a significant and measurable effect on the reduction of road accidents in the region.

The list of potential benefits is not exhaustive, as other effects, like noise reduction, could not be considered due to missing data. Despite considering a limited list of benefits, a high BCR has been demonstrated, which argues for the introduction of the PTI and its favourable impact on the economic welfare of Punjab.



[MORE INFO](#)



UN GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD SAFETY 2021-2030

The Global Plan has been developed by the World Health Organization and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.

The plan outlines what is needed to achieve the target of a 50% reduction in road traffic deaths and injuries over this period and calls on governments and partners to implement an integrated approach to safety. The Safe System approach – a core feature of the Decade of Action – recognizes that road transport is a complex system and places safety at its core. It also recognizes that humans, vehicles, and the road infrastructure must interact in a way that ensures a high level of safety.

The plan's recommendations draw on proven and effective interventions and best practice in road trauma prevention and provide a comprehensive overview of actions to implement and strengthen Safe Systems. These recommendations are not prescriptive but can be used to develop national road safety action plans tailored to local contexts, available resources and capacities.

As part of the actions to ensure vehicle safety, it is recommended that high quality, harmonized safety standards are maintained throughout the vehicle life cycle through independent assessment programs.



[DOWNLOAD THE DOCUMENT](#)

UNRSC SIDE EVENT – HALVING ROAD DEATHS AND INJURIES BY 2030



In the framework of The second United Nations Global Sustainable Transport Conference (14-16 October 2021 – Beijing, China) the United Nations Road Safety Collaboration (UNRSC) hosted its side event entitled “Halving Road Deaths and Injuries by 2030: the UN Decade of Action for Road Safety 2021-2030”.

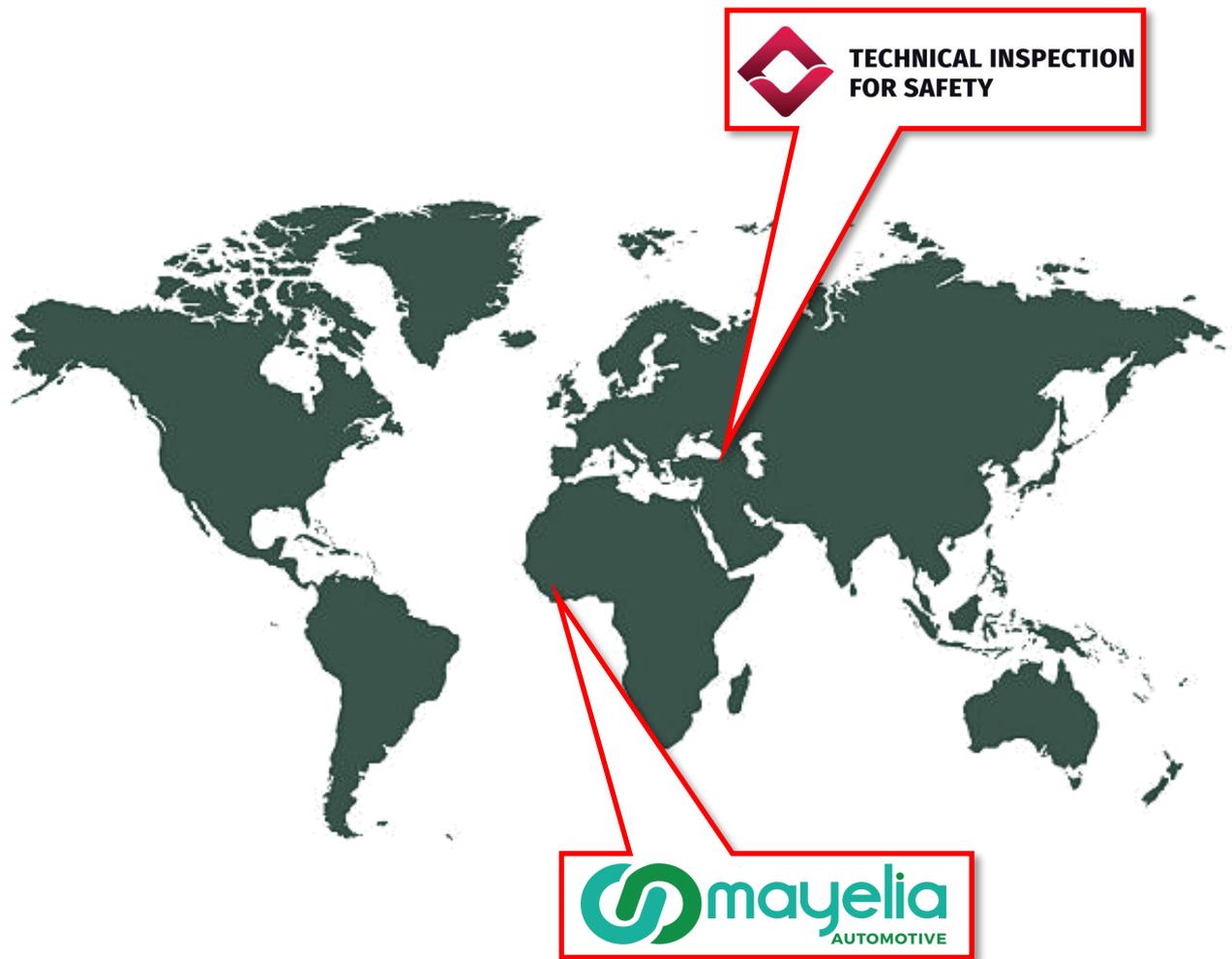
With the launch of the UN Decade of Action Plan for Road Safety, this online event, coordinated by the International Road Federation (IRF) and the International Road Assessment Programme (iRAP), aimed to create momentum for the launch and provide important background and focus on the role of reduced road trauma in supporting Sustainable Transport and Sustainable Development. The event have been structured around the 12 Global Road Safety Performance Targets in alignment with the Thematic Session 5 on Policies for sustainable transport. A specific focus on financing safe and sustainable transport has also been included as an important enabler for action on the 12 Targets.

CITA was one of the associations involved in the discussion, providing expertise on the compliance of used vehicles.



[MORE INFO](#)

NEW CITA MEMBERS



TECHNICAL INSPECTION FOR SAFETY

The Georgian Technical Centers Union “Technical Inspection for Safety” incorporates Georgian vehicle periodic technical inspection organizations. Members of the Union are periodical technical inspection companies who own more than 60% inspection lines from the whole industry in Georgia. The Union elaborates professional ethics rules and responsibility measures for Union members. It coordinates the activities of its members to ensure the stability and efficient development and improvement of the vehicle roadworthiness; this objective can be achieved by establishment of high standards towards premises, equipment, and personnel. It also organizes and provides participation in comparative inspections and experience exchange for its members.



MAYELIA is a technical control company that has been accredited by the State of Ivory Coast to support it in its road safety policy (decree nn°0079 MT CAB DGTTTC of February 12 2019 on the provision of services automotive technical control).

Their services are:

- Technical visit
- Technical diagnosis
- Sale of the car and motorcycle sticker tax
- Identification of new vehicles
- and from October, they will start “CIVIO” the Identification Control of Imported Used Vehicles.

 [VISIT THE WEBSITE](#)

MEMBERS INPUT

MOBILE PTI CONTAINER

The National PTI association (NATEP) of Serbia, in collaboration with one of the founders, MARINKOVIC-HOFMANN produced a MOBILE PTI CONTAINER for the Serbian TRAFIC SAFETY AGENCY (ABS).

The whole project was carried out in Serbia, and the container is used to perform a COMPLETE testing to all types of vehicles, including mopeds, motorcycles, cars, trucks, buses, and trailers. It is also able to test O2.

This container is designed as an optimal and innovative solution for training, conducting examinations for PTI employees and, subsequently, roadside inspection, testing and expanding knowledge through various procedures in this field.

This is a major step towards the implementation of EU standards and directives related to the PTI for Serbia.



SAVE THE DATE

10 November 2021 | Web Conference

CITA RAG ASIA/AUSTRALASIA

12 November 2021 | Webinar

THE IMPACT OF ADAS DEVELOPMENTS ON THE AUTOMOTIVE SECTOR

16-17 November 2021 | Hybrid Conference in Brussels, Belgium - *only for CITA Members*

CITA RAG EUROPE / JOINT TAs & TFs MEETING

02 December 2021 | Web Conference - *only for CITA Members*

CITA RAG CENTRAL & SOUTH AMERICA

21 February 2022 | Brussels, Belgium

CITA ANNUAL REPORT PRESENTATION

31 May 2022 | Amsterdam, The Netherlands - *only for CITA Members*

21ST CITA GENERAL ASSEMBLY

01 + 02 June 2022 | Amsterdam, The Netherlands

CITA INTERNATIONAL CONFERENCE - Hosted by RDW



CHECK OUR WEBSITE FOR MORE EVENTS



*We make roads safer and cleaner.
Every day. Everywhere. Impartially. Responsibly.*

www.citainsp.org

