



NEWS RELEASE

MAY 2023

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Dear CITA Members,
Dear colleagues and friends,

Preparation for the CITA 22nd General Assembly and International Conference in Rotterdam from 6 to 8 June is in full swing. Nevertheless, we have not lost sight of the other critical issues.

At the top of the agenda remains fair access to vehicle data, which is indispensable for independent inspection of vehicles with driving assistance systems.

During the 85th international session of the UNECE Inland Transport Committee in Geneva (21. – 24. February) I highlighted that only with original vehicle data in combination with additional tests the condition of a vehicle can be assessed meaningfully.

CITA has addressed an open letter to the President of the European Commission, Ms. Ursula von der Leyen, to come forward with a draft sector-specific legislation on access to in-vehicle data and functions, crucial for sovereign tasks.

IAMTS and CITA elaborated a joint whitepaper on “Assuring regulatory compliance of connected and automated vehicles during their operational lifetime.” This comprehensive document contains, amongst others points, the need of access to vehicle data as prerequisite for whole life vehicle compliance.

Another important topic is the revision of the Roadworthiness Package. Due to several reasons, DG MOVE will unfortunately not be able to publish the proposal before October this year. We are concerned that, most likely, it will not be possible to complete the revision in these legislative terms, and the legislative procedure needs to be concluded after the election of the new European Parliament in 2024.

In February, the CITA Bureau Permanent met for a one-day workshop to identify necessary adjustments to the CITA strategy and, where appropriate, to update the measures of the Roadmap 2030. The results will be presented during the next General Assembly in Rotterdam.

In addition, CITA and its members have undertaken a number of other activities to make our road safer and cleaner. You will find them all in this NewsRelease.

I hope you will enjoy reading the CITA NewsRelease May 2023 and I very much look forward to meeting you personally during the 22nd CITA General Assembly and International Conference in Rotterdam, 6 – 8 June 2023.

Sincerely,

Gerhard Müller,
CITA PRESIDENT

Safe and Sustainable Road Transport

Always. Everywhere.



22nd General Assembly & International Conference
Rotterdam 06 June to 08 June 2023

HOSTED BY



RDW

Hosted by RDW (The Netherlands Vehicle Authority), the **CITA International Conference 2023** is set to gather in Rotterdam from June 6 - 8, 2023.

The conference is attracting hundreds of specialists and policy makers from all regions of the world. The event represents a unique opportunity to meet the experts of all fields of vehicle continuous compliance, both from the governmental and from the private side.

This edition's theme is "**Safe and Sustainable Road Transport**" and, beside the plenary sessions, with top level representatives of the most relevant stakeholders, you can attend different split sessions:

- Vehicle compliance in low- and middle-income countries
- New technologies and data management
- Environmental protection
- Inspection procedures and methods
- Electric Vehicle & New transport modes
- The Roadworthiness Package
- Vehicle approval

Full details of the event can be found in the:

- CONFERENCE WEBSITE -

If you haven't registered yet, or haven't booked where to stay, it's time to do it!

Rotterdam is a very busy city; there is the risk of not finding a single place during the conference days.

- REGISTER HERE -

DEADLINE TO REGISTER IS MAY 31st!

OPEN LETTER TO THE PRESIDENT OF THE EU COMMISSION

CITA called on the European Commission, via an open letter to its President Ms. Ursula von der Leyen, to come forward with a draft sector-specific legislation on access to in-vehicle data and functions, crucial for sovereign tasks.

CITA underlined that independent access to vehicle data, functions and resources is a core element in the further development of vehicle testing to keep on fulfilling the sovereign tasks in the interest of road safety along with climate and environmental protection.

Knowing that the EU Commission has decided against passing the impact assessment of a sector-specific regulation on access to vehicle data, previously carried out to the Regulatory Scrutiny Committee for consideration in February; as a result, the work on the legislation could now be delayed until after the European elections in May 2024.

CITA therefore calls for ensuring that the draft can be referred to the co-legislators within this parliamentary term, by the end of the first semester of this year.

The letter, written by the CITA Taskforce “Vehicle Data and Connected Vehicles” and signed by the President Mr. Gerhard Müller, was delivered by Mr. Patrick Fruth, CEO of TÜV SÜD Mobility – member of CITA.

He was among the participants of a German delegation of business representatives who met the President of the Commission, Mrs. von der Leyen, in Brussels last 28 March.

On behalf of CITA, Mr. Fruth was able to deliver the open letter on the subject of vehicle data access, underlining that sector-specific European legislation on access to on-board data is urgently needed and crucial for sovereign vehicle inspections.



INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

Ref.: L2023-006

Brussels, 7 March 2023

Open letter

Ms Ursula von der Leyen
President
European Commission

Concerns: Sector-specific European legislation on access to in-vehicle data and functions is crucial for sovereign tasks

Dear President von der Leyen,



[DOWNLOAD THE LETTER](#)

CITA'S VIEW ON EU VII



CITA welcomes the introduction of Euro 7/VII to further reduce emissions from road transport, making another important contribution to improving the environment. In particular, the expansion of the relevant real-world driving situations, the limitation of other, previously unrestricted pollutants, as well as the inclusion of non-exhaust emissions and specifications for the durability of traction batteries are very welcome.

For the first time, the PTI is identified and considered in the type approval regulations as an important measure to ensure the emission level over the lifetime of vehicles on the road.

In fact, the PTI helps to ensure compliance as a modern and effective tool, is also neutral and therefore allows independent control of the emission values for each individual vehicle.

Periodic emissions testing helps to reduce air pollution by more effectively identifying vehicles that cause excessive emissions due to either technical defects, mal-maintenance, lack of repairs or tampering through regular roadworthiness tests and roadside inspections. In the forthcoming revision of the PTI directive, the new vehicle technology developments must now be given greater consideration.

Furthermore, it is important to harmonize requirements for certification, type approval and regular inspection to ensure a holistic test of applicable emission limit values over the entire life cycle. CITA therefore proposes to include the respective PTI method according to 2014/45/EU (Annex 1, No. 8.2 Exhaust Emissions) as a fixed component and test point in the type approval test. This would create a close link between type approval and the subsequent PTI and ensure that the vehicles are easily able to carry out the specified PTI procedure and comply with the limit values.

The expansion of on-board diagnostics (OBD) into continuous on-board monitoring (OBM) considers the complexity of modern combustion engines and the downstream after treatment systems and therefore is generally welcomed by CITA. The use of this system for PTI and for roadside inspections represents an easy and efficient method and is an important contribution to digitization in the field of vehicle inspection.

CITA recommends expanding or using the OBD interface or a comparable interface for data-related and road safety-related vehicle systems. In this way, systems such as driver assistance systems and automated driving functions could be checked just as efficiently in the short term.

The European Commission proposes to introduce Euro 7/VII from 1 July 2025, for M1, N1 vehicles as well as components and separate technical units for these vehicles. For M2, M3, N2, N3 vehicles as well as components and separate technical units for these vehicles and for O3, O4 trailers, Euro 7/VII must be applied from 1 July 2027.

These deadlines make sense since Europe aims for a target of zero emissions and new CO₂-free motor vehicles from 1 January 2035. However, these application dates are ambitious considering that the technical details have yet to be defined in implementing regulations, and timing for development and implementation should be considered.



[DOWNLOAD THE FULL DOCUMENT](#)

CITA HYBRID MEETINGS IN PRISTINA



On 7 and 8 March 2023, CITA TA D “Environmental Protection Systems” and TA E “Quality, Training and Confidence” meetings have been hosted in Pristina, Kosovo by our member EUROLAB – QAK.

The TA D group, led by Mr. Thomas Ost, had a very good meeting with very interesting information and presentations. To be highlighted is the presentation about the approach and investigations from JRC on NOx at PTI. CITA will try to support the JRC in their investigations and study with its Task Force Emissions.



Very impressive was also the presentations of the host EUROLAB about the numbers and figures from Kosovo, and all their activities and plans for the near future including introducing the emission testing. For the next TA-D meeting in June we will get some more information from Netherland and Switzerland about their first results after the introduction of particle counting.



The CITA TA E meeting marked the handover of the leadership of the group: Mr. Andreas Andreas Klocke – TÜV NORD and Mr. Jaroslav Olexa – TESTEK a.s. have been named as the new Chairman and Deputy Chairman.



They replace Ms. Eva Morger, who have been leading the TA E and previously the CITA Working Group 3. We express our sincere gratitude for her incredible leadership over the years. Eva’s contributions to our association have been invaluable and her impact will continue to be felt long after her departure.

Last but not least, we thank our member EUROLAB–QAK for hosting us: the event was successful thanks to their coordination and high level of professionalism.

NB FOR MEMBERS: IF YOU WISH TO HOST A CITA MEETING (TA OR/AND TF),
PLEASE CONTACT THE CITA SECRETARIAT

CITA HYBRID MEETINGS IN HELSINKI



The CITA Topic Area (TA) A “R & D vehicle compliance”, TA B “Optimizing current vehicle compliance”, and TA C “External Affairs” meetings met together last 28-29 March 2023.

The meetings were kindly hosted by our colleagues from TRAFICOM in their facilities in Helsinki, Finland, while our colleagues from A-Katsastus and YKL ry organized the technical visit in two different PTI stations near by the city.

In addition to having feedback from the various TaskForces, the CITA members could discuss the latest most talked topics of the moment. Among those we can mention data analysis (OBD within NCT / OBFCM) and new software changes; testing L-cat vehicles and e-call. Mr. Konsta Arvelin, policy officer at the Finnish Ministry of Transport, was invited to the TA C and presented the highlights of the current Action Plan of the Finnish Transport Safety Strategy.

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“ELECTRIC VEHICLES AND PTI. A PRACTICAL APPROACH.”



The CITA hybrid-event “Electric Vehicles and PTI. A practical approach” was held on Wednesday, 10 MAY 2023 at Autoworld in Brussels, Belgium. The event included a presentation from Victor Salvachúa Barceló - Applus+ Automotive on the techniques used to inspect new electric vehicles, as well as a practical demonstration of the risk of vulnerabilities in the system.

The presentation highlighted the role to be played by vehicle inspection in the safe and environmentally friendly progressive electrification of the fleet, and the specific risks that electric vehicles may represent if their roadworthiness is not ensured during the vehicle life cycle. The specific tampering risks were highlighted by DIM Formación Mecánica in the real-life demo. During the demonstration, DIM Formación Mecánica had the opportunity to present a technical proposal on the inspection process for electric vehicles in the PTI, showing how it is possible and easy to manipulate a BMS from an electric vehicle battery pack.

As electric vehicles are becoming increasingly popular, and widely recognized as a cleaner and efficient alternative, it is essential that technicians and professionals in charge of inspections are trained to detect any manipulation or alteration in the BMS of electric vehicles. In addition, it is essential to establish specific inspection protocols and adequate test equipment to ensure the safety of these vehicles.

 [DOWNLOAD THE PRESENTATION](#)

“HYDROGEN AUTOMOTIVE”



More than 80 CITA members attended the webinar entitled "Hydrogen Automotive", held on April 12, 2023.

As hydrogen vehicles are becoming increasingly popular as a clean energy solution for the transportation industry, CITA decided to invite a leading expert in the field to share his insights and knowledge with the attendees.

Mechanical engineer by EUETIB-UPC, Mr. Xavier Ribas worked in different engineering companies and OEMs before founding EVARM a company specialized in converting commercial vehicles such as trucks and buses to CNG, LPG and, since 2018, with development lines for Hydrogen.

He is currently the Director of EVARM. Among the milestones of the company, he has been responsible of preparing the first truck with hydrogen ICE that has competed the Dakar Rally 2023.

The webinar included a presentation about converting vehicles to hydrogen with a brief introduction to CNG/GLP, followed by a panel discussion that provided ample opportunity for attendees to learn and interact with the speaker.

 [DOWNLOAD THE PRESENTATION](#)

CITA & IAMTS JOINT DOCUMENT

In a joint effort between IAMTS and CITA a whitepaper entitled “Assuring regulatory compliance of connected and automated vehicles during their operational lifetime” has been completed.

The document analyses the different approaches for whole life vehicle-compliance tests, depending on the individual responsibility of the vehicle manufacturer, safety authority, and the owner or operator of the vehicle.

It reflects the importance to comply with regulations and invites discussion regarding the safety of automated vehicles in operational mode. It emphasizes that the desired improvement in road safety based on automated and connected mobility must not be jeopardized by system-inherent weaknesses or even lead to their opposite.

The key results of the whitepaper were presented and discussed in a free webinar with some very interesting speakers such as Richard Damm, President of the Federal Motor Transport Authority of Germany (KBA), Chairman of UNECE Working Group GRVA, Thomas Quernheim, Global Director Engineering & Automotive, TÜV Rheinland and Gerhard Müller, President of CITA. He emphasized the importance of whole life vehicle compliance to guarantee the high safety level over the life cycle and that the independent PTI is the most effective instrument to reach this goal. A precondition is the fair access to vehicle data for sovereign vehicle inspection.



 [DOWNLOAD THE DOCUMENT](#)



ROAD SAFETY IN LATIN AMERICA AND THE CARIBBEAN AFTER A DECADE OF ACTION PROSPECTS FOR SAFER MOBILITY

Ana María Pinto / Claudia Díaz / Edgar Zamora / Eduardo Coll
Marcelo Ponce de León / Martín Sosa / René Cortés



ROAD SAFETY IN LAC: AFTER A DECADE OF ACTION PROSPECTS FOR SAFER MOBILITY.

In the frame of the United Nations Decade of Action for Road Safety 2021-2030, the Inter-American Development Bank (IDB) has shared a new report with the commitment to continue investing in actions to reduce road crashes in Latin America.

Entitled: “Road Safety in Latin America and the Caribbean – After a Decade of Action Prospects for Safer Mobility“, the document outlines the experiences of the region in the first decade of action (2011-2020) and a roadmap for work between the IDB, the entities, and countries of Latin America and the Caribbean (LAC) for a safer and more inclusive transport system, in the service of the economic growth so needed in the next decade.

The report is divided into three parts. In the first part, it is introduced the context of the first decade of road safety action and analyzes the immediate impact on fatalities during these years. This first section also analyzes the collateral effects of road crashes in economic terms, on gender, and even effects related to COVID-19. The second part includes the key components of the five road safety pillars (road safety management, safe transit, and mobility infrastructure, safer vehicles, safe road users, and post-crash care) for the development of a logical and comprehensive effort towards greater road safety. The last part includes the key components of the five road safety pillars (road safety management, safe transit, and mobility infrastructure, safer vehicles, safe road users, and post-crash care) for the development of a logical and comprehensive effort towards greater road safety.

CITA shared its experience and knowledge to this report, which can become a reference to help the region design projects and public policies that will improve the road safety conditions of the countries of Latin America and the Caribbean.

[!\[\]\(5361750c22c4e047a52f4eac1ec2d4cc_img.jpg\) DOWNLOAD THE REPORT](#)

THE BENEFITS OF SAFETY INSPECTION IN THE US

The results of the study “*The Impact of Periodic Passenger Vehicle Safety Inspection Programs on Roadway Fatalities: Evidence from US States Using Panel Data*” have been recently officially published. This research study, led by Prithvi S. Acharya, Laila AitBihiOuali, Daniel J. Graham and H. Scott Matthews, and sponsored by CITA, is another

perfect example of how vehicle inspection is crucial to road safety and saving lives.

This study presents strong evidence that jurisdictions experience lower roadway fatality rates due to the presence of an active safety I/M program for passenger vehicles. Panel data regressions showed a negative correlation between the presence of state I/M programs, and the fleet-size-adjusted roadway fatality rate. Fixed effects (FE) estimates suggest that states with I/M programs had 2.8% fewer roadway fatalities per 100,000 registered passenger vehicles (90% CI: 0% to 5.6%) nationwide, based on data from 1975–2018. A two-stage least-squares (2SLS) specification is also presented, which not only supports this finding, but also implies a causal relationship between the presence of I/M programs, and lower road fatality rates.



[!\[\]\(2bae76de5ebbd5c4d7d47162f1673734_img.jpg\) DOWNLOAD THE STUDY](#)

THE 85TH PLENARY SESSION OF ITC



The UNECE Inland Transport Committee (ITC) celebrated its 85th plenary session on February, 21st 2023 in Geneva, under the general theme: “Actions of the inland transport sector to join the global fight against climate change”.

This theme provided an opportunity to reflect on the unique assets of the Committee, highlighting its value added and underlining its future potential in curbing greenhouse gas emissions trends

from inland transport in a disaster-hit global economy due to the impacts of climate change regionally and globally. The plenary session was inaugurated with opening statements and keynote speeches on the importance of addressing climate change challenges, harnessing the full potential of inland transport solutions and the role of the Committee as a catalyst for action and delivery.

The opening was followed by three consecutive Ministerial panels on:

1. Critical partnerships and leaving no-one behind in the climate battle: global challenges and winning formulas for net-zero leaders;
2. Bridging regulators and innovators to bring to scale critical technologies supporting climate change mitigation actions;
3. A bet we can't afford to lose: challenges and opportunities in the nexus of international financial and regulatory support for climate action.

Represented by its President Mr. Müller, the Executive Director Mr. Fernández and Mr. Nolte member of the Bureau Permanent, CITA actively participated in the second panel held in the afternoon.



“Ensuring life time compliance of any kind of vehicles, no matter if we talk about vehicles with combustion engines, hybrid vehicles or pure electric vehicles, is crucial to keep the environmental performance on a high level. With the regulation about On Board Fuel Consumption Measurement, PTI operators are collecting data regarding the real consumption of vehicles. These operators, which are either authorities or legally authorized companies, must have access to relevant vehicle data. Only with

original vehicle data in combination with additional tests the status of a vehicle can be assessed meaningfully. Therefore it's absolutely necessary that legislators elaborate binding requirements for the car industry to allow vehicle inspection operators to get access to safety and emission relevant data. These data must be for free, because vehicle inspection is a legal task and data can only be used for this specific purpose” declared Mr. Müller.

The conference ended with the endorsement of the Ministerial Declaration on “Harnessing the full potential of inland transport solutions in the global fight against climate change”. This declaration will give direction to the work of ITC as the United Nations platform for inland transport to deliver on climate change solutions and accelerate the transition to decarbonized mobility and net zero or low emissions in the inland transport sector. In the declaration, ministers and heads of delegations from all UN regions request the ITC secretariat to develop a strategy document on reducing greenhouse gas (GHG) emissions in inland transport based on international United Nations legal instruments under its purview and to present it at the annual session next year.

WP.29'S 70TH ANNIVERSARY

The UNECE World Forum for Harmonization of Vehicle Regulations (WP.29), the worldwide regulatory forum within the institutional framework of the Inland Transport Committee, met in Geneva the 07 March 2023 for the 189th session, celebrating its 70th anniversary together with the 65th Anniversary of the 1958 Agreement of the UNECE .

CITA, represented by its Technical Director Mr. A. Checa, was present at this important meeting. He contributed to the ceremony with a short speech which highlighted some of the key aspects of WP.29 and some of the challenges ahead.

“As we celebrate this important milestone, we also need to recognize that much work still needs to be done. WP.29 must continue to lead the way in promoting innovation and collaboration and ensuring that vehicles meet the highest safety and environmental standards from a whole-life perspective.

From a technical point of view, decarbonization and automated driving are significant challenges ahead. From an institutional perspective, we need to bring the WP.29 to those countries that are not yet part of our family” Mr. Checa declared.



 [MORE INFO](#)



EU COMMISSION RECOMMENDATION ON PN MEASUREMENT FOR PTI

On 20 March 2023, the European Commission published a recommendation containing guidelines for particle number (“PN”) concentration testing during periodic technical inspection (“PTI”).

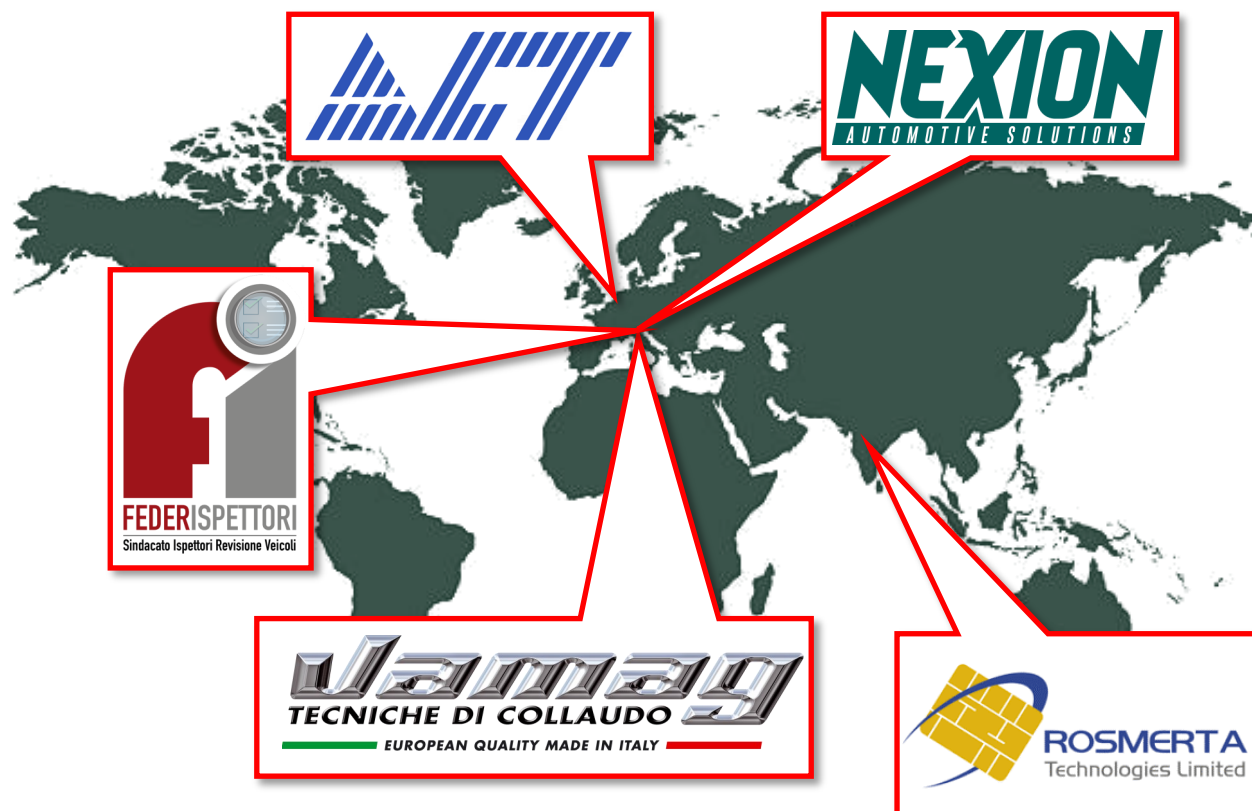
Based on existing methods developed by certain Member States, the findings of laboratory tests carried out by the Joint Research Centre of the Commission as well as a consultation of the Commission’s Roadworthiness Expert Group, this paper represents a first step towards harmonised PN measurement during roadworthiness testing.

This Commission’s recommendation defines requirements related to the PN measuring equipment and procedure, metrological and technical requirements, and recommends a pass/fail limit. The guidelines should be applied to all M and N category vehicles equipped with compression ignition engines and diesel particulate filters:

- on light-duty vehicles first registered as of 1 January 2013 (Euro 5b and newer)
- on heavy-duty vehicles first registered as of 1 January 2014 (Euro VI and newer)

 [MORE INFO](#)

NEW CITA MEMBERS



- Rosmerta Technologies Limited** is the leading organization in India in e-governance field and it does business in ten different transport domain. They are the largest operator in India for establishing and operating Automated Vehicle Inspection and Certification Centre (PTI Centre).
- VAMAG** is an Italian leading Garage Equipment Company founded in 1981 in Milan area in the north of Italy by Mr. Gianfranco Crosta. Roller and platform brake testers, suspension testers, dynamometers, wheel aligners are only some of the products 100% designed and manufactured by Vamag in its manufacturing facilities in Italy.
- Nexion** is an integrated group of companies with manufacturing sites in Italy, Germany, Denmark, Croatia, China and Brazil which designs, develops and produces a wide range of Automotive Repair and Maintenance solutions, from the top of the range to the entry level. The group is present around the world in more than 150 countries through a highly professional network of 19 branches and more than 350 distributors.
- The association **Federispettori** represents the technical inspectors, both employees of private testing centers and freelancers, employed in ministerial roadworthiness in Italy. They believe in a sector which the principle of impartiality prevails where inspector is independent and free to judge in autonomy.
- ACT (Automobiel Controle en Techniek nv)** is recognized by the Brussels regional government to perform automotive technical inspections as well as driver's license exams. Recognized Brussels sites are located in Brussels East area: inspection station 12, inspection 02, and exam center 1001. Besides the classic periodic M1 N1 inspections, inspections for second-hand market and inspections after accidents, ACT also performs remote inspections on site at Scania Trucks Belgium.

MEMBERS INPUT



AECA-ITV'S CAMPAIGN "IF YOU DON'T PASS, PASS IT" WAS RECOGNIZED AT THE ERSC AWARDS OF EC

The communication campaign "If you don't pass, PASS IT" launched by the Spanish Association of Vehicles Technical Inspection Companies AECA-ITV to raise public awareness of the important work carried out by the PTI, sending the message that if you care about your family and the environment, get a roadworthiness test done, has been finalist of the European Road Safety Charge awards.

This award is an initiative of the European Commission which highlights the contribution of organizations which develop projects dedicated to the improvement of road safety. A recognition which is delivered to those who are part of the European Road Safety Charter, like AECA-ITV.

 [MORE INFO](#)

MOTORCYCLE INSPECTION IN FLANDERS (BELGIUM) : LOOKING BACK AT THE FIRST THREE MONTHS

Additional to the effective alternative road safety measures putted in place for two- or three-wheel vehicles, Belgium introduced on the first of January 2023, a motorcycle inspection.

This inspection is for motorcycles above 125 cc for second-hand sales and after an accident. They are technically inspected for their safety, environmental and noise impact. The full description of the inspection can be found in the inspection manual on the website of GOCA VLAANDEREN.

In the Flemish area where the GOCA Vlaanderen members operate is expected that approximately 30,000 pre-sale inspections and about 200 post-accident inspections will be carried out annually.

In Flanders, a total of 4,244 motorcycle inspections took place during the first three months of 2023.		
Inspection result	number	%
Green inspection certificate with normal validity	3187	75,09%
Green inspection certificate with limited validity of 3 months	255	6,01%
Red inspection certificate with major defects	773	18,21%
Red inspection certificate with dangerous defects	29	0,68%

Table: inspection results for the Flemish region in Belgium

A lot of the defects such as these for lights, reflectors, identification, and tyres are easily avoided by having the motorcycle first thoroughly checked.

SAVE THE DATE & REGISTER

06 to 08 June 2023 | Rotterdam, The Netherlands / Hosted by RDW

CITA INTERNATIONAL CONFERENCE & 22ND GA

—> [CONFERENCE WEBSITE](#)

21 June 2023 | 02:00pm CEST | VIRTUAL MEETING

CITA TA B (ONLY MEMBERS) —> [REGISTER HERE](#)

22 June 2023 | 02:00pm CEST | VIRTUAL MEETING

CITA TA D (ONLY MEMBERS) —> [REGISTER HERE](#)

27 June 2023 | 02:00pm CEST | VIRTUAL MEETING

CITA TA C (ONLY MEMBERS) —> [REGISTER HERE](#)

04 July 2023 | 02:00pm CEST | VIRTUAL MEETING

CITA TA E (ONLY MEMBERS) —> [REGISTER HERE](#)

06 July 2023 | 02:00pm CEST | VIRTUAL MEETING

CITA TA A (ONLY MEMBERS) —> [REGISTER HERE](#)

26 September 2023 | Hybrid event in Brussels, Belgium

**INSPECTION OF VEHICLES & CITIZENSHIP.
BEYOND THE TECHNIQUE.**

In collaboration with Spanish Presidency of the Council of the EU 2023

18 + 19 October 2023 | Addis Ababa, Ethiopia

RAG AFRICA CONFERENCE

In collaboration with UNECA and AUC

14 + 15 November 2023 | Hybrid event hosted by CITA in Brussels, Belgium

RAG EUROPE CONFERENCE



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