

ANNUAL REPORT 2023

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Contents

CITA ANNUAL REPORT 2023

4

Foreword

6

Highlight

14

Around the world



30

Global

36

About CITA

44

On the horizon

Foreword

Gerhard MÜLLER

President

Dear CITA members,
stakeholders, and friends,

I welcome you to this CITA Annual Report 2023.

The latest WHO report, published in December 2023, indicates a slight decrease in road traffic deaths since 2010, with 1.19 million fatalities in 2021. While more recent global figures are pending, this is at least a positive trend.

As I deliver this speech, it's estimated that around 20 people will still have lost their lives in road accidents: this stark reality underscores the urgency of our mission.

Looking ahead to the next 25 years, the global vehicle fleet is projected to grow substantially and consequently the number of road accidents. By 2050, over two billion vehicles are expected to be on our roads, many still powered by internal combustion engine: this growth presents significant challenges for both road safety and environmental sustainability.

Therefore, targets and measures to increase road safety and to avoid traffic-related environmental pollution must be at the top of the political agenda worldwide.

In 2023, CITA continued to raise awareness on the importance of safe and clean vehicles for society and the environment: we claimed that vehicle safety and environmental protection are an integral part of road safety programs.

The call for sustainable transport is growing louder with demands for quieter, cleaner, and safer roads, reduced congestion, and lower accident risks. With currently over 250 million independent and meaningful vehicle inspections annually, CITA members play a pivotal role: we ensure that vehicles meet safety and environmental standards not only when they are new, but also throughout the whole lifecycle, thus contributing significantly to these major global challenges.

Digitalization and transformation into automated and emission-free vehicles offer a great potential for safer, cleaner, and more sustainable transport. At the same time, however, these new technologies also bring new risks that must be managed.

Developing new vehicle inspection methods and gaining access to safety and emission relevant in-vehicle-data are essential to keep pace with the technological development of modern vehicles.

To preserve the value proposition of vehicle inspections, we, as authorities and authorized companies working in the field of vehicle compliance, must adapt to continue our beneficial work in the future.

In the past year, CITA, along with its members and partners, has successfully undertaken many activities to address these new challenges: we have developed recommendations and position papers, hosted conferences across Africa, Asia, Central and South America and Europe, and organized many webinars and events. Our continuous dialogue with all relevant stakeholders aims to increase road safety worldwide and reduce the environmental impact of vehicles.

This great achievement is due to the good and committed cooperation between the CITA secretariat and CITA members, and I am personally pleased about it!

You will find in this annual report a comprehensive summary of very interesting CITA activities, events, and cooperation: I am sure you will find it informative and engaging.

Embracing our motto:

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

we are committed to this cause.

On behalf of the CITA Bureau Permanent and the CITA Secretariat I would like to thank all our members and partners for their unwavering commitment. A special acknowledgment to all those, like us, dedicated to vehicle safety and environmental protection.



Highlights

CITA ACTIVITIES IN 2023

8

The importance of the
Particle Number (PN)
counting

10

AVIS Scoring Manual

11

Revision 1 of the
CITA position paper on EVs



11

Recommendation no. 26:
Suspension Testing

12

Open letter to the President
of the EU Commission

13

Assuring Regulatory
Compliance of Connected
and Automated Vehicles
during their Operational
Lifetime

Analysing Particle Number Impact

ON VEHICLE EMISSIONS AND PTI



At its core, the Particle Number (PN) represents the quantity of particulate matter (PM) expelled by vehicles.

This PM comprises a mixture of tiny particles and liquid droplets, notorious for their ability to infiltrate deep into the lungs and bloodstream, posing significant health risks.

programs across Europe marks a significant advancement in efforts to mitigate vehicular pollution and safeguard air quality.

This initiative focuses on measuring the number of ultrafine particles emitted by vehicles, particularly diesel engines equipped with Diesel Particulate Filters (DPFs).

In the dynamic landscape of environmental regulations and vehicular emissions standards, the concept of Particle Number (PN) has emerged as a cornerstone in recent discourse.

The urgency to regulate PN stems from its profound implications on human health, accentuating the need for stringent emissions standards. The integration of PN measurements into the PTI

Such particles are known for their adverse effects on both environmental health and human well-being.

KEY FINDINGS & STATISTICS BY CITA MEMBERS

During the last CITA RAG Europe Conference were presented the first results of Particle Number (PN) measurements in some Eu countries:

- **The Netherlands:** On January 1, 2023, the Netherlands introduced the PN test for checking DPFs, conducting 1.2 million PTIs of diesel cars with DPFs. By August, 970,000 PN tests were completed, with 56,000 failures and 21,000 DPFs deregistered.
- **Germany:** Germany introduced the PN test on July 1, 2023, targeting vehicles with compression ignition engines from the “Euro 6/VI” emission class. By the end of September, approximately 1 million PN measurements had been carried out, with a defect rate leading to a failure of the main inspection at 13.39% for “Euro 6” vehicles, with an excess of particles emissions in 4.83% of them.
- **Switzerland:** The PN test started on January 1, 2023, with a focus initially on passenger cars and vans. The rejection rate varied between 9% to 20%, depending on whether the measurements were conducted “in case of suspicion” or systematically.
- **Flanders, Belgium:** A sample from Flanders showed a 13,2% rejection rate when the threshold was set at 250,000 #/cm³. The document does not provide the total number of tests conducted but offers detailed rejection rates based on vehicle age and mileage, indicating higher failure rates for older and higher-mileage vehicles.



AT UN LEVEL

The United Nations Economic Commission for Europe (UNECE) plays a crucial role in setting global standards for vehicle emissions, safety, and performance through the Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment, and Parts which can be Fitted and/or be Used on Wheeled Vehicles.



This agreement, initiated in 1997, primarily aimed to harmonize vehicle rules across contracting parties to ensure that vehicles, equipment, and parts meet

rigorous safety and environmental standards.

Over the years, the scope of this agreement has expanded to address emerging environmental concerns, including vehicle emissions.

In recent developments, particularly in 2023, the UNECE has continued to refine and enhance the rules surrounding vehicle emissions, with a significant focus on Particle Number (PN) limits. These efforts are part of a broader initiative to combat air pollution and promote cleaner transportation solutions.

The amendments made to the rules underline the commitment of UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29) to advance global vehicle standards for the benefit of the environment and public health.

The key change in 2023 was the **introduction of more sophisticated methods for measuring PN**, reflecting UNECE's commitment to the accurate and reliable application of its standards.

These advanced techniques are essential to ensure compliance with the new emission thresholds and for the continuous improvement of vehicle emissions performance.

AT EU LEVEL

The European Commission published on 20/03/2023 a recommendation containing **guidelines for particle number ("PN") concentration testing during periodic technical inspection**.

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).



AVIS Scoring Manual

ASSESSMENT OF VEHICLE INSPECTION SYSTEMS

CITA has published the first version of its AVIS (Assessment of Vehicle Inspection Systems) Manual, aimed at enhancing global road safety and vehicle inspection standards.

This manual marks a significant step forward in the quest for enhancing road safety and environmental sustainability through improved vehicle inspection systems globally.

This meticulously prepared document, created in collaboration with the renowned transport research organization TRL, serves as a pivotal tool for inspection authorities around the world. It aims to standardize and elevate the quality of PTI across diverse jurisdictions.



ASSESSMENT VEHICLE INSPECTION SYSTEMS

The manual provides a **comprehensive framework for assessing the efficacy of existing vehicle inspection systems, covering essential aspects such as inspection content, methodologies, infrastructure, and the qualifications of inspectors.** It is designed to assist countries in conducting self-assessments of their PTI systems as well as facilitating in-depth evaluations by CITA experts.

The AVIS Manual is not just a checklist but a roadmap for continuous improvement, offering detailed guidance on implementing best practices in vehicle inspections to ensure vehicles on the road are both safe and environmentally friendly.

It underscores the importance of robust inspection systems in reducing road accidents, enhancing public safety, and mitigating environmental impact through the control of vehicle emissions. Moreover, the manual emphasizes the role of technological advancements in revolutionizing PTI systems, suggesting the integration of new technologies for more efficient and effective inspections.

In essence, the publication of the AVIS Manual by CITA reflects a commitment to global road safety and environmental stewardship.

It is a call to action for countries to evaluate and upgrade their vehicle inspection systems, leveraging international best practices and innovations.

This initiative not only aims to harmonize PTI standards across borders but also to foster a culture of continuous improvement and excellence in vehicle inspections worldwide, ultimately contributing to safer, cleaner, and more sustainable transportation systems.

Revision No. 1

POSITION PAPER ON EVs



One year after releasing its first position paper on Electric Vehicles (EVs), CITA has published an updated version, informed by its Task Force.

This revision introduces practical recommendations for training and testing methods in annex 3, highlighting the growing prevalence of EVs in the automo-

tive fleet and the importance of maintaining safety and environmental standards throughout a vehicle's life.

The update reflects changes in regulations, technological advancements, and consumer behavior that are driving EV adoption.

CITA emphasizes the need for Periodical Technical Inspection (PTI) criteria to evolve to address EV specifics, presenting a report with guidelines to ensure EVs remain safe and environmentally compliant over time.

The recommendations cover general and electrical safety, rechargeable energy storage systems, battery management, and electric energy consumption.

Additionally, the report calls for open OEM data access, necessary equipment for PTI, and specialized inspector training to ensure effective EV inspection. CITA advocates for dialogue with policymakers and industry stakeholders to adjust PTI standards for EVs, underlining the role of regular inspections in achieving sustainable, safe mobility and user acceptance.

CITA Recommendation no. 26

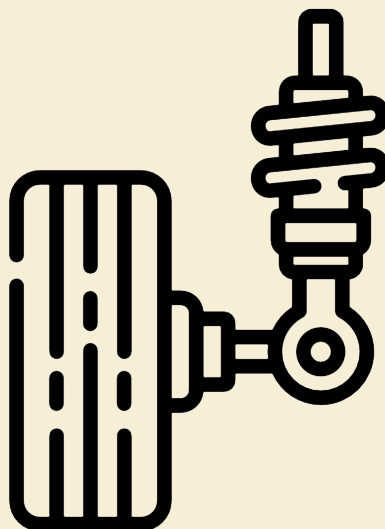
SUSPENSION TESTING

CITA Recommendation no. 1 lists the items that should be inspected during periodic technical inspection of the vehicle, the method of inspection and the principal reasons for failure. Section 5 of CITA Rec. 1 covers axles, wheels, tyres and suspensions.

The purpose of the new CITA Recommendation no. 26 is to specify in greater detail the recommended test methods and equipment for assessing the condition and performance of the vehicle's suspension as part of the periodic technical inspection.

A general assumption of periodic inspection is that new vehicles comply with legal requirements.

The principal aim of periodic inspection is to test whether a vehicle has been properly maintained and is still roadworthy.



This recommendation is based on the requirements for suspensions stated in European Union council directive no. 2014/45/EU on roadworthiness tests for motor vehicles and their trailers.

The document has been developed by the CITA Suspension Task Force.

It describes 3 stages:

- **Stage I:** Describes suspension testing in accordance with the current EU directive 2014/45/EU.
- **Stage II:** Describes the advanced current or near-future technology. Stage II describes what can be done in addition to Stage I.
- **Stage III:** Description of possible future tests. Stage III describes what can be done besides stages I and II.

Open letter to the President of the EU Commission

ACCESS TO IN-VEHICLE DATA AND FUNCTIONS



Moving towards enhancing road safety and environmental protection, CITA has taken a firm stand through an open letter* addressed to European Commission President Ursula von der Leyen, dated 7 March 2023.

CITA's correspondence articulates a compelling case for the necessity of sector-specific European legislation that governs access to in-vehicle data and functionalities. This initiative underscores the **inadequacy of existing frameworks, such as the Data Act, to meet the specialized requirements for vehicle data access integral to ensuring vehicular safety and environmental sustainability.**

CITA's letter serves as a clarion call to the European Commission, highlighting the critical gap in legislation that could impede advancements in road safety and environmental protection.

By advocating for a tailored legislative approach, CITA aims to address the unique challenges

posed by modern vehicular technologies and the data they generate.

The organization's proactive engagement with European policymakers demonstrates a commitment to shaping a regulatory environment that supports innovation while safeguarding public interests in safety and environmental stewardship.

The urgency of CITA's appeal is rooted in the recognition that access to in-vehicle data is not just a matter of technological convenience but a fundamental pillar for the future of automotive safety and environmental efficiency.

Without specific legislation, the potential for innovation in vehicle inspections, diagnostics, and maintenance could be significantly hampered, potentially leading to adverse effects on road safety and environmental outcomes.

CITA's letter, therefore,

represents a **crucial step towards bridging the legislative gap and fostering a safer, more sustainable automotive future.**

Adding to the significance of CITA's initiative, Mr. Patrick Fruth, CEO of TÜV SÜD Mobility and a CITA member, participated in a German delegation of business representatives who met President von der Leyen in Brussels on 28 March 2023.

On behalf of CITA, Mr. Fruth was able to deliver the open letter.



Whitepaper

ASSURING REGULATORY COMPLIANCE OF CONNECTED AND AUTOMATED VEHICLES DURING THEIR OPERATIONAL LIFETIME

In a joint effort between IAMTS – International Alliance for Mobility Testing & Standardization - and CITA a whitepaper* entitled “Assuring regulatory compliance of connected and automated vehicles during their operational lifetime” has been completed.



Both international associations invite to a discussion regarding the safety of automated vehicles in operational mode.

The whitepaper 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 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.

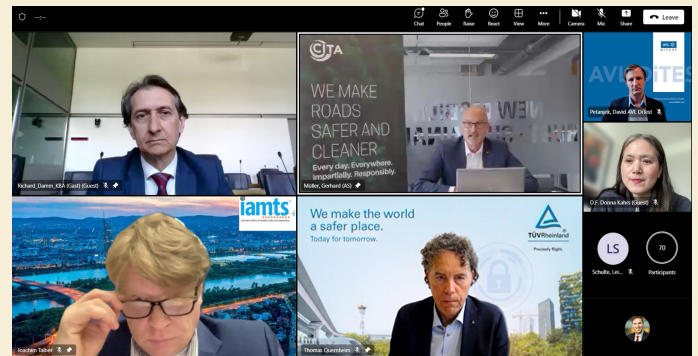
Therefore, the white paper calls among other things for the necessity that **Advanced Driver Assistance and Automated Driving Systems (ADAS/AD-systems) need to be safe for deployment and continue to be safe after the systems have been released in a vehicle.**

Moreover, the document provides invaluable insights into the need for harmonized standards and into ensuring that these vehicles abide by regulatory standards throughout their operational lifetime.

With the increasing deployment of vehicles with automated driving systems, it's crucial they comply with regulations to maintain safety on the road.

This whitepaper serves as a comprehensive resource for stakeholders across the automotive industry, offering insights into current regulations, challenges, and future directions for the safe integration of CAVs into society.

The key results of the whitepaper were presented and discussed on a free webinar on April 26th, 2023. The discussion involved the public from an independent and unbiased point of view.



*The whitepaper can be download at:
https://citainsp.org/wp-content/uploads/2023/04/IAMTS0004202304_V1.1.pdf

Around the world

CONFERENCES, EVENTS & WEBINARS

16

22nd General Assembly and
International Conference



18

Africa



20

Europe



22

Central & South
America



24

Asia / Australasia



26

“Vehicle Inspection & Society:
Beyond Technology”



27

“Electric Vehicles and PTI.
A practical approach”

28

Topic Area
meetings

29

Webinars

22nd General Assembly and International Conference

SAFE AND SUSTAINABLE ROAD TRANSPORT



Between June 6 and 8, 2023, Rotterdam was the hub for a major event in road transport: the CITA International Conference.

The event, graciously hosted by the Netherlands Vehicle Authority (RDW), offered attendees a rich experience with insightful discussions, debates, and presentations.

This year's focus was on "Safe and Sustainable Road Transport," highlighting the urgent need for environmentally friendly and safe transportation solutions in a time where climate change and safety are paramount. The conference emphasized the shared duty of various stakeholders in fostering sustainable transport methods.

The conference's plenary sessions presented a comprehensive view of the challenges and prospects in road transport and Periodical Technical Inspection (PTI).

Experts, policymakers, and industry leaders provided valuable perspectives, paving the way for more detailed discussions in subsequent sessions.

The conference featured several focused sessions, each addressing a different aspect of the central theme:

Vehicle Compliance in Low- and Middle-Income Countries: This session explored the difficulties these countries face in meeting international vehicle standards.

New Technologies & Data Management: Here, the discussion centered on how technological advancements could transform road transport and PTI.

Environmental Protection: This segment focused on the role of PTI in environmental conservation.

Inspection Procedures and Methods: This session highlighted current best practices in vehicle inspection, emphasizing the need for efficient, technology-driven procedures to ensure vehicle safety and compliance.

Electric Vehicle & New Transport Modes: Addressing the emergence of electric vehicles and new transport forms like e-scooters, this session examined

the necessary infrastructure, regulations, and challenges.

The Roadworthiness Package: A detailed look at the policies, regulations, and best practices aimed at ensuring vehicle roadworthiness, in line with new European directives.

Vehicle Approval: This session examined the complexities of vehicle approval processes, with a focus on making these more unified and efficient in support of sustainable and safe road transport.

The 2023 CITA International Conference in Rotterdam was more than an event; it was a gathering of ideas and plans for a safer, more sustainable future in road transport.

RDW's efficient hosting highlighted the vital need for collaboration, innovation, and strict standards.

Such events are crucial for driving real-world changes, and the 2023 conference significantly impacted its participants.



RAG Africa Conference in collaboration with UNECA

IMPROVING VEHICLES TO IMPROVE LIFE



On October 17th and 18th, 2023, Addis Ababa, the capital of Ethiopia, became the epicenter for a significant event with far-reaching implications for road transportation in Africa.

The CITA RAG AFRICA Conference, a collaborative effort with the United Nations Economic Commission for Africa (UNECA), focused on the impactful theme, “Improving Vehicles to Improve Life.”

As Africa experiences a rapid increase in its vehicle population, there’s an urgent need for enhanced regulatory measures, improved road safety, and eco-friendlier transportation methods to promote the well-being of its citizens. This necessity was the primary focus of the conference.

The event commenced with opening remarks from key figures at CITA, UNECA, and local authorities, setting a groundwork for the detailed discussions that were to ensue. The keynote speech highlighted the integral link between vehicle

enhancement and the betterment of life quality.

The collaboration with UNECA was both symbolic and strategic, leveraging their expertise in driving economic initiatives across African countries. This partnership offered valuable perspectives on how vehicle improvements could spur broader economic progress.

Attendees from various African countries engaged in discussions about the need for flexible policies to keep pace with fast-evolving vehicle technology and safety standards. There was a significant emphasis on the challenges of establishing universal standards across Africa’s diverse nations. The conference also provided a thorough examination of new vehicle technologies, particularly electric vehicles (EVs), and how these innovations could revolutionize Africa’s transportation sector.

A standout feature of the conference was the UNECA Continental Workshop on E-Vehicles Inspection, taking

place on the second day. This session was crucial as the global shift to EVs as a sustainable transport option picks up pace, and Africa aims to keep stride.

The workshop covered several critical areas:

- Development of Infrastructure
- Formulation of Regulations and Policies
- Protocols for EV Inspection
- Economic Impact Analysis

The CITA RAG AFRICA Conference 2023 represented more than just a scheduled event; it was a pledge towards enhancing life throughout Africa. Its partnership with UNECA underscored the comprehensive approach needed to tackle this substantial challenge.

The conference sent a resounding message: elevating vehicle standards, safety, and sustainability is not just a matter of transportation; it’s fundamental to ensuring a brighter, healthier, and more prosperous future for the African continent.



RAG Europe Conference

CITA TASK FORCES & TOPIC AREAS TOGETHER



The CITA RAG Europe 2023 Conference was a significant event that took place over two days in November 2023. It provided an opportunity for professionals to engage with the new leaders of the CITA Topic Areas and Task Forces.

The event, held at the Hotel Martin's Brussels EU in Belgium, was accessible both in-person and via Zoom, ensuring a wide-reaching and inclusive platform for exchange and learning.

The CITA RAG Europe 2023 Conference featured a diverse range of sessions, each focused



on different aspects of vehicle regulation and compliance. These sessions included detailed discussions on vehicle data and its implications for regulations, advancements in ADAS (Advanced Driver Assistance Systems), and the complexities of type approval processes. There were also in-depth explorations of R&D in vehicle compliance, strategies for optimizing current vehicle compliance standards, and the role of external affairs in shaping regulatory landscapes.

Additionally, the conference covered critical topics such as



environmental protection systems and the importance of quality training and confidence in the industry.

Each session was led by experts in the field, offering attendees valuable insights and the opportunity to engage in meaningful discussions about the future challenges in Europe's vehicle regulation landscape.

Key speakers shared insights on the latest developments in their respective fields, discussing everything from legislative updates to new R&D projects and future challenges in Europe.



RAG Central & South America Conference

THE PTI SAVES LIVES. PERSPECTIVES IN ECUADOR, LATIN AMERICA, AND THE WORLD



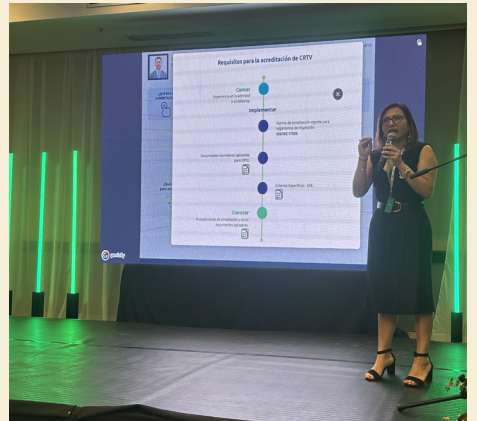
The CITA RAG Central and South America Conference 2023, held in Quito, Ecuador, on December 12 and 13, focused on the vital role of Periodic Technical Inspection (PTI) in enhancing road safety.

Themed “The PTI Saves Lives. Perspectives in Ecuador, Latin America, and the World,” the event brought together experts, policymakers, and industry leaders.

The conference featured a rich program including presentations on the benefits of vehicle inspection, children’s road safety, quality assurance in PTI, and the current status of vehicle inspection in Ecuador.

Keynotes and panel discussions provided insights into the institutional approach towards PTI, with contributions from international organizations like UNECE and the World Bank. The program featured prominent speakers discussing topics from global PTI best practices to local challenges in Ecuador and in South America in general.

The event emphasized global best practices, local challenges and successes in Ecuador, and networking opportunities for professionals in the field, aiming to underline the importance of vehicle inspections in saving lives and creating safer roads for the future.



RAG Asia / Australasia Conference

WORKING TOGETHER FOR SAFER & CLEANER VEHICLES



The RAG Asia/Australasia Conference 2023, entitled “Working Together for Safer and Cleaner Vehicles,” took place from November 22-24 at the Hotel Dorsett Kuala Lumpur, coinciding with a week bustling with pivotal events aimed at enhancing global road safety and vehicle compliance standards.

Notably, during this same period, from November 20th to 24th, the MIROS-WHO Capacity Building Training on Road Safety Instrument was held, emphasizing the concerted efforts and synergies in global road safety initiatives.

This significant conference gathered experts and stakeholders from the vehicle safety and compliance sectors, marking a crucial step forward in international cooperation towards achieving safer and more environmentally friendly vehicles.

The event was distinguished by a welcome dinner, insightful keynote speeches from leaders in the field, including CITA President Gerhard Müller and WHO’s Nhan Tran, and comprehensive sessions focused on collaboration for cleaner vehicles, vehicle compliance in Asia/Australasia, and global experiences in vehicle technology and safety. Themed around enhancing vehicle safety and promoting cleaner technology, the conference served as a vital platform for sharing knowledge, best practices, and innovative approaches.

The lineup of distinguished speakers shared insights on advancements and challenges in vehicle inspection and safety technologies, underlining

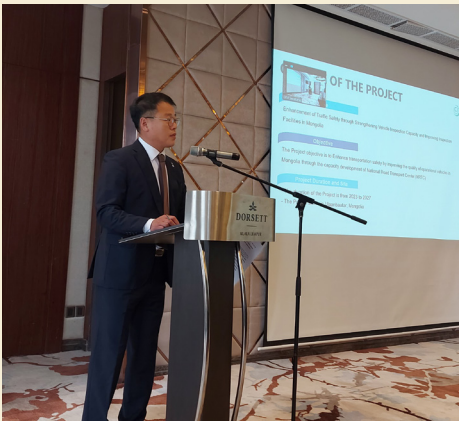
the importance of technological advancement and international cooperation in this field.

The conference concluded with a technical visit to a PUSPAKOM inspection site, offering attendees practical insights into vehicle safety and compliance practices, further enriching the learning experience provided by the week’s events.

By hosting both the RAG Conference and the MIROS-WHO Capacity Building Training, the week underscored the global commitment to advancing vehicle safety and environmental sustainability.

These events not only highlighted current challenges but also paved the way for future advancements in these critical areas.





With the Spanish Presidency of the Council of the EU

VEHICLE INSPECTION & SOCIETY: BEYOND TECHNOLOGY.



On the 26th of September, 2023, Brussels was the venue for a significant gathering that brought together PTI experts, governmental officials, and industry stakeholders for a hybrid conference titled “Vehicle Inspection and Society: Beyond Technology.”

The event was co-hosted by CITA and the Spanish Presidency of the Council of the EU, aiming to delve into the complex aspects of vehicle inspection.

The discussions went beyond technological aspects to explore its societal and environmental impacts, highlighting the increasing relevance of vehicle inspections in both technological progress and its wider effects on society.

Prominent figures from different sectors of the industry attended the event, including Gerhard MÜLLER, the President of CITA, and María José MUÑOZ MARTÍNEZ, the Director General for Industry and SME Ministry of Industry, Trade and Tourism from Spain.

Thanks to the active participation of experts like Guillermo MAGAZ PILAR, Managing Director of AECA-ITV; Sergio OLIETE JOSA, Head of Unit, Transport & Urban Development from DG INTPA – EU Commission; Ricardo SUÁREZ BERTOÁ, Scientific Officer at the Joint Research Centre (JRC) – EU Commission; Victor SALVACHÚA BARCELÓ, Vice President – New Technologies Development from APPLUS+; Macarena FERNÁNDEZ RIVERA, Technical and Operational Director from VEIASA; and Eugenio FERNÁNDEZ CÁCERES, Inspection Site Manager from ITEVELESA, the event was deemed a success.

The conference highlighted several key points, including safety, environmental responsibility, economic implications, and the need for global standards. The primary focus remained on citizen safety, with an acknowledgment of how vehicle inspection complexities have increased with the incorporation of advanced technologies.

Efficient vehicle inspections are crucial for reducing road accidents and are essential for environmental protection by ensuring vehicles meet emission standards. The call for harmonized global vehicle inspection standards to ease international transportation also underscored the economic benefits of a well-structured inspection system, which ensures the efficient operation of vehicles.

The “Vehicle Inspection and Society: Beyond Technology” conference underscored the importance of viewing vehicle inspections not just as a technical routine but as a process intertwined with societal, economic, and environmental concerns.

The collaborative effort by CITA and the Spanish Presidency of the Council of the EU was praised for taking a comprehensive approach to vehicle inspections. The conference not only enriched discussions on the societal implications of vehicle inspections but also set the stage for worldwide cooperation.

By exchanging knowledge, research, and best practices, stakeholders are empowered to advance an agenda that champions road safety and environmental sustainability, all the while embracing the latest technological innovations.

Conference in Brussels

ELECTRIC VEHICLES AND PTI. A PRACTICAL APPROACH

The “Electric Vehicles and PTI: A Practical Approach” event, held in Brussels, on Wednesday, May 10, 2023, marked a significant step forward in the automotive industry’s ongoing transition towards electrification. This hybrid event, combining both in-person and virtual elements, served as a pivotal forum for experts, professionals, and enthusiasts to delve into the critical aspects of electric vehicle (EV) inspections and PTI protocols.

Victor Salvachúa Barceló from Applus+ Automotive took the stage to share his expertise on the methodologies involved in the inspection of electric vehicles. His presentation not only provided theoretical insights but was complemented by a practical demonstration that laid bare the potential system vulnerabilities inherent in electric vehicles. This segment was particularly eye-opening, as it highlighted the importance of thorough inspections in ensuring the safety and environmental benefits of EVs are fully realized.

Salvachúa’s discourse emphasized the pivotal role that vehicle inspections play in the eco-friendly evolution of the automotive fleet towards electrification. He pointed out the unique risks associated with electric vehicles, which, if not meticulously maintained throughout their lifecycle, could pose significant dangers.

The emphasis was on the necessity for a robust inspection regime that could preemptively identify and mitigate these risks, thereby safeguarding the public and the environment.

Adding a practical dimension to the theoretical discussions, DIM Formación Mecánica conducted a real-world demonstration that vividly illustrated the dangers of tampering with electric vehicles, particularly focusing on the Battery Management System (BMS).

This demonstration not only showcased the potential ease with which the BMS could be compromised but also proposed



a robust inspection methodology for electric vehicles during their PTI. This hands-on demonstration served as a stark reminder of the critical need for vigilance and expertise in the inspection process.

The event underscored the growing popularity of electric vehicles, driven by their environmental benefits and efficiency. However, it also brought to light the imperative for inspection technicians and professionals to be well-versed in identifying any unauthorized modifications or alterations to the BMS and other critical components of electric vehicles. The discussions concluded with

a consensus on the importance of establishing specific inspection protocols tailored for electric vehicles and securing the right testing equipment to ensure the safety and integrity of the vehicle fleet as it transitions towards electrification.

Overall, the event offered a comprehensive overview of the challenges and solutions associated with the inspection of electric vehicles. It provided a platform for sharing knowledge, highlighting the crucial role of advanced inspection techniques in promoting a safe, sustainable, and efficient future for the automotive industry.

Helsinki

TOPIC AREA A, B AND C HYBRID MEETINGS

The CITA Topic Area (TA) meetings for TA A “R & D vehicle compliance,” TA B “Optimizing current vehicle compliance,” and TA C “External Affairs” were held on March 28-29, 2023. These sessions took place in Helsinki, Finland, courtesy of TRAFICOM, which provided the venue. Additionally, A-Katsastus and YKL ry coordinated a technical tour of two different PTI stations in the vicinity of the city.



The meetings served as a platform for CITA members to receive updates from various TaskForces and to engage in discussions on the most pressing topics of the time. Key issues addressed included data analysis (specifically OBD within NCT/OBFCM) and updates on new software; testing L-cat vehicles and e-call systems were also on the agenda. Mr. Konsta Arvelin, a policy officer from the Finnish Ministry of Transport, contributed to the TA C meeting by sharing the main points of the current Action Plan under the Finnish Transport Safety Strategy.

Pristina

TOPIC AREA D AND E HYBRID MEETINGS

On March 7th and 8th, 2023, in Pristina, Kosovo, EUROLAB – QAK, a member organization, hosted meetings for CITA Technical Committees on “Environmental Protection Systems” (TA D) and “Quality, Training, and Confidence” (TA E). The TA D meeting, under the leadership of Thomas Ost, featured compelling discussions and presentations, notably a presentation on NOx investigations at PTI by the JRC. CITA plans to support the JRC’s research efforts through its Emissions Task Force. EUROLAB’s presentations on Kosovo’s data, activities, and future plans, including the introduction of emission testing, were particularly noteworthy.



The TA E meeting was significant for the transition of leadership, with Andreas Klocke of TÜV NORD and Jaroslav Olexa of TESTEK a.s. assuming the roles of Chairman and Deputy Chairman, respectively, succeeding Eva Morger. Morger’s leadership, especially her time leading TA E and CITA Working Group 3, has been highly valued, and her contributions have left a lasting impact.

Lastly, gratitude is extended to EUROLAB–QAK for their excellent hosting and organizational skills, which were pivotal to the event’s success.

Webinar

HYDROGEN AUTOMOTIVE

Over 80 members of CITA participated in the “Hydrogen Automotive” webinar, which took place on April 12, 2023.



With the rising interest in hydrogen vehicles as a sustainable alternative for the transport sector, CITA hosted a webinar featuring a prominent expert in this area. Mr. Xavier Ribas, an alumnus of EUETIB-UPC with a background in mechanical engineering, shared his expertise with participants. Having previously worked with various engineering firms and Original Equipment Manufacturers (OEMs), Mr. Ribas is the founder of EVARM.

This company is known for its specialization in retrofitting commercial vehicles, such as trucks and buses, to use CNG, LPG, and, more recently, hydrogen since 2018. Presently, he serves as the Director of EVARM. One of the notable achievements under his leadership includes preparing the first hydrogen ICE truck to participate in the Dakar Rally 2023.

The session featured a detailed presentation on the process of converting vehicles to hydrogen, starting with an introduction to CNG/LPG, and was followed by a panel discussion. This format allowed participants a comprehensive learning experience and the chance to engage directly with Mr. Ribas.

Webinar

NEW CITA RECOMMENDATION NO. 26

On 31 October 2023, CITA hosted a webinar to introduce its new Recommendation No. 26, focusing on Suspension Testing. The online event, presented by Mr. Tatu Siivonen of Traficom, Finland, and Chairperson of the CITA Task Force on Suspensions, took place on Zoom, drawing global attention.

Recommendation No. 26 aims to standardize suspension testing procedures across the PTI industry, addressing the critical need for consistent safety measures in light of advanced vehicle technologies.



The initiative underscores the importance of ensuring vehicles' suspension systems are thoroughly evaluated to maintain high safety standards and performance.

During the webinar, Mr. Siivonen detailed the objectives and expected impacts of the new recommendation, emphasizing its role in enhancing road safety and facilitating international compliance. The session also highlighted the collaborative efforts required for effective implementation and addressed queries during a Q&A, offering insights into the recommendation's significance and application.

Global

CITA ANNUAL REPORT 2023

32

2023 WHO
Road Safety Report



33

End-of-life vehicles
EU Regulation



34

The 85th plenary session
of ITC

35

WP.29's 70th anniversary
-
Multilateral MoU for the
Safety of Future Mobility

2023 WHO Road Safety Report

A LEAP FORWARD WITH VEHICLE INSPECTION



Global status report on road safety 2023



The World Health Organization (WHO) has released its 2023 Global Status Report on Road Safety, marking a significant moment in the ongoing global effort to enhance road safety.

This report, the fifth in its series, not only reflects on the journey from 2010 to 2021 but also sets a vital baseline for the United Nations Decade of Action for Road Safety 2021-2030.

This ambitious initiative aims to halve road traffic deaths and injuries by the end of this decade.

Key Findings: A Mixed Picture

The report reveals a marginal decline in road traffic deaths, now at 1.19 million annually. While this indicates progress, it underscores the critical need for more robust actions.

The high cost of mobility, measured in lives lost and injuries sustained, is a stark reminder that achieving the 2030 target requires accelerated and concerted

efforts worldwide.

Beyond Numbers: Country and Territory Profiles

In a complementary move, the WHO has also provided detailed profiles for 194 member states and two territories.

These profiles offer a country or territory-level overview of progress during the Decade of Action for Road Safety 2011-2020.

They are instrumental in understanding the unique challenges and strides made in different regions, forming a comprehensive backdrop against which the 2021-2030 actions will be measured.

Data Collection: A Foundation for Action

Integral to this report's insights is the innovative data collection platform used for the first time.

Running from September 2022 to August 2023, this platform gathered country- and territory-level data, enabling a more nuanced

and precise understanding of road safety realities across the globe.

Vehicle Inspection: A New Focus

The 2023 edition of the report notably includes, for the first time, a focus on vehicle inspection.

This inclusion is a recognition of the crucial role PTI plays in preventing road accidents and fatalities.

By spotlighting this aspect, WHO is broadening the scope of road safety measures, acknowledging the multi-faceted nature of road traffic incidents.

Looking Ahead

As we digest the findings of the WHO's 2023 Road Safety Report, it's clear that while progress is being made, the journey ahead is long and demands unwavering commitment.

This report serves as both a benchmark and a beacon, guiding global efforts in making roads safer for everyone.

*For more detailed information and insights from the report, visit the WHO's dedicated page on the Global Status Report on Road Safety 2023.

End-of-Life Vehicles

EU RULES TO MAKE THE AUTOMOTIVE SECTOR CIRCULAR, TO MAXIMIZE THE EFFICIENT USE OF RESOURCES AND TO PROTECT THE ENVIRONMENT



Every year, over six million vehicles in Europe reach the end of their life. Inadequate handling of vehicles at the end of their life results in lost value and pollution.

The recent evaluation of the existing EU legislation regulating the area – [Directive 2000/53/EC on end-of-life vehicles](#) (“ELV Directive”, adopted in 2000) and [Directive 2005/64/EC on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability](#) (“3R type-approval Directive”, adopted in 2005) – has shown that considerable improvements were needed to boost the transition of the automotive sector to a circular economy, thereby reducing the environmental impact linked to the production and end-of-life treatment of vehicles, and strengthening the sustainability of the automotive and recycling industry in Europe.

On July, the 13th 2023, the EU

Commission proposed measures to enhance the circularity of the automotive sector, improving design and end-of-life management of cars for more resource-efficient automotive sector.

The document delves into the European Commission’s initiative aimed at fostering a circular economy within the automotive industry, emphasizing the enhancement of vehicle design, production processes, and end-of-life management to augment resource efficiency.

This comprehensive approach seeks to overhaul the current directives with a more robust regulation that promises substantial environmental benefits, including a [reduction in CO2 emissions](#), [enhanced valorisation of materials](#), and [an increased recovery rate of critical raw materials](#).

It outlines specific measures such as improving the design of vehicles

to facilitate dismantlement, mandating the incorporation of recycled content in new vehicles, augmenting the quality of material recovery, instituting [Extended Producer Responsibility schemes](#), and broadening the regulatory scope to encompass a wider range of vehicle categories.

This ambitious initiative not only aims at generating significant net revenue, estimated at €1.8 billion by 2035, but also at creating job opportunities and propelling the EU towards a more sustainable and resilient automotive sector.

This aligns with the objectives of the European Green Deal and the Circular Economy Action Plan, underscoring the EU’s commitment to a sustainable future.

This proposal will now be considered by the European Parliament and the Council in the ordinary legislative procedure.

85th Annual Session of the ITC

THE GLOBAL FIGHT AGAINST CLIMATE CHANGE



The 85th plenary session of the UNECE Inland Transport Committee (ITC), held in Geneva from 21 to 24 February 2023, centered on the inland transport sector's contributions to the global climate change mitigation effort.



The session kicked off on 21 February with opening remarks and keynote addresses that underscored the critical need to tackle climate change challenges.

These discussions highlighted the significant role of inland transport solutions and positioned the Committee as a driving force for implementing effective climate action.

The event featured three ministerial panels that delved into:

1. **Establishing essential partnerships and inclusive strategies for achieving net-zero emissions**, addressing global climate challenges, and identifying successful approaches.



2. **Creating synergies between regulators and innovators** to scale up vital technologies that support climate change mitigation efforts.
3. **Evaluating the risks and opportunities** at the intersection of international financial support and regulatory frameworks for climate action.

CITA, with representation from its President Mr. Müller, Executive Director Mr. Fernández, and Bureau Permanent member Mr. Nolte, actively contributed to the discussions, particularly focusing on the second panel.

Mr. Müller emphasized the importance of ensuring compliance for vehicles throughout their lifespan, including those with traditional, hybrid, and electric powertrains. He highlighted the role of On Board Fuel Consumption Measurement in gathering accurate vehicle usage data,



stressing the necessity for legislation that allows inspection operators access to critical safety and emission data, which should be freely available for their legal inspection tasks.

The conference culminated in the adoption of the Ministerial Declaration on "Harnessing the full potential of inland transport solutions in the global fight against climate change".



This declaration provides a clear direction for the ITC's future work as a UN platform dedicated to inland transport and climate change solutions, urging the acceleration of the shift towards decarbonized mobility and reduced emissions within the sector.

Furthermore, it called for the ITC secretariat to formulate a strategy document aimed at cutting greenhouse gas emissions in inland transport, to be presented at the 2024 annual session, reinforcing the sector's commitment to environmental sustainability and climate resilience.

WP.29's 70th anniversary

65TH ANNIVERSARY OF THE 1958 AGREEMENT



The UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) convened in Geneva from the 07 to the 09 March, 2023 for its 189th session,

marking a dual celebration of its 70th anniversary and the 65th anniversary of the 1958 Agreement under the UNECE's Inland Transport Committee.

The event saw participation from various stakeholders, including CITA's Technical Director, Mr. A. Checa, who delivered a brief address at the gathering.

In his speech, Mr. Checa underscored the critical role of WP.29 in fostering innovation and cooperation, as well as its ongoing commitment to ensuring vehicles adhere to the highest standards of safety and environmental performance throughout their lifecycle.

He pointed out the pressing need for the forum to address challenges such as decarbonization and the advancement of automated driving technologies.

Moreover, Mr. Checa emphasized the importance of expanding WP.29's reach to include countries that are not currently members, thereby enhancing its global impact and inclusivity.

Multilateral MoU

FOR THE SAFETY OF FUTURE MOBILITY

On May 31, 2023, in Vienna, a significant partnership was formalized through the signing of a memorandum of understanding (MoU).

Expressing his enthusiasm, Gerhard Müller highlighted the importance of the MoU in enhancing road safety, emphasizing the commitment to ensuring the safety and security of vehicles equipped

with Advanced Driver Assistance Systems (ADAS) throughout their operational life. It outlines a comprehensive plan for the exchange of knowledge, information, and research. Key focus areas include the safety management of future mobility such as Connected Automated Vehi-



This collaboration involved key figures including Gerhard Müller, President of CITA, Yongbok Kwon, President of the Korean Transport Safety Authority, Gerald Lackner, CEO of AVL DiTEST, and Susanne Kaiser of the Austrian Road Safety Board.



with Advanced Driver Assistance Systems (ADAS) throughout their operational life.

The MoU aims to foster cooperation in technical areas pertinent to the advancement of future mobility, prioritizing safety.

cles (CAV) and electric vehicles, improving preventative measures against injuries, addressing emerging challenges like cybersecurity, data privacy, and ADAS malfunctions, and organizing technical seminars to further these goals.

About CITA

WHO WE ARE

38

The Importance of PTI

40

Mission & Vision

41

Members



42

Board & Staff

43

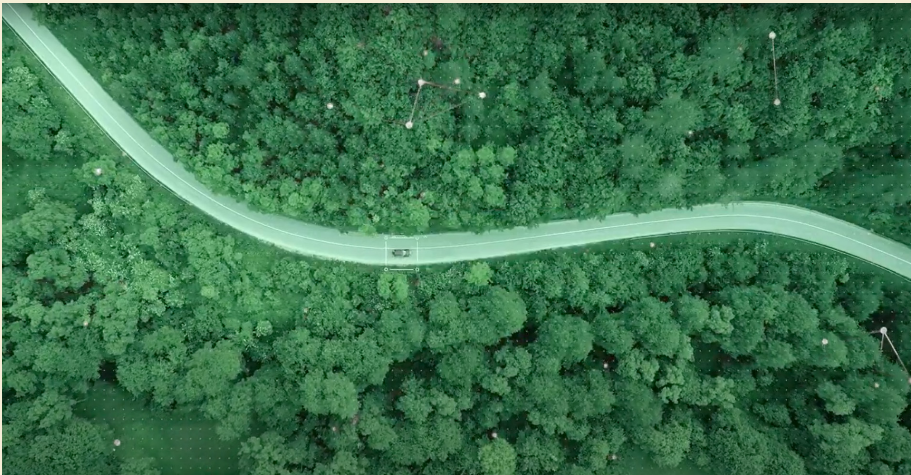
Policy & Technical Experts

45

On the Horizon

The Importance of PTI

ENSURING ROAD SAFETY & ENVIRONMENTAL PROTECTION



In the contemporary landscape of automotive maintenance and road safety, Periodic Technical Inspections (PTI) emerge as a cornerstone, playing a pivotal role in safeguarding both human lives and the environment.

As underscored in the informative [CITA video*](#) available on YouTube, PTI is not merely a procedural formality but a critical practice designed to ensure the safety, reliability, and legal compliance of vehicles.

This video delves into the multifaceted benefits of PTI, highlighting its significance in ensuring road safety, controlling emissions, promoting regulatory compliance, preventing vehicle breakdowns, and maintaining the overall health and reliability of vehicles.

Ensuring Road Safety

The paramount goal of Periodic Technical Inspections is to ensure the safety of vehicle occupants and other road users.

Through comprehensive assessments, PTI identifies potential safety hazards, such as faulty braking systems, worn-out tires, malfunctioning lights, or compromised suspension systems.

Early detection and rectification of these issues are crucial in preventing accidents and injuries on the roads, making PTI an indispensable practice for safeguarding public safety.

Emission Control for Environmental Protection

With vehicle emissions being a significant contributor to air pollution, PTI plays a vital role in environmental conservation.

The inspection includes stringent emission tests to verify that vehicles adhere to the required standards. By identifying and repairing vehicles that exceed emission limits, PTI aids in mitigating air pollution.

This initiative not only fosters a cleaner, healthier environment but also contributes to the global effort in combating climate change by ensuring vehicles operate efficiently and cleanly.

Compliance with Regulations

Across the globe, countries and jurisdictions enforce regulations and standards concerning vehicle safety and emissions.

PTI ensures that vehicles meet these regulatory requirements, maintaining their roadworthiness and legality.

This adherence to standards is essential for promoting uniform safety protocols and environmental conservation efforts, thereby enhancing the overall quality of road transport services.

Preventive Maintenance and Vehicle Reliability

Periodic Technical Inspections serve as a preventive maintenance measure, identifying mechanical or electrical issues before they escalate into major problems.

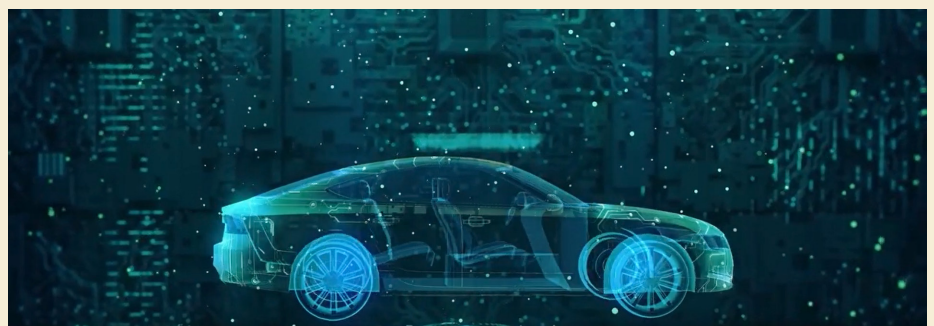
This early detection facilitates timely interventions, averting costly breakdowns and extensive repairs down the line. Consequently, PTI not only extends the lifespan of vehicles but also enhances their performance and reliability, ensuring they remain in optimal condition over time.

Conclusion

The critical importance of PTI in the automotive and transportation sector cannot be overstated.

By ensuring vehicle safety, reducing emissions, enforcing compliance with regulations, and fostering preventive maintenance, PTI plays a vital role in maintaining the health and reliability of vehicles.

As highlighted in the video, embracing PTI is a step toward enhancing road safety, protecting the environment, and ensuring that vehicles are both efficient and reliable. This comprehensive approach to vehicle maintenance and inspection underscores the collective responsibility toward safer roads and a healthier planet.



Clear examples

THE BENEFITS OF SAFETY INSPECTION IN THE US



The study entitled “*The Impact of Periodic Passenger Vehicle Safety Inspection Programs on Roadway Fatalities: Evidence from US States Using Panel Data*” was recently published, showcasing the essential role of vehicle inspections in enhancing road safety and preserving lives.

Led by researchers Prithvi S. Acharya, Laila AitBihiOuali, Daniel J. Graham, and H. Scott Matthews, and supported in part by CITA, it underscores the signifi-

cance of such inspections in the context of road safety.

With approximately 6.5 million road accidents occurring annually in the United States, resulting in costs over \$240 billion and more than 30,000 deaths, motor accidents are a primary cause of mortality among adults in the country, according to the U.S. Centers for Disease Control and Prevention (CDC).

Currently, 15 states in the U.S. mandate periodic safety inspections for passenger vehicles. Earlier research on the impact of these inspection and maintenance (I/M) programs on reducing accidents and fatalities often used outdated data or concentrated on particular areas.

As debates over the efficacy of I/M programs continue in legislative forums nationwide, this study aims to offer a reliable, data-backed assessment of how

these programs influence road fatality rates, using an extensive dataset that spans all 50 U.S. states over 44 years.

The findings reveal a significant association between active safety I/M programs and lower rates of road fatalities. Analysis using panel data regressions found a negative correlation between the implementation of state I/M programs and the rate of roadway fatalities, adjusted for fleet size.

States with I/M programs reported 2.8% fewer road deaths per 100,000 registered passenger vehicles (with a 90% confidence interval ranging from 0% to 5.6%), according to data from 1975 to 2018.

Furthermore, the study employs a two-stage least-squares (2SLS) analysis, reinforcing the initial findings and suggesting a causal link between the adoption of I/M programs and a reduction in road fatalities.

MOTORCYCLE INSPECTIONS IN FLANDERS

In a significant move towards bolstering road safety and environmental preservation, Flanders initiated the motorcycle inspection regime on January 1, 2023.

This initiative particularly targets motorcycles above 125 cc for second-hand sales and post-accident assessments, marking a proactive step in the transposition of a EU directive aimed at increasing road safety.

Scope and Impact

The 2023 statistics from Flanders reveal a considerable uptake in motorcycle inspections. According to the data, there were 23,368 complete second-hand inspections, showcasing the community's commitment to safety and environmental standards. This reflects a significant engagement of the motorcycle community in adhering to safety norms.

These inspections are not uni-

versally mandatory for all motorcycles but are specifically required for:

- Motorcycles, tricycles, and quadricycles with internal combustion engines exceeding 125 cc displacement.
- Electric or hybrid motorcycles with a power output greater than 11 kilowatts and speeds surpassing 45 kilometers per hour.

The Inspection Process

The inspection covers several technical aspects including the evaluation of braking equipment, steering, lighting and reflectors, suspension, chassis, emission levels, and noise.

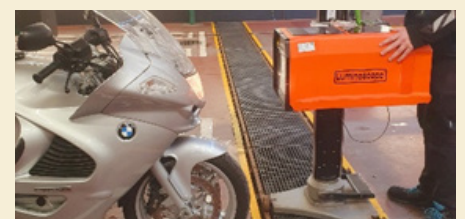
The detailed process is outlined in the inspection manual available on the GOCA VLAANDEREN website. Additionally, the “*Kijk uit!*” episode dedicated to motorcycle inspection provides practical insights into the process.

Conclusion

With more than two-thirds of inspection centres in Flanders participating, the initiative ensures a wide geographical spread, making inspections accessible to all.

The data predicts about 30,000 pre-sale inspections and around 200 post-accident inspections annually, underscoring the program's scale and reach.

As the statistics demonstrate, this initiative is a crucial stride in our collective journey towards safer roads and a cleaner environment, with over 23K second-hand inspections conducted in just one year.





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



WHO WE ARE

The world-wide association of authorities and authorized companies active in the field of vehicle compliance



MISSION

We are the impartial partner to enable programs and policies for safe and clean vehicles

WE BELIEVE THAT SUSTAINABLE MOBILITY MAKES THE WORLD BETTER



We dedicate our daily efforts to improving road safety and protecting the environment.



We organise conferences and seminars on inspection methods, standards and equipment.
We create awareness on quality control, assurance and accreditation.



We provide a global forum for best practice exchange. Our members find a unique place to share knowledge and participate 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 provide training to stakeholders, capacitate authorities and facilitate on information systems used to improve inspection consistency and effectiveness.

PLATINUM MEMBERS



FULL CORPORATE

AUTOCOM
AVL DI TEST
Beissbarth GmbH
CAPELEC
Hella Gutmann Solutions
MAHA
MAHLE
RYME – Worldwide

CORPORATE MEMBERS

OTHER CORPORATE

3DATX Corporation
 AIR LIQUIDE
 BM Autoteknik A/S
 COSBER Technology Co., Ltd.
 Dekati Ltd
 JEVOL
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 RDW (Netherlands)

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 BMK (Austria)
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 Driver & Vehicle Agency (UK)
 Driver & Vehicle Standards Agency (UK)
 Estonian Transport Administration (Estonia)
 General Directorate of Road Transport Services (Albania)
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 ANCIA (Portugal)
 Association Vehicle Technicians (Austria)
 AVTS Roadworthy Stations (South Africa)
 BOVAG (Netherlands)
 Bureau Veritas (France)
 Federispettori (Italy)
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 JEVIC (Japan)
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NATEP (Serbia)
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 QM-Verein (Germany)
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 Rosmerta Technologies Limited (India)
 Saudi Standards - SASO (Saudi Arabia)
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Ferose OATEN
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Chairperson RAG Africa



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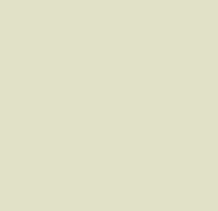
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Olivier PLETINCKX
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Communication Manager



Ruta TAMOŠIŪNAITĖ
Office Manager

* Effective November 27, 2023, Mr. Geert Konings replaces Mr. Henk Bussink in the CITA Bureau Permanent as an observer until the CITA General Assembly in 2024.

POLICY AND TECHNICAL EXPERTS

TOPIC AREA (TA)

TA A / R & D VEHICLE COMPLIANCE

- Víctor Salvachúa / Chairperson
- Karsten Graef / Deputy Chairperson
- Stefan Teller / Deputy Chairperson

TA B / OPTIMIZING CURRENT VEHICLE COMPLIANCE

- Pascal Buekenhoudt / Chairperson
- Marian Rybiansky / Deputy Chairperson

TA C / EXTERNAL AFFAIRS

- Richard Goebelt / Chairperson
- Oliver Deiters / Deputy Chairperson

TA D / ENVIRONMENTAL PROTECTION SYSTEMS

- Thomas Ost / Chairperson
- Pascal Buekenhoudt / Deputy Chairperson

TA E / QUALITY, TRAINING & CONFIDENCE

- Andreas Klocke / Chairperson
- Jaroslav Olexa / Deputy Chairperson

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Friedrich Eppel
Kristian Hopping
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Oriol Flix
Raphael Lazar

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Macarena Fernández

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Karsten Graef
Jean-François Gaillet
Xavier Rodriguez
Peter Riolo

On the Horizon

Eduard FERNÁNDEZ

Executive Director

Dear CITA members,
stakeholders, and friends,

As we embark a new year, it promises to be filled with excitement and opportunities.

Our efforts have traditionally been focused on minimizing two key road transport externalities: crashes and poisonous emissions. 2024 will be the year for CITA and its members to become an acknowledgeable stakeholder in decarbonization.

Certainly, mitigating climate change encompasses complex issues such as geopolitical challenges, energy management, and infrastructures among others. Nevertheless, ensuring vehicle compliance remains crucial for the effective implementation of policies aiming at reducing GHG emissions.

Throughout 2024, we will continue developing the full potential of coordination across various stages of vehicle compliance. A comprehensive approach to regulations throughout vehicles' lives is essential to manage our efforts with maximum efficiency. An example is the recent experience in some countries with implementing particle number counting for diesel cars in vehicle inspection: it shows clearly that our work efficiently complements the OBD limitations.

At CITA, we remain committed to ensuring that only roadworthy used vehicles are exported to low- and middle-income countries. That will include a new challenge: those vehicles with partial or complete electric powertrains, particularly in assessing the battery durability and State of Health.

Another critical task this year is finalizing the Roadworthiness Package proposal, which includes a review of both periodic and roadside inspections within the European Union. We need to put more energy than ever into ensuring the best legal framework to follow the technical evolution of vehicles and guarantee the necessary access to systems and data as we undertake a sovereign activity.

In 2023, we resumed all our face-to-face activities and were delighted to gather with the CITA family in Africa, Asia, Central and South America and Europe. We plan to make the arrangements to provide continuous opportunities to meet, network and share experiences and knowledge.

The collective wisdom of our CITA Members is our most valued asset.

I am privileged to be part of these endeavors aimed to making our roads safer and cleaner, and I look forward to continuing our work together.



23rd CITA General Assembly / 16th May 2024

This significant event marks a pivotal moment in our ongoing commitment to shaping the future of vehicle inspection standards globally.

Agenda: The meeting's detailed agenda, program, and instructions on how to vote, will be provided in due course. We assure to our members that a comprehensive set of documents, including keynotes and discussion points, will be shared in advance to ensure a productive and enlightening assembly.

Hybrid Event: In our efforts to accommodate the diverse needs of our members, this General Assembly is designed as a hybrid event. Members can choose to participate in-person at SPARKS or engage remotely. Remote participants will have full access to the discussions and will be equipped with all necessary instructions to partake effectively in the voting process.



WE MAKE ROADS SAFER AND CLEANER
Every day. Everywhere. Impartially. Responsibly.



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