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Dear CITA Members, stakeholders and friends,
2019 has been a very active and successful year for CITA. Once again, we have increased our efforts to make the roads safer and more environmentally friendly around the world.

The highlight was the CITA General Assembly in Seoul, Korea, in April, where we had the chance to share our experiences with our colleagues and experts from all around the world. Being able to talk about individual ways of solving the different problems regarding roadworthiness at national level, and enhancing our important work, we have been sharing knowledge to improve road safety and environmental protection. I am sure we will repeat the same great experiences during our next International Conference, hosted by RDW, in Amsterdam, in June 2021.

In addition, Regional Conferences were held in Asia, Africa and South America to emphasize the importance of vehicle inspection and to strengthen CITA activities outside Europe. We intensified our collaboration with relevant stakeholders like the European Commission, the World Forum for Harmonization of Vehicle Regulations (UNECE), the World Health Organisation or the World Bank. We have also organized political events, participated in several projects, conducted or supported various studies and developed useful recommendations for policy makers

Last but not least, we celebrated our 50th anniversary in September.

Today, we have over 140 members in 55 countries around the world, and we are proud to be an indispensable part of the road safety and environmental protection family. Impartiality is and will always be the precondition for our success and this is what makes us unique.

The task for 2020 and the new decade is not an easy one. Crash data and fatality rates as well as air pollution especially in urban areas around the world are not acceptable at all. There is an urgent need to improve the current situation.

We are now at a crossroads: digitalization and automated driving as well as high complex emission after treatment systems require completely new methods for proper and valid inspections. All kinds of vehicle inspections must keep pace with the technological development of modern vehicles. Only if we are able to maintain the high level of safety and environmental standards of modern vehicles during the whole life cycle, roadworthiness will improve sustainability. Vehicle whole-life compliance requires a comprehensive approach to all types of vehicle inspections.

Non-discriminatory and fair access to original vehicle data, provided in a standardized format, is a precondition to guarantee safe and secure vehicles, especially in the future world of automated driving. We, the individuals, and all society, shouldn't be threatened by advancement of automated cars.

I am convinced that we, CITA and its members, with all the experience and technical skills and combined with impartiality will meet the challenge. We will keep on pushing for modern, meaningful and impartial vehicle inspections, adapted to the individual requirements of the different countries and regions around the world.

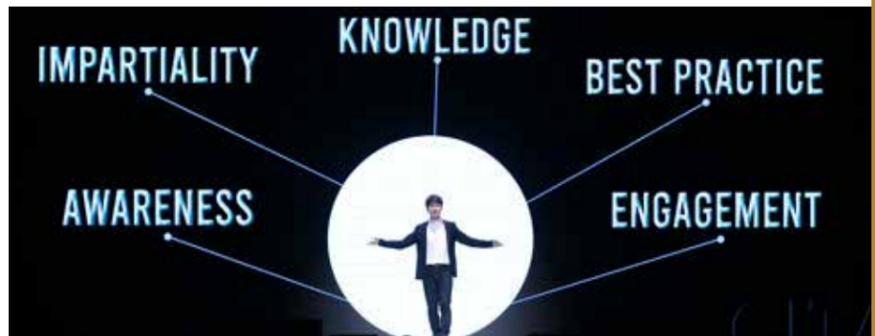
**WE MAKE ROADS SAFER AND CLEANER:
EVERYDAY.EVERYWHERE.
IMPARTIAL.RESPONSIBLE.**

On behalf of the Bureau Permanent and the secretariat, I would like to thank all those who are dedicated to CITA and make our work so successful.



CITA celebrated its 50th anniversary on September 24, 2019, in the centre of Brussels. Many things have happened over the past 50 years, but our huge ambition to make roads safer and the air cleaner has never declined.

THE IMPARTIAL VEHICLE INSPECTION IS MORE THAN EVER THE ESSENTIAL WAY TO GUARANTEE VEHICLE WHOLE LIFE COMPLIANCE AND TO ENSURE ROADWORTHINESS.





In June 2019, we started with our strategy project 'Roadmap 2030'. The goal was to describe the position of CITA in the next ten years and to equip it with the right insights and tools to be most beneficial for their members. In order to increase the added value of our association, a substantial goal was also to identify how to better serve our members and to reach the right forums, with the greatest impact and by constantly watching impartiality. To cope with this task, and at the same time to learn new ways of working at CITA, we engaged an external consultant who supported us in this mission.

The RAGs were the owners of this project, guided by a central Sounding Board especially established for that effort. For the latter, five representatives from the Bureau Permanent met on a regular basis to develop first results and inspiring insights on key outcomes (trends, vision, values and drivers, members and stakeholders benefits, CITA ways of working and regional action plans).

These results served as a basis for the RAG chairpersons and their teams to adapt and enrich them according to regional idiosyncrasies. They have created useful outcomes for their regions to ultimately increase the added value for their members and to be able to have an even larger outreach on the continent than they do today.

As a first step, it was crucial to understand the external influences and challenges CITA and their members are facing, today and in the future. Along seven areas, we developed a holistic plot of the current and future market, technological and economic trends. It builds a solid basis for a trend report that CITA plans to release on a regular basis in the future. In combination with our work on benefits, values and drivers, the teams were collectively enabled to take a new perspective for our CITA vision.

We describe ourselves as follows: We are convinced that safer and cleaner vehicles make our world better. That's why we are an impartial global hub of expertise. We ensure sustainable road transport.

EVERYWHERE.

As another outcome, we developed a clear view on the membership benefits that CITA is, as a unique association in the area of inspection services, able to offer to their members. The teams identified a wide range of enhanced offerings, bringing the current benefits like guided sharing of information or participation on working groups and regional conferences to a next level.

In 2020, we will create a new membership program that will build on these. We are planning to communicate these plans in H2/2020.



ABOUT US

**MISSION & VISION
FACT & FIGURES
BOARD & STAFF
MEMBERS**



ENGAGEMENT

by all members in CITA's activities and initiatives

KNOWLEDGE

sharing to identify, seek out and disseminate expertise

AWARENESS

promoting the expertise of CITA's members to the outside world and offering a platform to exchange and build know-how

BEST PRACTICE

supporting appropriate recommendations and taking into account the local socio-economical reality

IMPARTIALITY

fostering open discussions related to systems, solutions and unbiased methods



MISSION & VISION

We are the worldwide automotive inspection organization, with members from more than 50 countries and from both the public and private sectors.

We play an valuable role in developing and implementing policies for the safe and sustainable use of roads. Sustainable road transport has an extremely significant impact on our lives and is part of an even wider approach.

Vehicle inspection or, in a wider concept, continuous vehicle compliance, is an integral part of a comprehensive approach to road transport sustainability. In order to be able to continue to fulfil our commitments, we look to the future based on five core values that are inextricably linked.

Our values are: **IMPARTIALITY** in the assessment of roadworthiness; **ENGAGEMENT** of members in CITA's activities and commitment of the whole CITA family to road safety and the environment; this body of **KNOWLEDGE** accumulated by the members through their activities in all kinds of contexts all around the world and over many years; that knowledge is encapsulated in **BEST PRACTICE** documents and should be used to raise **AWARENESS** of vehicle roadworthiness for transport sustainability.

ALL THESE VALUES SUPPORT CITA'S VISION AND MISSION TO BECOME THE FORUM FOR ENSURING SAFETY AND COMPLIANCE OF VEHICLES THROUGHOUT THEIR LIFECYCLE.



24 EVENTS
ORGANIZED AROUND
THE WORLD

CITA = **140** MEMBERS
56 COUNTRIES



**MORE THAN
200 MILLIONS**
VEHICLES
INSPECTED
BY OUR MEMBERS



MORE THAN 1500
PARTICIPANTS
IN OUR EVENTS



**WE VISITED
22** COUNTRIES IN
5 CONTINENTS



**MORE THAN
180 THOUSAND**
EMPLOYEES IN
THE SECTOR

BUREAU

PERMANENT

AS OF DECEMBER 31, 2019*



Gerhard **MÜLLER**
President
Chairperson TAEG
Chairperson WG2

SECRETARIAT

Eduard **FERNÁNDEZ** | Executive Director
Rūta **TAMOŠIŪNAITĖ** | Office Manager
Daniele **D'ONOFRIO** | Communication Manager
Vlad **SOGODEL** | Project Manager

POLICY & TECHNICAL EXPERTS

in alphabetical order

Kanvaly **BAMBA** | Deputy Chairperson for the RAG Africa
Eric **BRAND** | Technical Expert on Noise
Emre **BÜYÜKKALFA** | Technical Expert on Quality
| Chairperson of the Ad-Hoc Working Group "Anti-Fraud Measure"
Macarena **FERNÁNDEZ** | Technical Expert on Quality
Tomas **GERAGHTY** | Technical Expert on Training
Viktor **KRETZSCHMANN** | Deputy Policy Expert WG3 "Quality, Training and Confidence"
| Technical Expert on Quality
Frank **LEIMBACH** | Policy Expert WG1 - Safety Systems
Hans-Jürgen **MÄURER** | Deputy Policy Expert on Environmental Protection Systems
| Technical Expert on Exhaust Emissions
Antonio **MULTARI** | Technical Expert on Exhaust Emissions
Christoph **NOLTE** | Deputy Chairperson of Regional Advisory Group Europe
Hannu **PELLIKKA** | Technical Expert on PTI Regimes
Celestino **PÉREZ** | Technical Expert on PTI Regimes
George **PETELET** | Technical Expert on CO₂ Emissions
Laszlo **RONAY** | Technical Expert on Roadside Inspection Regimes
Marian **RYBIANSKY** | Technical Expert on Mechanical Systems
Víctor **SALVACHÚA** | Policy Expert WG5 - Information Technologies
Piet **SCHÄFER** | Technical Expert on Electronic Controlled Systems
Helge **SCHMIDT** | Technical Expert on CO₂ Emissions
Ralph Frank **SCHRÖDER** | Technical Expert on Electronic Controlled Systems
André **SKUPIN** | Technical Expert on Other Roadworthiness Regimes
Mark **SYNNOTT** | Technical Expert on Information Systems
Stefan **TELLER** | Policy Expert WG4 - Continuous Compliance, representing operators
Bert **TOP** | Technical Expert on Training
Jörg **VAN CALKER** | Technical Expert on Information Systems
Andrzej **WIERZEJSKI** | Technical Expert on Noise



Eva **MORGER**
Vice President
Secretary General
Chairperson WG3



Lothar **GEILEN**
Vice President
Treasurer



Pascal **BUEKENHOUDT**
Vice President
Technical Affairs



Henk **BUSSINK**
Bureau Permanent
Technical Expert on Upgraded
Harmonised Standards



Ferose **OATEN**
Bureau Permanent
Chairperson RAG Africa



Thomas **REVILLARD**
Bureau Permanent



Aitor **RETES**
Bureau Permanent



Nicolas **BOUVIER**
Bureau Permanent
- Observer

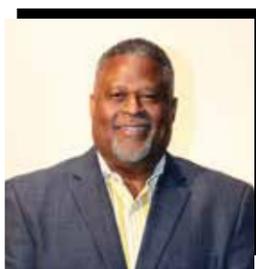
*Previously in the year: Juan D. **RODRÍGUEZ** | Thomas **KLUKAS** | Mike **WALSH**

RAG CHAIRPERSONS

AS OF DECEMBER 31, 2019*



Jann **FEHLAUER**
Chairperson
RAG Europe



Darrin **GREENE**
Chairperson
RAG North America



Yongdal **KIM**
Chairperson
RAG Asia / Australasia



Marcelo E. **MARTÍNEZ**
Chairperson
RAG Cental & South America

*Previously in the year: Bill **DELL** | Tri **NGUYEN HUU** | Gerd **NEUMANN**

CORPORATE MEMBERS

EQUIPMENT & SERVICES SUPPLIERS

in alphabetical order



www.actia.com



www.anche.cn



www.a2t.de



www.autocom.se



DITEST

www.avlditest.com



www.beissbarth-online.com



www.bmtest.dk



www.bosch-automotive.com



www.capelec.fr



www.cosber.com



www.cti-korea.com



www.hella.com



www.maha.de



www.mustangdyne.com



www.ryme.com



www.snapon-totalshopsolutions.com



www.stenhoj.com



www.ten-automotive.com



www.vltest.com



www.vteq.es



www.wep-inc.com

MEMBERS

FULL MEMBERS | AFFILIATED ASSOCIATION MEMBERS
PROVISIONAL MEMBERS | AFFILIATED NON-ASSOCIATION MEMBERS

in alphabetical order

AFRICA

ATTT - TUNISIA
AVTS Roadworthy Stations - SOUTH AFRICA
CCVA (Burkina Controle SA) - BURKINA FASO

Lacvis Nigeria Limited - NIGERIA
SICTA - IVORY COAST

CENTRAL & SOUTH AMERICA

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

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

NORTH AMERICA

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

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

ASIA / AUSTRALASIA

AIRIA - JAPAN
EAA COMPANY LIMITED - JAPAN
Israeli Association of Vehicle Testing Inst. - ISRAEL
Light Motor Vehicle Inspection Organization - JAPAN
Ministry of Land, Infrastructure, Transport - JAPAN
National Agency of Vehicle Inspection - JAPAN
JEVIC - JAPAN
KOTSA - KOREA
Mecanique Motor Vehicle Inspection - LEBANON
MVPI - SAUDI ARABIA
National Road Transport Center - MONGOLIA
NZ Transport Agency - NEW ZEALAND

PUSPAKOM - MALAYSIA
PVI - KURDISTAN
Quality Inspection Services - JAPAN
RTA - Licencing Agency Dubai - UNITED ARAB EMIRATES
STA Inspection PTE LTD - SINGAPORE
TASJEEL - UNITED ARAB EMIRATES
VICOM Ltd - SINGAPORE
Vietnam Register - VIETNAM
VINZ - NEW ZEALAND
VTNZ - NEW ZEALAND
WOQOD - QATAR

EUROPE

AA IRELAND LTD - IRELAND
AECA-ITV - SPAIN
A-Katsastus OY - FINLAND
AMSS CMV - SERBIA
ANCIA - PORTUGAL
Applus Danmark A/S - DENMARK
Applus+ Car Testing Service Ltd - IRELAND
APPLUS+ Iteuve - SPAIN
ASA - SWITZERLAND
AVTO KRKA iso d.o.o. - SLOVENIA
BILPROVNINGEN - SWEDEN
BIVV - BELGIUM
BOVAG - NETHERLANDS
Bundesanstalt für Verkehr - AUSTRIA
BUREAU VERITAS - FRANCE
CENTAR MOTOR d.o.o. - BOSNIA AND HERZEGOVINA
CENTER FOR VEHICLES OF CROATIA - CROATIA
CERTIO - SPAIN
Chamber of Commerce & Industry, GZS - SLOVENIA
DEKRA Automobil GmbH - GERMANY
DEKRA Automotive S.A. - FRANCE
Driver & Vehicle Agency - UNITED KINGDOM
Driver & Vehicle Standards - UNITED KINGDOM
Dunav Auto - SERBIA
Estonian Road Administration - ESTONIA
EUROLAB L.L.C. - KOSOVO
FSD GmbH - GERMANY
GVIBA - GEORGIA
GOCA - BELGIUM
Greenway - GEORGIA
GRUPO ITEVELESA s.l. - SPAIN
GTÜ - GERMANY
HAK - CROATIA
IDIADA - SPAIN
Innovam Group - NETHERLANDS
ITEVEBASA - SPAIN
ITS - POLAND
ITVASA - SPAIN
ITV SERVEIS - ANDORRA
K1 Katsastajat Oy/ Applus Finland - FINLAND

KÜS - GERMANY
Ministry of Infrastructure - KOSOVO
Ministerio de Industria, Energia y Turismo - SPAIN
Ministero delle Infrastrutture e dei Trasporti - ITALY
National Transport Authority of Hungary - HUNGARY
Norwegian Public Roads Administration - NORWAY
ÖAMTC - AUSTRIA
Opus Bilprovning AB - SWEDEN
RAR - ROMANIA
RDW - NETHERLANDS
Retail Motor Industry Federation, Ltd - UNITED KINGDOM
RSA Ireland - IRELAND
RTSD Latvia - LATVIA
Russian Association of Motor Insurers - RUSSIA
RVSA-ITV (Prevencontrol ITV) - SPAIN
Secta Autosur - FRANCE
S-EKA - SLOVAKIA
Sensors Europe GmbH - GERMANY
SGS Group Management S.A. - SWITZERLAND
SGS Securitest s.a. - FRANCE
SIMI - IRELAND
SNCT s.a. - LUXEMBOURG
Sensors Europe GmbH - GERMANY
Supervisión y Control, S.A. - SPAIN
SWEDAC - SWEDEN
Techexpert - RUSSIA
TESTEK, s.r.o. - SLOVAKIA
TRAFICOM - FINLAND
TRANSEKSTA - LITHUANIA
TÜV Nord Mobilität GmbH & Co. KG - GERMANY
TÜV Rheinland Iberica sa - SPAIN
TÜV Rheinland Kraftfahrt GmbH - GERMANY
TÜV SÜD ATISAE - SPAIN
TÜV SÜD Auto Service GmbH - GERMANY
TÜVTURK - TURKEY
UTAC - FRANCE
VdTÜV e.V. - GERMANY
VEIASA - SPAIN
WKO - AUSTRIA
YKL ry - FINLAND



AROUND THE GLOBE

INTERNATIONAL CONFERENCE
RAG AFRICA
RAG ASIA/AUSTRALASIA
RAG CENTRAL & SOUTH AMERICA

CITA INTERNATIONAL CONFERENCE



The CITA International Conference, including its 19th General Assembly - the highest decision-making body of the organization - was held from April 1st to April 5th, 2019 in Seoul, at the Grand Hyatt Hotel.

This year the event had a double topic: on the one hand, the celebration of the 50th anniversary of the official establishment of CITA; on the other hand, the shift from periodical inspection to continuous compliance, a much broader concept.

Hosted by KOTSA, the event was prepared to share the most recent road safety policies and inspection technologies, and to discuss the future directions of the whole vehicle inspection system.

More than 400 experts in vehicles and transportation, from 139 organizations and 53 different countries, participated in the event. International organizations, including the UN, the World Bank and WAEMU, along with governmental bodies, inspection agencies, relevant institutes and OEMs were involved during 3 intense days. Four plenary sessions, seven different split sessions, and a technical visit to the Korea Automobile Testing & Research institute and K-City completed the program. During the split sessions, seven different themes were discussed: vehicle compliance in low and middle-income countries, new technologies, environmental protection, inspection procedures and methods, the role of authorities in roadworthiness, data management and the future vehicle compliance requirements to meet the increasing automatization of vehicles.

THE 2019 CONFERENCE WAS A MILESTONE IN THE HISTORY OF CITA.

Our Members have approved a modification of our Articles of Incorporation, and our new stated purpose has evolved from vehicle inspection to vehicle compliance. This is paramount since our focus is now the final result: to have good vehicles on our roads for their whole life. Indeed, the periodic inspection is and will be for many years one of the primary tools to guarantee roadworthiness, but we must be able to take advantage of any new technology to ensure the best cars on the road.

More than 100 delegates participated at the last CITA RAG Africa (RAG A) meeting, held in Marrakech – Morocco, on 30 and 31 October 2019.

The two-day event, sponsored by the Minister of Equipment, Transport, Logistics and Water of Morocco, hosted a group of international experts who demonstrated best practices and shared information on the PTI industry and vehicle safety on the African continent.

Present among them were Mrs Elisabet Werner – DG “Mobility and Transport” of the European Commission, Mr François Guichard – ONU CEPE and Mr Adébayo Samson Balogoun – UEMOA. CITA was represented by Mrs Ferose Oaten – Chairperson of the CITA RAG A and Mr Eduard Fernández – CITA Executive Director.

THIS MEETING IS PART OF THE CONTINUOUS CITA ENGAGEMENT IN AFRICA, SHARING BEST PRACTICES ON ROAD SAFETY AND CREATING AWARENESS OF THE ACTIVITIES OF CITA.

CITA RAG ASIA / AUSTRALASIA



The 13th CITA Regional Advisory Group Asia & Australasia (RAG AA) Meeting took place in Shenzhen – China, last 20th and 21st November 2019.

Hosted by COSBER, under the topic “Improving PTI Compliance through Technical Innovation”, the event brought together more than 100 delegates, including the governments, public authorities, approved inspection institutes, equipment manufacturers and other related organizations from China, Korea, Japan, Vietnam, Germany, Netherlands, etc.

Divided in four sections, the meeting started with opening remarks by Mr Gerhard Müller, the President of CITA and the welcome speech by Mr Qiao Dong, the China State Administration for Market Regulation, Mr Xia Kunshan From Shenzhen Administration for Market Regulation, Mrs Alice Guo, the President of COSBER, Mr Yongdal Kim, Chairperson of RAG AA.

DURING THE FIRST DAY CITA MEMBERS COULD SHARE KNOWLEDGE, INFORMATION AND LEARN ABOUT THE MOST RECENT TECHNOLOGIES AND METHODS OF INSPECTION FROM DIFFERENT COUNTRIES PRESENT AT THE MEETING.

On the second day, dedicated to the technical visit, participants could discover DETONG vehicle inspection center equipped by COSBER instruments, HAYLION technologies CO., LTD developing autonomous bus for Shenzhen Public Transit and Shenzhen Vehicle Management Agency for monitoring inspection stations.



CITA RAG CENTRAL & SOUTH AMERICA

Leaders from the Latin American vehicle inspection industry gathered last 4-5 December in Santiago, Chile for the CITA Regional Advisory Group Central & South America (RAG C&SA) meeting.

HOSTED BY OPUS, THIS TWO-DAY CONFERENCE BEGAN WITH A VISIT TO THE OPUS' INSPECTION STATION AT RANCAGUA – CHILE, WHERE PARTICIPANTS WERE GUESTS OF A STATE-OF-THE-ART VEHICLE INSPECTION STATION, WHICH SEES MORE THAN 3000 VEHICLES A MONTH.

During the second day, conference day, there were five sessions on topics such as legislation, experiences in other markets and the future of vehicle inspection with panel discussions and presentations from governments, the industry and CITA. The event was opened and closed by Hans González, SEREMITT Region of the Liberator Bernardo O'Higgins, Sub-Secretariat of Transportation, Government of Chile and CITA President Mr. Gerhard Muller.

Celeste Chiang, Head of Regulations at the Chilean Ministry for Transport discussed Chile's vision for the future of vehicle inspection, while Horacio José Serpa, Senator of the Republic of Colombia and President of the Sixth Commission shared the experience of Colombia. François Guichard from the UN presented a paper on the UN and vehicle standards.

There were also perspectives from Argentina and Mexico: Pablo Farias, Secretary of Public Services and Transportation, City of Córdoba and Federico Nilles, General Director of Driver and Transportation Qualification, Government of the City of Buenos Aires discussed the experience of Argentina. Marco Herrera, Director of Air Quality Management at the Ministry of Environment in the Government of the State of Puebla presented the view from Puebla, Mexico.

Opus presentations included a discussion by Lothar Geilen, CITA Vice Presidents, on the benefits of on-board diagnostics in vehicle inspection and a speech by Rigoberto Bahamonde on Opus' remote sensing work in Madrid, Spain.



PROJECTS

**SET II STUDY
L&O PROJECT
eCALL PROJECT
SAFERAFRICA PROJECT
AVIS PROJECT IN CAMEROON
OPTIMIZATION PTI IN TOGO PROJECT**

SET II STUDY



L&O PROJECT

The ultimate aim of this new CITA Study SET II (Sustainable Emission Test for diesel vehicles involving NOX measurements) was to develop new methods for the inspection of emissions of nitrogen oxides (NOX), from M1/N1 diesel vehicles < 3.5 ton, suitable for use in a regulatory regime.

NOx consists of a mixture of nitrogen oxide (NO) and nitrogen dioxide (NO2). These methods should assess NOx aftertreatment functions at an appropriate level to ensure the system is functioning correctly, is practical for implementation under the current PTI regime and is cost-effective. Both, existing and future tools should be commercially available from a number of suppliers at a competitive price.

The starting point for this work was based on inspection methods being introduced and availability of suitable equipment. Therefore, a comprehensive international review of legislation, procedures, instruments and research related to emissions testing during PTI, evaluated all possible NOx test procedures, including those that are not as obvious, or currently available in a European PTI centre, e.g. chassis dyno tests and remote sensing. A basic EU PTI takes into consideration that emission testing should be relatively short, simple and pragmatic.

Some States with a large volume PTI scheme may consider implementing more expensive equipment, such as emissions testing on a chassis-dynamometer.

THE RESULT OF THE STUDY WAS A RECOMMENDATION FOR FUTURE NOX MEASUREMENT PROCEDURES.

Our project L&O (Study on the inclusion of light trailers and two- or three-wheel vehicles in the scope of the periodic roadworthiness testing), has been published by the European Commission.

The report is the result of collaboration between CITA, leader of the consortium, CVH (Center for Vehicles of Croatia), DEKRA, IERC (Institute for Economic Research and Consulting) and the Institute of Motor Vehicle Safety belonging to the Carlos III University of Madrid.

As already foreseen in Directive 2014/45/EU, the report analyses the suitability of including two- and three-wheelers and light trailers in the scope of periodic technical inspection of vehicles, and to propose the precise way to do so. The purpose of this study is to gather factual information, conduct a detailed technical analysis and make a policy recommendation based on quantified arguments of the possible scenarios for the periodic technical inspection of light trailers in categories O1 and O2 and two- and three-wheel vehicles in each subcategory of L vehicles.

In particular, it analyses the impact on road safety in two countries with periodic inspection schemes: Croatia for light trailers and Spain for two- and three-wheelers.

IT HAS BEEN SHOWN THAT THE INSPECTION OF MOPEDS IN SPAIN GENERATES A BENEFIT FROM THIS INITIATIVE THAT IS 4.73 TIMES GREATER THAN THE COST.

The part on trailers has been difficult because of the lack of data on accidents and the challenge of obtaining a parameter to estimate their use, since trailers are not fitted with odometers. With all these considerations taken into account, the benefit is 6.32 times greater than the cost. Both proposals avoid the use of additional equipment and do not require amendment of the Annexes of Directive 2014/45/EU.

eCALL STUDY

eCALL

PLAY

SAFERAFRICA PROJECT

After one year of development, the final report corresponding to the project “Study on the inclusion of eCall in the periodic roadworthiness testing of motor vehicles” (identification N° MOVE/C2/2017-282 – SI2.772101) – contracted by the European Commission, Directorate General for Mobility and Transport, to the consortium led by CITA and formed by FSD and VIAS, with the involvement of IERC – is published.

This report assesses the inclusion of eCall in vehicle inspection schemes: the eCall is the mandatory emergency call system for new passenger cars and light commercial vehicles in the European Union since 2018, with the aim of reducing the rescue time in case of crash (eCall automatically sends emergency services data on the position and direction of the vehicle in case of an accident).

Vehicles degrade over the time and may be subject to tampering, therefore it is advisable to analyse the suitability of incorporating the assessment of the proper functioning of eCall systems all along the life of the vehicle. So, the aim of this study is to assess whether it is cost-effective to include eCall within the frame of the periodical inspection scheme of the European Union and, in the case of a positive answer, to recommend which is the most efficient procedure.

THIS STUDY ANALYSES ALSO THE LEGAL FRAMEWORK, THE TECHNICAL DEFINITION OF ECALL, THE POSSIBILITIES OF BREAKDOWNS AND THE OPTIONS OF INSPECTIONS.

On September the 18th, CITA participated at the SaferAfrica project Final Conference in Tunis. The consortium of 17 partners from both Europe and Africa (more than 200 African stakeholders coming from 41 African countries involved) met to finalize the work done on the continent over the past 3 years.

Indeed for 3 years, this project, coordinated by the Research Centre for Transport and Logistics of Sapienza – University of Rome (CTL) and financed by the EU, focused on setting up a dialogue platform between Africa and Europe to find strategies on how to improve road safety on the African Continent.

CITA GAVE ITS CONTRIBUTION AND EXPERTISE TO THE PROJECT ON VEHICLES ROADWORTHINESS.

This meeting was the occasion to discuss future perspectives of work for the road safety international, regional and national stakeholders, in the framework of the UN Decade for Road Safety, the African Road Safety Action Plan and the newly born Africa-EU Task force on Transport, a joint initiative between Europe and Africa to be shared.

The most innovative results of SaferAfrica Project are the African Road Safety Observatory, and the African-European Dialogue Platform on Road Safety which has linked policymakers, donors and professionals engaged in road safety to plan and design road safety actions.

SAFERAFRICA project has also been awarded the prestigious Prince Michael of Kent International Road Safety Award. This award is a recognition given to those who have improved road safety world-wide, recognising outstanding examples of international initiatives, achievement and innovation. The Annual Awards Ceremony took place on Tuesday 10 December in London, where approximately 350 safety professionals from around the world participated.

OPTIMIZATION PTI IN TOGO



The fleet circulating in Togo consists of more than 600,000 vehicles, and 90% of which are more than 10 years old. In view of these data, and given the number of accidents exceeding 5,000 per year with an average of 7,000 injured and 700 killed, the Government of Togo found necessary to improve the reliability of vehicles and reduce the risks of road insecurity by setting up a credible and effective technical control system.

In September 2017, with the assistance of the World Bank, a study diagnosing the current situation of the reception and technical control of vehicles is been carried out: this report explained the current situation and presented a draft reform project proposed to the Government of Togo, and it also defined the various areas for improvement including new projects to be opened.

Aware of the strategic role of vehicles in the situation of road safety, of the environment and of the country's logistical competitiveness, the Government of Togo intended to launch a vast program to upgrade the technical control of vehicles.

SINCE APRIL 2019, CITA MISSION IS TO SUPPORT THE GOVERNMENT OF TOGO - WITHIN THE FRAME OF TRANSPORT PROGRAMS OF THE WORLD BANK - IN IMPLEMENTING A TECHNICALLY RELIABLE VEHICLE ACCEPTANCE AND TECHNICAL CONTROL SYSTEM THAT IS ECONOMICALLY VIABLE AND SUSTAINABLE OVER THE TIME.

Indeed, the vehicle constitutes the central pivot in any strategy relating to the development of the transport sector, road safety or environmental protection. Technical control guarantees a safer, more reliable and less polluting fleet.



AVIS CAMEROON PROJECT

After the successful first AVIS pilot project in Togo, the World Bank's Global Road Safety Facility (GRSF) and CITA decided to renew their collaboration in Cameroon.

The AVIS (Assessment of Vehicle Inspection Systems) project has the overall objective of carrying out audits of vehicle inspection systems in different countries in sub-Saharan Africa – and this second study in Cameroon to make a diagnosis country's PTI and registration system, along with a review of the structure in charge.

WITH THE WORLD'S HIGHEST PER CAPITA ROAD MORTALITY RATE, THE NUMBER OF ROAD DEATHS IN SUB-SAHARAN AFRICA IS PROJECTED TO MORE THAN DOUBLE FROM AN ESTIMATED 243,000 DEATHS IN 2015 TO 514,000 BY 2030.

HIGHLIGHTS

**FOR FAIR DIGITALISATION OPPORTUNITIES
NEW PN MEASUREMENTS FOR PTI
CITA SPONSOR OF THE ETSC PIN REPORT
THE FUTURE OF TRANSPORT**

FAIR DIGITALISATION OPPORTUNITIES



NEW PN MEASUREMENTS FOR PTI

Building on the previous Manifesto initiative of 2018, CITA as part of the coalition of automotive industry and mobility services operators, insurers, consumers and SME representatives, reaffirms its call for a legislative solution, ensuring effective remote access to in-vehicle data and functional resources which will guarantee competition, innovation, and free consumer choice.

With the advent of the 'connected car', competition now starts in the vehicle where the data quality and the ability to safely access car functionality determines the quality of the service. In an increasingly digitised automotive sector, the whole automotive value chain must have the right to evolve their business models and thus compete on an equal footing with vehicle manufacturers to be able to continue to offer the competitive services expected by their customers.

Four key abilities are therefore needed:

1. Independent, unmonitored and direct real-time access to in-vehicle generated data, including those which are time-critical;
2. Bi-directional communication with the vehicle and its functions, independent from the vehicle manufacturer;
3. The ability to safely, securely and independently interact with the driver remotely using the in-vehicle Human-Machine-Interface (HMI) functions (e.g. via the dashboard or voice commands);
4. The ability to run independent software directly in the connected vehicle using onboard computational capabilities to process any dynamically generated data as closely as possible to its source.

The coalition calls on policymakers, and in the first place on the European Commission, to present a legislative proposal by 2020 that would build on the following 'High-level Principles and Requirements', leading to an interoperable, in-vehicle telematics platform.

COMPETITION, INNOVATION AND CONSUMER INTERESTS MUST BE AT THE HEART OF THE EU DIGITAL SINGLE MARKET!

On Wednesday 6 November 2019, CITA hosted in Brussels a new workshop entitled: "New Particle Number Measurements for vehicle inspection". More than 100 participants met to hear our experts on the latest developments in measuring particle number (PN) during vehicle inspection and roadside inspections.

In the first part of the event, after an introduction of the CITA President – Mr Müller, was made an overview on PN measurement: Mrs S. Limbeck (BAST), Mr P. Buekendhoudt (Vice President of Technical Affairs, CITA and Project & Innovation Manager, GOCA Vlaanderen) Mr A. van Lee (PTI Advisor, RDW) talked about their own experiences on the matter in their respective countries. Dipl.Ing.Dr.med.h.c. Andreas C.R.Mayer (Chairman of the VERT Scientific Committee) concluded this part, showing to the public the results of a three years' research project (2016 – 2019) on PN of an international task force.

AFTER THAT, THERE WAS A PRACTICAL DEMONSTRATION USING THE LATEST DEVICES IN MEASURING PARTICLE NUMBER (PN).

At the end of the morning a round table, composed by Mr F. Cuenot (UNECE) Dr P. Dilara (DG Grow, European Commission) and Dr V. Franco (DG Enviro, European Commission) animated the last part of the workshop.

CITA SPONSOR OF THE ETSC PIN REPORT



CITA, with the involvement of VdTÜV, recently signed an agreement to sponsor the ETSC PIN report. Since June 2006, the ETSC Road Safety Performance Index (PIN) is the policy tool to help EU Member States (the program covers the 28 EU Member States, together with Israel, Norway, the Republic of Serbia and Switzerland) improving road safety.

BY COMPARING MEMBER STATES' PERFORMANCE, IT SERVES TO IDENTIFY AND PROMOTE BEST PRACTICE IN EUROPE AND BRING ABOUT THE KIND OF POLITICAL LEADERSHIP NEEDED TO CREATE A ROAD TRANSPORT SYSTEM THAT MAXIMIZES SAFETY.

It covers all relevant areas of road safety including road user behaviour, infrastructure and vehicles, as well as road safety policymaking more generally.

National research organizations and independent researchers participate in the program to ensure that any assessment carried out within the program is based on scientific evidence and is effectively communicated to EU road safety policymakers.



CITA, under the patronage of Romanian Presidency of the Council of the European Union, hosted the event: "The future of transport: The challenge of new technologies for road safety", in Brussels, last 16 May 2019.

The debate was a success with more than 100 experts on road safety and environmental protection representing public institutions, private companies and international associations from various Member States.

During the event, it was discussed how to improve road safety and the challenges for the testing and certification of new technologies and components, in order to make them safe and secure during the complete life cycle.

Without a doubt, vehicle safety is one of the key pillars of an integrated EU road safety strategy. In the last years, the discussions on air quality, road safety, vehicle safety and technological developments have been at the top of the EU policy agenda. New technologies, like automated vehicles and cybersecurity, are issues that are indispensably linked and that have become an integral part of road safety.

For Mr A. Avenoso, ETSC Executive Director, the new technologies which have been approved within the general safety regulation can certainly help to change the landmark in EU road safety.

CITA President Mr G. Müller point out that vehicle inspection procedures must be adapted to new technologies: "CITA, WITH ITS MEMBERS, CONDUCTING MILLIONS OF INSPECTIONS PER YEAR, IS WILLING TO SHAPE THE FUTURE OF THESE NEW TECHNOLOGIES".



ON THE HORIZON



Dear CITA Member,

Again, this year it is necessary to mention that road transport is changing, and new scenarios challenge all stakeholders, including ourselves.

That is why we have started the project Road 2030 to review our strategy and to address the risks and issues both of our short-term and long-term future.

SOME CONCEPTS WILL REMAIN THE SAME, LIKE THE NEED FOR IMPARTIAL ASSESSMENT OF VEHICLES, WHEREAS THE WAY TO ENSURE COMPLIANCE MUST TAKE COGNISANCE AND BENEFIT FROM THE POSSIBILITIES OF NEW TECHNOLOGIES.

Your input to define our Road 2030 is essential. I want to say thank you to all those who responded to the survey and let you know that your contribution has enormous value. Because of your inputs, you will see some new activities implemented sooner and a more deliberate consideration to undertake some other activities at a later stage. Stay tuned to be part of the definition of our future!

Perhaps the main conclusion of the responses we received is that we have to consolidate our role as a knowledge hub between members and also with regards to stakeholders, and we will work in that direction. Your experience and know-how are huge and have a vast potential to improve road safety and air quality.

In 2019, the vehicle inspection industry was able to present a new and advantageous solution to check diesel vehicles by particle number measurement. Society needs a trustworthy impartial party assessing vehicles and therefore, we are obliged to repeat the same success history to measure nitrogen oxides and safeguard performances of advanced driver assistance systems.

Last, but not least, I want to express my gratitude to those members who have hosted CITA events during last year and, in particular, to KOTSA for being the key factor of success in our General Assembly and International Conference: 감사합니다

And yes, we have started the arrangements for our next International Conference in Amsterdam in 2021 hosted by RDW!

Looking forward to continuing our work together for safer roads and cleaner air!

