



CITA CONFERENCE

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WIN/WIN APPROACHES

Periodical Technical Inspection

The view of AECA-ITV

Spanish Association of Vehicle Inspection Bodies

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(Speaker' Notes)



**THE VIEW OF AECA-ITV
Spanish Association of Vehicle
Inspection Bodies**



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1. Executive Summary

The diverse legal frame that one may find in Spain due to the empowerment that regions get from the state, leads to a wide variety of vehicle inspection models, from the full public to the complete free competition one.

Despite of this variety of models, the content of the inspection is unique all around the country, and quality is kept on the top of the international standards thanks to the accreditation according to EN 17.020.

It's remarkable that all kind of road vehicles are inspected in Spain, including motorcycles, mopeds and agricultural machinery. Only exception are O1 trailers and those vehicles no going faster than 25 km/h.

2. The vehicle inspection network in Spain

The administrative structure of Spain relies an important part of the responsibilities of the authorities on every region, officially called "*Comunidades Autónomas*". Vehicle inspection is not an exception to that, and we may find as many service models as the 17 regions conforming Spain.

To be more precise, we can follow the list displayed on the screen:

There is a region, Extremadura, where the service is directly granted by the regional authorities.

There are two more regions with public service, but in this case the activity is performed through a public owned company. In this case we are talking about Asturias and Andalucía.

In one case, there are public and private sector sharing the activity. And the most common model is that private operators perform vehicle inspection for some years, with area exclusivity, after becoming awarded by authorities in a tender process.

There is an unique region with completely free competition, where operators only have to demonstrate that they fulfil the technical requirements set by authorities to start up an inspection site.

Going to figures, there are 47 companies inspecting vehicles in Spain, which shall be independent from insurances, trading, etc.



In total, that means 301 inspection sites in which the only activity performed is the vehicle inspection. Those facilities comprise a total of 766 inspection lanes for all kind of road vehicles, with the exception of O1 and those speeding less than 25 km /h.

The total amount of inspection reached last year the figure of 12,3 million, and the sector employs about 5.000 people, 3.000 of them inspectors.

3. Services granted at vehicle inspection sites

There is not need to say that inspection of vehicles in Spain is based on Directive 96/96/EU. Because some needs not yet covered by that regulation, Spanish authorities already decided some years ago some enhancements.

May be, the most remarkable one is that the scope of vehicle inspection was enlarged to cover motorcycles, mopeds, agricultural tractors and trailers and special purpose machinery.

Basically, the only exception are road vehicles speeding less than 25 km/h and trailers belonging to the O1 category (less than 750 kg of weight).

Another remarkable development is to apply yearly inspection for those passenger cars with private use ageing more than ten years.

The rest of mandatory periodicities are shown on the slide. It is significant that periodicity of mopeds is higher than for motorcycles. The reason is the more intensive use given to this kind of vehicles.

As it was noticed before, the inspection service is set by each region. And inspection fees is not an exception to that. Values shown are averages.

Other important activity performed at inspection sites is what we call "non-periodical inspections". Among them, we can find:

- Inspections to approve transformation of vehicles, whose aim is to guarantee that vehicle is still safe to use and environmentally friendly
- Inspections of imported vehicles
- Inspections after severe accidents
- Inspections to reissue lost or damaged vehicle document
- Inspections to allow the change of use of vehicles, and
- Inspections at the request of the police



Regarding the evolution of the service, we can see that it has followed a slight increase quite in line with the evolution of the fleet.

At the other hand, the progress of the rejection rate is quite stable and stays between 20% and 25%.

4. Quality assurance

The quality assurance relies again on each regional government. They can apply their own developed standards, but it is becoming quite common to accept the accreditation of vehicle inspection sites according the standard EN 17.020.

This accreditation only can be granted by ENAC "*Entidad Nacional de Acreditación*" or National Body for Accreditation". ENAC is the Spanish member of EA "European Co-Operation for Accreditation".

Besides to that, almost the complete network of inspection sites has obtained the ISO 9.000 certification.

Periodicity of machinery checking and calibration is set by law, and in some cases it is within the scope of legal metrology standards.

Other requirements defined in the regulations to help the quality assurance are those related to the degree of inspection site managers and inspectors. In the case of the managers, only staff with university degree on engineering can apply for those positions. Whereas inspectors shall have the appropriate technical degree and expertise.

5. Services provided by AECA-ITV to its members

Up to now, we have seen a summary of the vehicle inspection network in Spain, that together with that showed by the Ministry of Industry in his presentation, gives a significant overview of the situation in Spain.

Now, I would like to focus on the services granted by AECA-ITV to its associates.

As a main service, given by most associations, AECA-ITV play a crucial role on representing the service in front of authorities. Because of the importance of



accreditation, that includes as well the representation in front of the accreditation body: ENAC.

Last, but not less, talks on behalf of its associates in front of other stakeholders as vehicle and parts manufactures associations, vehicle importers associations, consumers associations and other.

AECA-ITV takes care as well of preventing vehicle owners that their vehicle needs to be submitted to inspection shortly. This notice is made through a massive mailing. Just to give some figures, last year this service involved more than 740.000 letters – year 2007.

Legal frame for vehicle inspection is complicated. Inspector have to consider international laws, national laws and in some cases there are even grey areas of interpretation. In order to ensure the consistency of interpretations all around the country, AECA-ITV offers as well that service of standards interpretation to the associates.

The most remarkable event managed by AECA-ITV is its yearly congress. We celebrated it two weeks ago in Seville for the 18th time, is an excellent meeting point of the whole sector.

I don't want to forget to mention the intranet managed by AECA-ITV. Most important contents are its standards library, the database containing all official communications issued by authorities, the vehicle database and the database of the approved transformation of vehicles.

6. Challenges

Challenges of AECA-ITV are very similar to those of the European sector.

It is very important for the whole sector that vehicles attend the inspection at due time. There is no need to say how important is that for operators.

Other targets are to keep on demonstrating the role of vehicle inspection in accident and pollutant emissions reduction, and in general the improvement of transportation efficiency due to the work of our sector.

It's very important for us, not only demonstrating that vehicle inspection is important, but making society aware of it.



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On the technical issues, we do believe that our sector has to be able to follow the technical evolution of vehicles, in order to ensure that we are really delivering value to the society.

And at the end of the list, and not because of that less important, we want to participate more actively in CITA, because we are sure that this is going to help us to reach our targets in the future, and we believe as well that many of our experience may be used in other countries.



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AECA-ITV

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