

2005 CITA CONFERENCE

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Roundtable Conclusions

Safety Day

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Regional Workshop Chairpersons

- Mr. Heng Chye Kiou
 - Asia/Australasia
- Mr. Craig Venet
 - North & South America
- Mr. Ivars Kauklis
 - Europe

Conclusions for RWSH Asia/Australasia

1. All kind of vehicles including motorcycles should subject to PTI.

Conclusions for RWSH Asia/Australasia

- 2 Inspection quality is very important regardless of the nature of operations, be it monopoly or non-monopoly.

Conclusions for RWSH Asia/Australasia

3. Education of motorists in the awareness of vehicle safety/maintenance and driving behaviour is very important.

Conclusions for RWSH Asia/Australasia

4. The policy forbidding vehicles found unsafe after PTI from plying on the road could be a good reference to developing countries.

Conclusions for RWSH North & South America

■ Primary Points of Discussion

– Challenges/Facts

- There is a lack of safety program cost/benefit information and data available to help support developing countries
- Must develop a framework to deal with the real differences between regions; variables such as road conditions; driving habits and technology make it difficult to easily apply event with the best cost/benefit information from another region.
- Costs are a major deterrent to motorists; beyond the warranty period of a vehicle, regulators must keep in mind that the benefits of safety systems are potentially lost if there is no motivation or if the implications to not maintaining a vehicle are not immediately obvious to the consumer.

Conclusions for RWSH North & South America

- Primary Points of Discussion
 - Challenges/Facts
 - The probability of increasing the number of state-wide safety programs (in the US) in the current environment is very low. Beyond data, you must prove that the program save lives, positively affects insurance premiums, etc.
 - Federal Motor Carrier Safety Administration – has a model being used to track reduction in fatalities due to inspection programs; Perhaps there is some baseline model that can be used elsewhere (CITA?)
 - Research was done by Japanese organization based in WASH D.C. on safety programs in the US. - Missouri State Police was the only organization that could provide “before/after” results.

Conclusions for RWSH North & South America

- Primary Points of Discussion
 - Opportunities
 - Information “broker” – Provide cross RAG information on the cost/benefits of existing safety programs;
 - Influencer – communicate/share data with organizations such as AAMVA (and similar organizations) to build knowledge base and to assist developing countries;
 - Use success factors and results from more localized programs (fleet testing, etc.) to build confidence and “sell” the idea of safety inspection programs.

Conclusions for RWSH North & South America

- Primary Points of Discussion
 - Opportunities
 - Localized fleets (Taxis, School Buses, etc.) are more likely to provide ongoing opportunities vs. State jurisdictions; Having CITA provide data from other regions would greatly assist in providing evidence that would convince local authorities of the benefits.
 - Create a collection of commonly used standards for safety tests to be shared among regions.

Conclusions for RWSH Europe

Does PTI help to accomplish the EU traffic safety objectives by 2010?

- Statistics point out weak points of car (related to concept or poor maintenance)
- Link between accident reporting and eventual technical cause is not frequently established.
- Extra services for the customer related to traffic safety and customer awareness (advice – involvement during PTI -)
- PTI collected data are not always easy to access within the country, are not exchangeable between countries for reinforcement alongside the road

Conclusions for RWSH Europe

Does PTI help to accomplish the EU traffic safety objectives by 2010?

- Visual aids (sticker) to check timely PTI submission not used in all EC countries.
- Technical data to be used for PTI need to be part of type approval file.
- Exchange of results from roadside inspections are not used for vehicle verification in the home country.