

CITA 2005 CONFERENCE

Regional Workshop - Europe

Roundtable Conclusions

Environment Day

May 25, 2005

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Regional Workshop – North & South America

- Primary Points of Discussion
 - Is Periodic Vehicle Inspection a dying business in North/South America?
 - Clear shift in vehicle fleet now and over the next 2-3 years is causing state agencies to consider next steps
 - New technologies (self-serve, remote OBD w/transponders, etc.) will certainly be introduced but not completely replace traditional methods for 5+ years
 - Public does not generally regard the requirement for inspection to be burdensome

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Regional Workshop – North & South America

- Primary Points of Discussion
 - US EPA
 - Modeling – “MOVES”
 - EPA influence on states in the future
 - Driven by Clean Air Act; programs are likely to continue in the future regardless of this law

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Regional Workshop – North & South America

- Primary Points of Discussion
 - Role of CITA – (more proactive, more representative, more influential)
 - Close coordination of *NEW* North American RAG with other regional groups
 - Better understanding needed regarding the interrelationships between CITA and other world organizations – i.e., UN, etc.
 - Caution must be exercised so that CITA does not advocate specific technologies and to be sensitive to variations/progress and status in various part of the world.
 - Role/perception of CITA can be increase in NA an objective third party to advise jurisdictions and to bring perspectives from other regional advisory groups
 - Other
 - Need for consistency in standards across regions

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Concerns:

- Technological evolution of cars
- Differences in living standards throughout the EC
- Type approval and PTI from environmental standpoint are different
- The use of OBD to improve quality of PTI
- Not all problems are detected by OBD system in the car
- Some government do not agree that OBD should be used for PTI Some car brands are not accessible by the present testing tools (manufacturing problem)

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Concerns:

- 2 and 3 wheeled vehicles are out of scope for PTI in most of the EC countries (exhaust gases – noise)
- Free acceleration testing is not fitted for opacity measurement on low level emission vehicles
- No data for conformity check on 2 and 3 wheeled vehicles
- Need to incorporate remote sensing in roadside enforcement? How to combine with PTI?
- Influence of weatherconditions on remote sensing testresults.

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Challenges:

- Adapt testing methods to car technology evolution (e.g. use of telematics, OBD, ...)
- Approach type approval and PTI
- Involve transport sector to discuss impact of maintenance programs of car fleet on PTI results
-> How to reflect this in PTI practices/frequency?
- Integrate OBD check as complement to exhaust pipe measurement everywhere in the EC
- Use OBD not only for environmental purpose but also as check for safety systems

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Challenges:

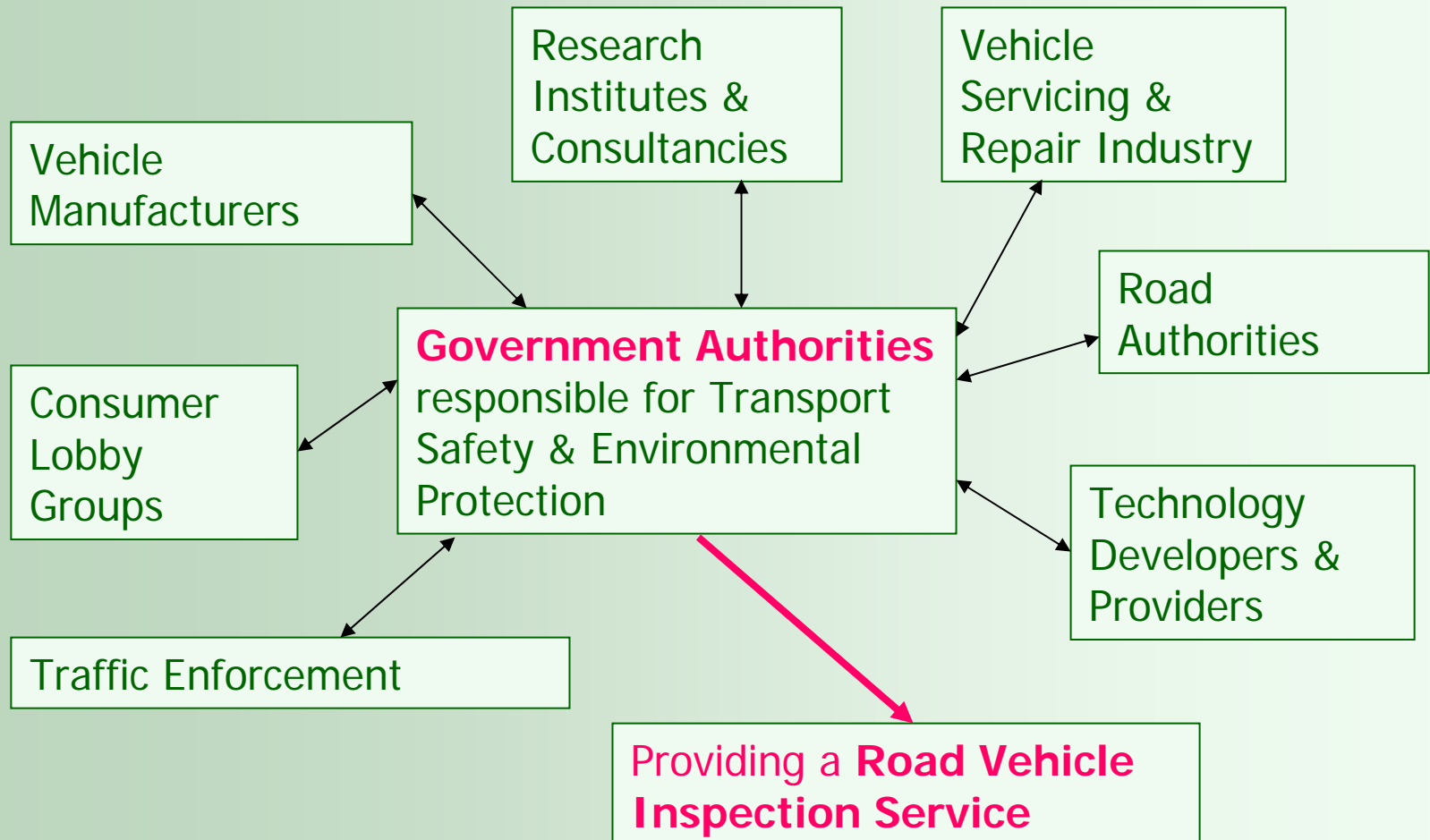
- Convince governments of the necessity of OBD check during PTI
- To find 1 testing tool that can access OBD data for PTI on "all" car brands
- Introduce PTI for 2 and 3 wheeled vehicles on EC level
- For 2 and 3 wheeled vehicles develop a different approach for PTI
- Use remote sensing as pre-selection tool to limit environmental testing during PTI (costefficiency / time saving)

Developing a New Strategy for Asia/Australasia 2005 to 2009

CITA

1. **What is our business?**
2. RAG Asia/Australasia's Current Strategy
3. RAG Asia/Australasia's Strategies

What is our business?



What is our business?

**PERIODIC Vehicle
Inspection**

**Is it a dying business in the
Asia/Australasia?**

What is our business?

NO..... It will remain relevant because

- most of the countries in Asia are developing countries
- vehicle inspection is a new business to enhance road safety and improve vehicular emission
- vehicles in developing countries are generally older

RAG's Current Practice

since 2003

RAG's Strategic Aim – To Create an Awareness of CITA and Promote the Activities Organised by CITA through:

- emails
- website

Emerging Strategy for Asia/Australasia

Strategic Aims:

- To establish as a consultative/advisory body to authorities in the region
- To promote vehicle inspection and emission test in the region

Emerging Strategy for Asia/Australasia

Strategy:

- Proactive in reaching out to its members and non-members in the region
- Participate in regional forum
- More influential – increase communication with authorities

Emerging Strategy for Asia/Australasia

Strategic Steps:

- Formation of a RAG Committee
- Enlarge membership in the region
- To improve and step up communication with members/non-members
- Improve the website
- To organise a yearly RAG meeting
- To provide information in vehicle inspection to members/non-members

Summary of Regional WSH Discussions

1. Formulation of Strategy for
RAG Asia/Australasia

Summary of Regional WSH Discussions

- 2 The change in vehicle technology such as alternative fuels and OBD will affect the vehicle inspection industry.
challenges -- opportunities

Summary of Regional WSH Discussions

3. Vast diversity in the region. It is important that one offers solutions in relation to the country...

Summary of Regional WSH Discussions

4. Communication between CITA and its members could be further improved. It is important that RAG establish a good communication channel with its members...

Summary of Regional WSH Discussions

5. Project such as AUTOFORE or MOVES are important to RAG Asia/Australasia.

CITA

THANK YOU