

CITA 2005 CONFERENCE

Regional Workshop - Europe

Roundtable Discussion

Environment Day

May 25, 2005

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Questions:

- Is there a procedure available at type approval for OBD that could be used for PTI testing? (Örnerfors – Sweden)
- How can we integrate particle and NO_x measurement into PTI? (Matt–Austria)

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Questions

- What are the present test procedures / equipment in USA and Japan?
(Danerlov – Sweden)
- How does Japan see the role of PTI to help accomplish the KYOTO objectives?
(Edwards – Great Britain)
- Do you see the possibility to combine fuel consumption measurement in the present testing methods used for PTI?
(Hansen – Denmark)

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Questions:

- What is the sense of measuring opacity on cars that have particle filters?
(Hamel–Netherlands)
- Why, if the USA is so keen on reducing all greenhouse gases, did the USA not sign the Kyoto protocol? (Bailly – France)

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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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Regional Workshop – North & South America

Questions:

- Is Periodic Vehicle Inspection a dying business?
- What is the public perception/opinion of PTI in North America?
- How does the EPA model (MOVES) consider the potential removal or elimination of I/M Programs?
- How will the relationship between US EPA and the states change in the future?

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Regional Workshop – North & South America

Questions:

- How can the “strategic aim” of CITA be achieved in North/South America?
- US equipment manufacturers work through the UN. What is CITA relationship to the UN and other world organizations?
- How does CITA balance the protection of the traditional business/membership with the introduction and evolution of technology in this field?

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Regional Workshop – Asia/Australasia

- Mr Nanto, you mentioned Fuel Cell vehicles in your presentation. May I know what is the source of the hydrogen?
- How it is being produced and the amount of energy that is being used to produce hydrogen?

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- Mr Nanto, what do you think of the market size of fuel cell vehicles in 5 to 10 years?

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- Mr Nanto mentioned that inspection for CO2 controlled vehicles will be major task of periodic inspection in future. Could the panel advise whether CO2 is being inspected at any of the member countries?

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- In one of Mr Richter slides, it was shown that about 50% of the vehicles failed particulate emission test, are there measures being taken to address this issue?

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- Much has been discussed about emission, could Mr Richter advice us whether loaded mode test such as ASM or lugdown test would be considered in the course of enforcement for NOx etc in Europe?

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- In the course of using OBD, may we know how can one control the change of non standard spares or components by individuals?
Without such control, how could we ensure the accuracy of OBD?

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- Could the panel advise us whether actions have been taken by the US or EU or even Japan authorities to standardise the protocol of OBD?