

2005 CITA CONFERENCE

May 24th – 27th Chicago, IL USA

Roundtable Discussion

Safety Day

May 26, 2005

Keynote Speakers

- Mr. Anh Nguyen Hoai
 - Vietnam Register, Vietnam
- Mr. Magnus Ehrenstrahle
 - Bilprovningen, Sweden
- Mr. Luke Loy
 - US Federal Motor Carrier Safety Administration
- Mr. Walter Kretschmann
 - Federal Ministry of Transport, Building & Housing, Germany

Regional Workshop Chairpersons

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

Questions

Round Table Discussion

Asia/Australasia

1. What is Vietnam Register's future plan for PTI for 2-wheelers?

Questions

Round Table Discussion

Asia/Australasia

2. How many of the present inspection centres will be privatised in 2006? Are these centres required to be integrated with the Vietnam Register's IT/inspection system?

Questions

Round Table Discussion

Asia/Australasia

3. Mr. President is impressed with Vietnam's certification for 2 wheelers. Can Mr Anh tell us more about its scheme?

Questions

Round Table Discussion

Asia/Australasia

4. What are the advantages for having a monopoly inspection system in Sweden?

Questions

Round Table Discussion

Asia/Australasia

5. What are the basis qualifications required to be an inspector in Sweden?

Questions

Round Table Discussion

Asia/Australasia

6. We are impressed with Sweden's PTI scheme. Is inspection for post accident repaired vehicles necessary in Sweden?

Questions

Round Table Discussion

Asia/Australasia

7. Could the panel advise us whether it is possible to adopt OBD for safety compliance inspection?

Questions

Round Table Discussion

Asia/Australasia

8. Could Mr Kretschmann advise us how Germany authorities control the quality of PTI so that it is not compromised due to competition among the PTI operators?

Questions

Round Table Discussions

North & South America

- Government entities in South America lack the data necessarily to fully evaluate the cost/benefits and social impacts of a PTI program. What role can CITA play in helping developing countries get started?
- Can CITA provide specific statistics based on European programs? (i.e. # of fatalities per X miles or X vehicles)?
- Does CITA currently have communications with AAMVA (American Association of Motor Vehicle Administrators) An open dialogue with this organization and similar organizations might allow CITA to increase the organization's ability to act as an "information broker" between regions.

Questions

Round Table Discussions

North & South America

- A brake testing program for NYC taxi's revealed that no standards existed. The contractor had to develop their own. Does CITA have or can it develop a collection of commonly used standards for various safety related tests – brake, shocks, to be shared among regions?
- Can US DOT/FMCSA provide information (i.e., before and after results and safety statistics) from jurisdictions who have implemented a safety inspection program?
- Just as emissions testing programs may become harder to justify over time, the same issue exists with safety programs as the statistical trends show improvements and it becomes more difficult to prove that these programs save lives, improve savings in insurance or health care premiums, etc.

CITA 2005 CONFERENCE

Regional Workshop - Europe

Questions:

- Do any of the programs in USA focus on the inspection of passenger cars (PTI – safety checks – checks alongside the road)?
- What can be done to have a good link between the type approval and the PTI? (presentation Kretschmann)
- Do you measure customer satisfaction in the USA concerning safety enforcement programs. If yes, what methods do you use?