

# NATIONAL WORKSHOP ON VEHICLE REGULATIONS AND PERIODICAL TECHNICAL INSPECTIONS

CAIRO, EGYPT – OCTOBER 23<sup>RD</sup>, 2018



International  
Motor Vehicle  
Inspection  
Committee

## EXPERIENCES AND CONTRIBUTIONS OF CITA

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1. CITA

2. THE ROLE OF VEHICLES IN ROAD SAFETY

3. EXPERIENCES AND CONTRIBUTION

**1. CITA**

**2. THE ROLE OF VEHICLES IN ROAD SAFETY**

**3. EXPERIENCES AND CONTRIBUTION**

**SINCE 1958**  
**CA. 135 MEMBERS**  
**MORE THAN 50 COUNTRIES**  
**GOVERNMENTAL AND PRIVATE**  
**ORGANIZATIONS**

Andorra  
Austria  
Belgium  
Bosnia Herzegovina  
Croatia

Denmark  
Estonia  
Finland  
France  
Germany

Hungary  
Ireland  
Italy  
Kosovo  
Latvia

Lithuania  
Luxemburg  
Macedonia  
Netherlands  
Poland

Portugal  
Romania  
Russia  
Serbia  
Slovak Republic  
Slovenia  
Spain  
Sweden  
Switzerland  
Turkey  
United Kingdom

USA

Argentina  
Chile  
Costa Rica  
Panama

Burkina Faso  
Ivory Coast  
South Africa  
Tunisia

China  
Israel  
Japan  
Kurdistan  
Lebanon  
Malaysia  
Mongolia  
New Zealand  
Qatar  
South Korea  
Saudi Arabia  
Singapore  
UAE  
Vietnam

# OUR AIM



## WHOLE LIFE VEHICLE COMPLIANCE



# NEXT EVENTS

**OCTOBER 29<sup>TH</sup> AND 30<sup>TH</sup>: MEETING OF THE REGIONAL ADVISORY COMMITTEE OF CITA IN AFRICA. OUAGADOUGOU, BURKINA FASO**

**APRIL 3<sup>RD</sup> AND 4<sup>TH</sup>: CITA'S INTERNATIONAL CONFERENCE. SEOUL, REPUBLIC OF KOREA**

1. CITA

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# **Sustainable Development Goals**

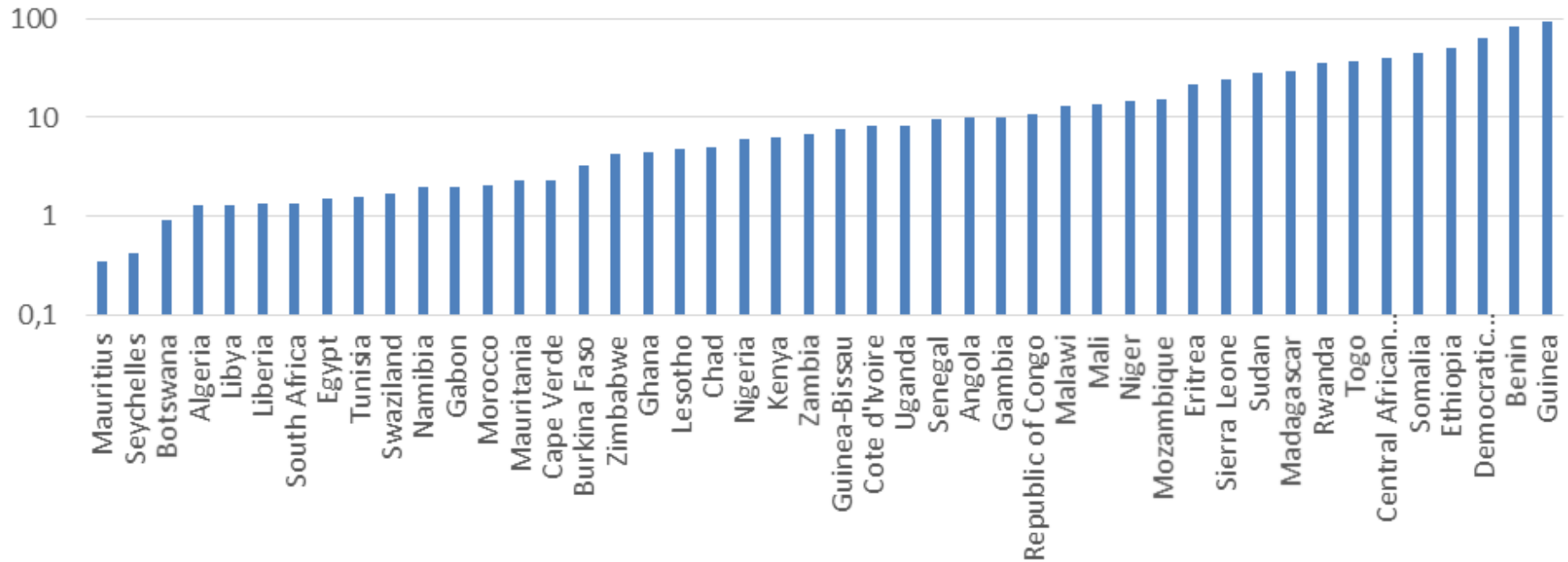
**Global Plan for the  
Decade of Action  
for Road Safety  
2011-2020**

**3rd Pillar: Safer  
Vehicles**

**Whole life vehicle  
compliance**



## Vehicle's Killing Potential- logarithmic scale



“Vehicle’s Killing Potential” – VKP. number of deaths in accident crashes per 1 000 vehicles in one year

Source: SaferAfrica

Data corresponding to “Global Status Report on Road Safety 2015”, WHO

Benchmark: VKP in Switzerland and Sweden: 0,047

VKP USA: 0,13

# TRADITIONAL ACCIDENT ANALYSIS IS NOT GIVING THE BEST VIEW

Evacuation of victims and road clearance have higher priority than accident scene investigation (as it must be)

Accident reports use to identify a single causation. Usually it's a string of causes

# TRADITIONAL ACCIDENT ANALYSIS IS NOT GIVING THE BEST VIEW

Accident reports often focused on what caused the accident (active safety) and missing what has increased the severity (passive safety)

Identifying defects of the vehicle, as a cause of an accident or a factor of increasing severity, is expensive

# TRADITIONAL ACCIDENT ANALYSIS IS NOT GIVING THE BEST VIEW

**One of the main targets of accident analysis is to determine personal liabilities**

# SOME EXAMPLES

## ACCIDENT EVOLUTION AFTER THE INTRODUCTION OF PTI FOR MOPEDS IN SPAIN

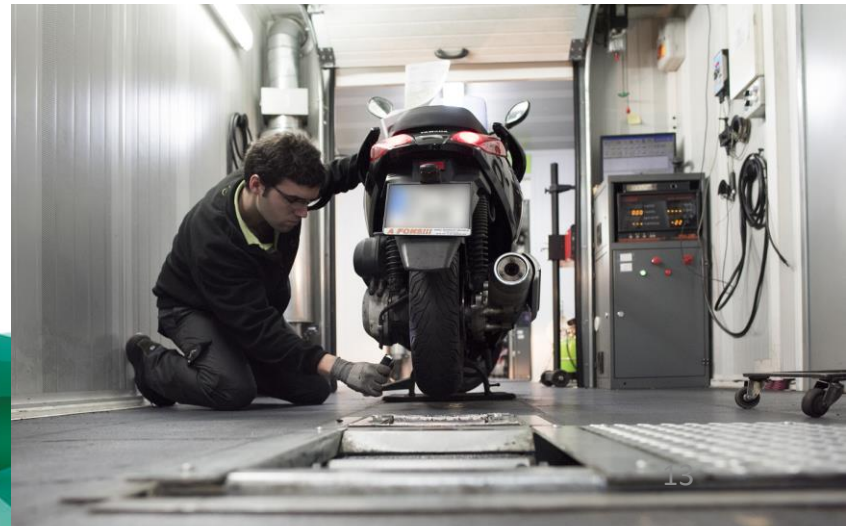
| Period      | Mopeds fleet share | Fatalities |       | Injured |       |
|-------------|--------------------|------------|-------|---------|-------|
|             |                    | Urban      | Road  | Urban   | Road  |
| 2003 - 2006 | 7,5%               | 30,67%     | 5,43% | 40,82%  | 9,56% |
| 2013        | 6,38%              | 8,85%      | 3,16% | 17,61%  | 5,44% |

PTI for Mopeds has been introduced in Spain between 2007 and 2010 depending on the region

Source: Anuario estadístico de Accidentes 2013 DGT.

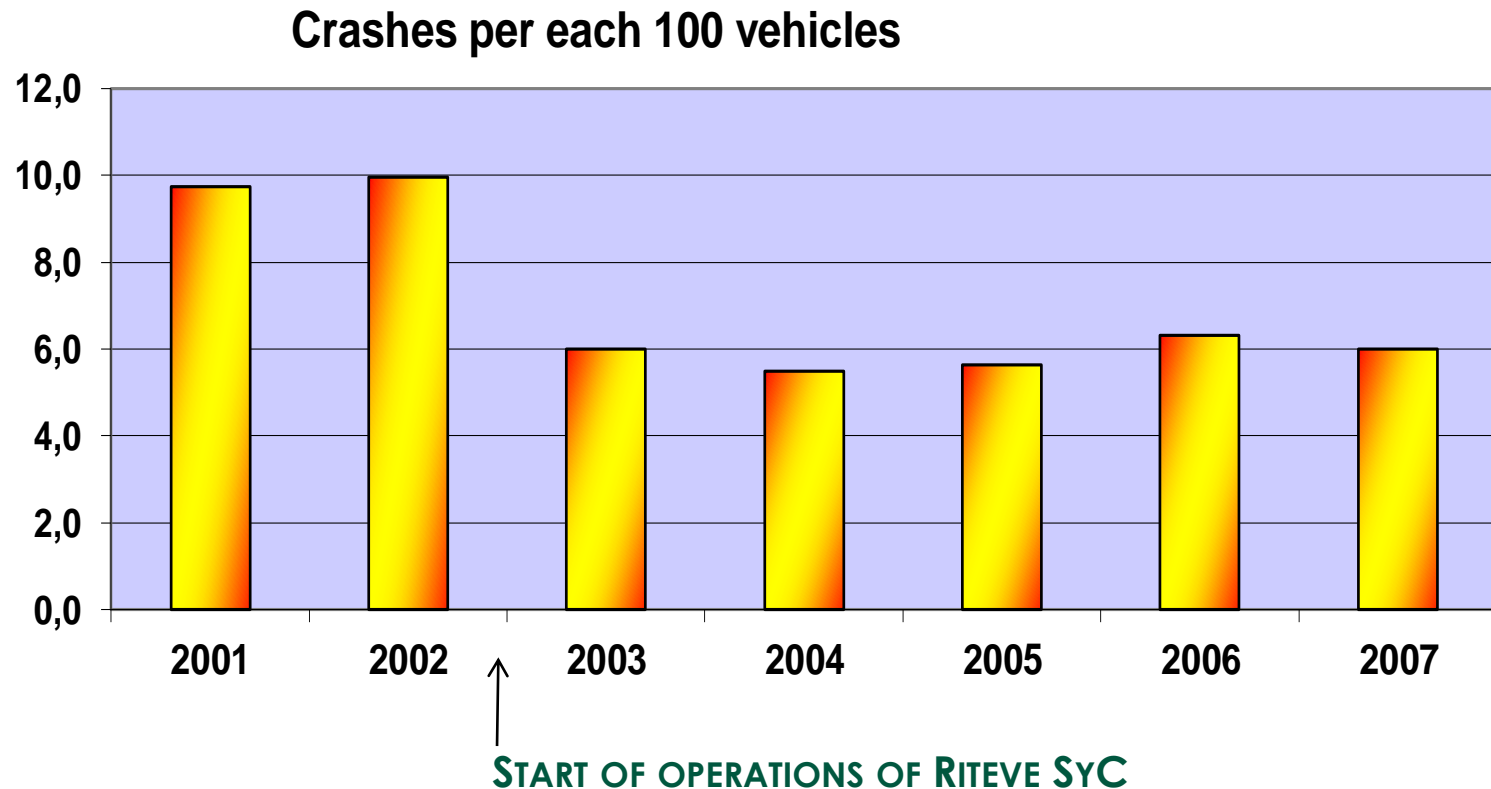
Data presented by Luis Gutiérrez – AECA-ITV

Mixed with other road safety factors – Split of factors currently under study



# VEHICLES CRASHES DECREASES IN COSTA RICA

(SOURCE: COSEVI, POLICÍA DE TRÁNSITO, INFORME DEL ESTADO DE LA NACIÓN)



**BELGIUM: THE INSPECTION OF VANS AND LIGHT TRUCKS (LESS THAN 3.500 KG OF GROSS WEIGHT – CATEGORY N1) ON A YEARLY BASIS HAS A MULTIPLIER BENEFIT 8,7 TIMES HIGHER THAN ITS COST**

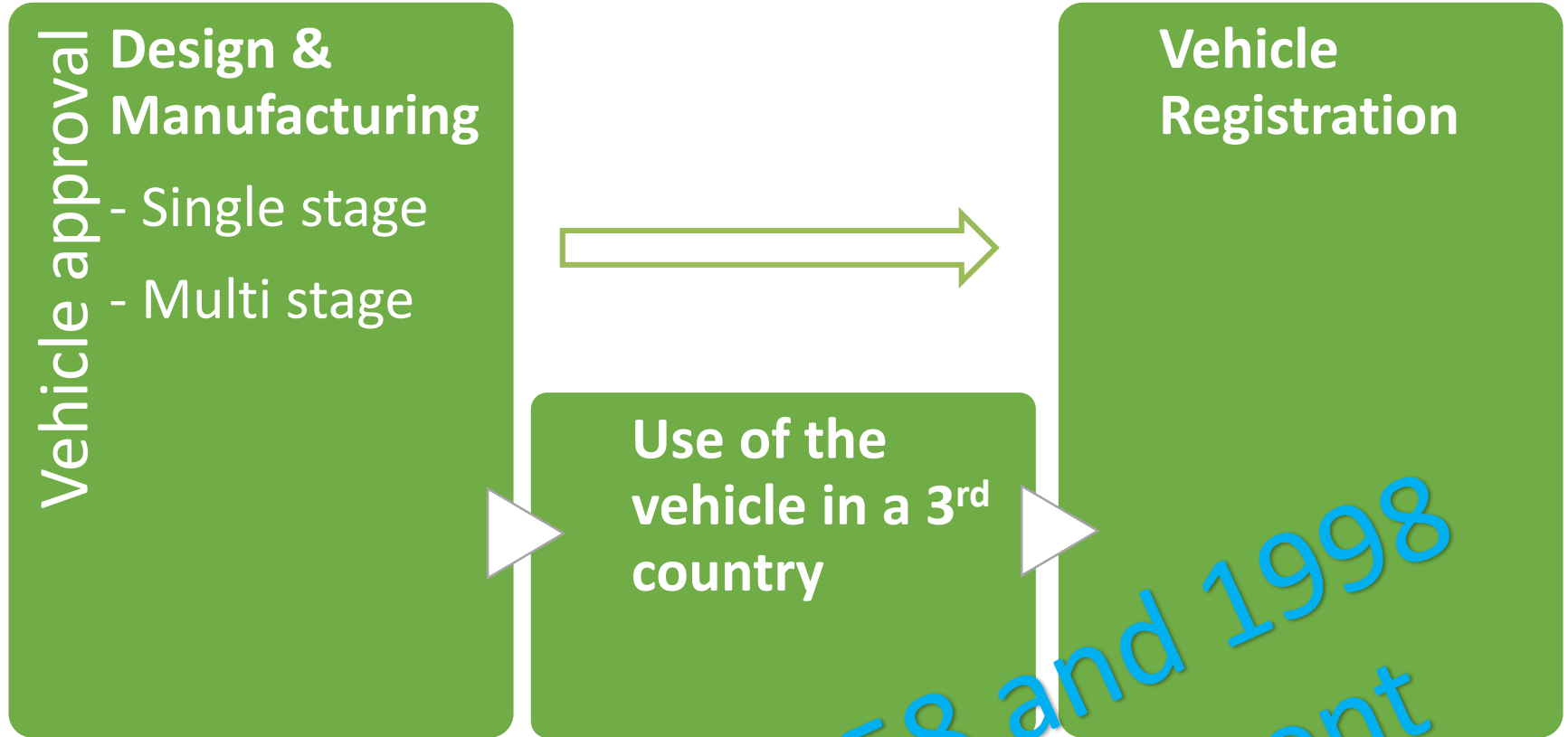
[HTTP://PAPERS.SSRN.COM/SOL3/PAPERS.CFM?ABSTRACT\\_ID=2601305\[PAPERS.SSRN.COM\]](http://papers.ssrn.com/sol3/papers.cfm?abstract_id=2601305)

**TURKEY: REDUCTION OF CRASHES  $\approx$  12% AFTER THE IMPLEMENTATION OF PTI.** [CITAINSP.ORG/WP-CONTENT/UPLOADS/2018/03/3-PTI-TURKEY-WHS.PDF](http://citainsp.org/wp-content/uploads/2018/03/3-PTI-TURKEY-WHS.PDF)  
ABSTRACT PENDING TO BE PUBLISHED

# WHEN TO TAKE CARE OF VEHICLES?

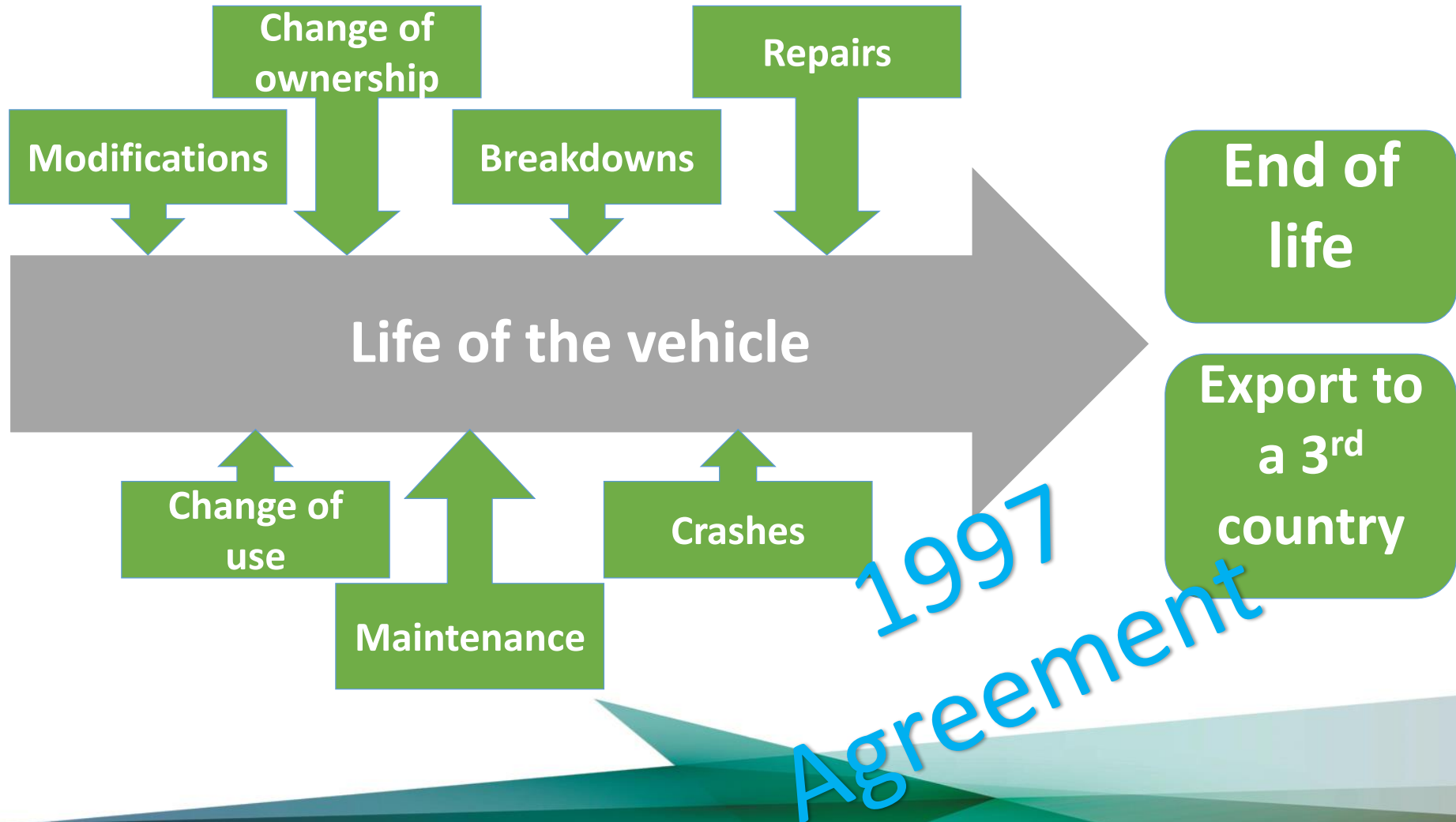


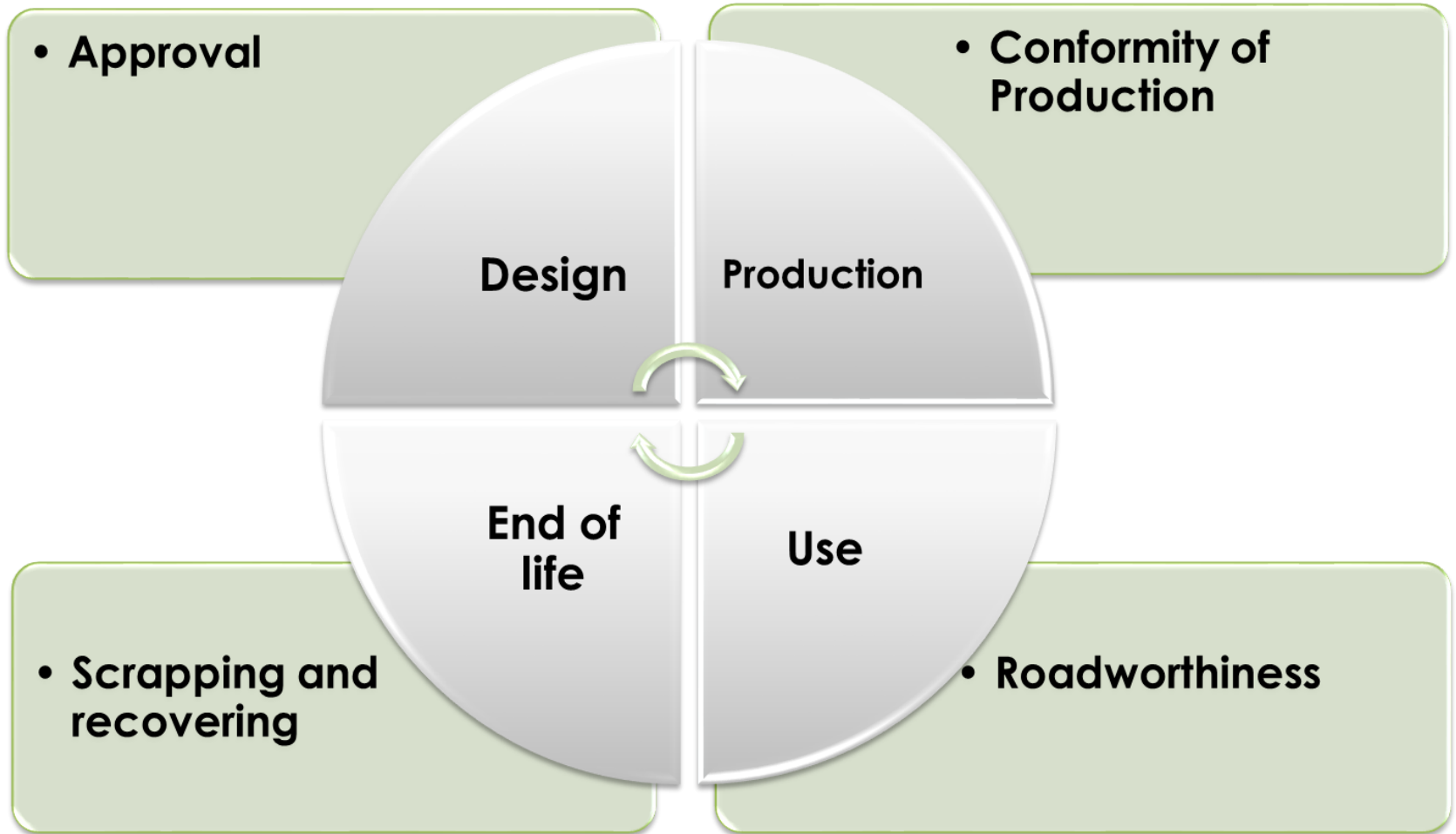
# WHEN VEHICLES ENTER INTO SERVICE



1958 and 1998  
Agreement

# WHILE VEHICLES ARE USED





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# AVIS – ASSESSMENT OF VEHICLE INSPECTION SYSTEMS



**WORLD BANK**



International  
Motor Vehicle  
Inspection  
Committee

Road Transport Sector Reform in Togo

The Competitiveness of Logistics Services Programme Financed by the World Bank

## Mission Report

### Vehicle Type-Approval and Road Worthiness Test in Togo

Mission from 18 to 29 September 2017

March 19<sup>th</sup>, 2018

**Writers:**

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# 1<sup>ST</sup> ASSESSMENT DONE IN TOGO



**INHABITANTS: CA. 8,000,000**  
**SURFACE: 57,000 km<sup>2</sup> / 22,000 MILE<sup>2</sup>**  
**REGISTERED VEHICLES: 880,000**  
**REGISTERED 2 & 3-WHEELERS: 620,000**  
**GDP PER CAPITA: US\$ 1,700 (2017 EST)**



Source of images: The World Fact Book - CIA

# SCOPE OF THE PROJECT

**APPLICABLE TO ALL KIND OF ROAD MOTOR VEHICLES  
AND THEIR TRAILERS**

## **SCOPE A**

IN-USE VEHICLE INSPECTIONS

## **SCOPE B**

CERTIFICATION OF VEHICLES ENTERING THE  
REGISTERED VEHICLE FLEET FOR THE FIRST TIME

## **SCOPE C**

CAPACITY BUILDING





#### Legend

- |  |                                      |  |                       |
|--|--------------------------------------|--|-----------------------|
|  | Gas analysis apparatus or opacimeter |  | Control console       |
|  | Headlamp adjustment device           |  | Wheel Alignment Gauge |
|  | LCV Suspension and braking devices   |  | HGV breaking devices  |
|  | Gap detector                         |  |                       |

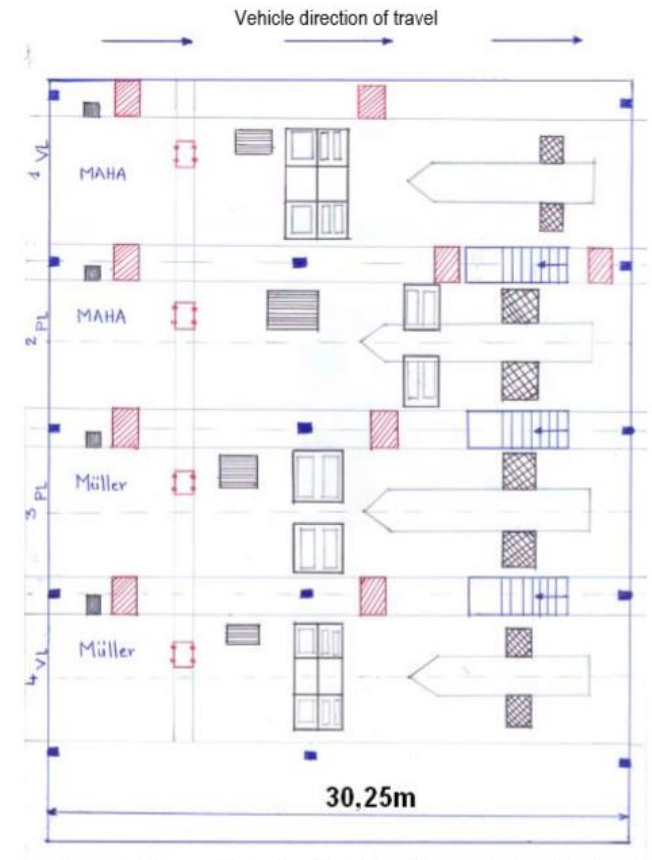


Figure 4 – Diagram of the Location of the Roadworthiness Test Centre in Lomé

# HOW TO IMPROVE THE CURRENT CONDITION OF THE FLEET?

- **SETTING UP FITNESS TESTS DURING REGISTRATION**
- **LINKING EQUIPMENT AND IT**
- **RESIZING THE VEHICLE INSPECTION NETWORK**
- **DEFINING THE INSPECTION PROTOCOL THAT IMPROVES THE FITNESS OF THE FLEET**

**Empowering authorities!!!**



# SETTING UP A DIALOGUE PLATFORM BETWEEN AFRICA AND EUROPE TO CREATE THE FAVOURABLE CONDITIONS AND OPPORTUNITIES FOR THE EFFECTIVE IMPLEMENTATION OF ACTIONS FOR ROAD SAFETY AND TRAFFIC MANAGEMENT

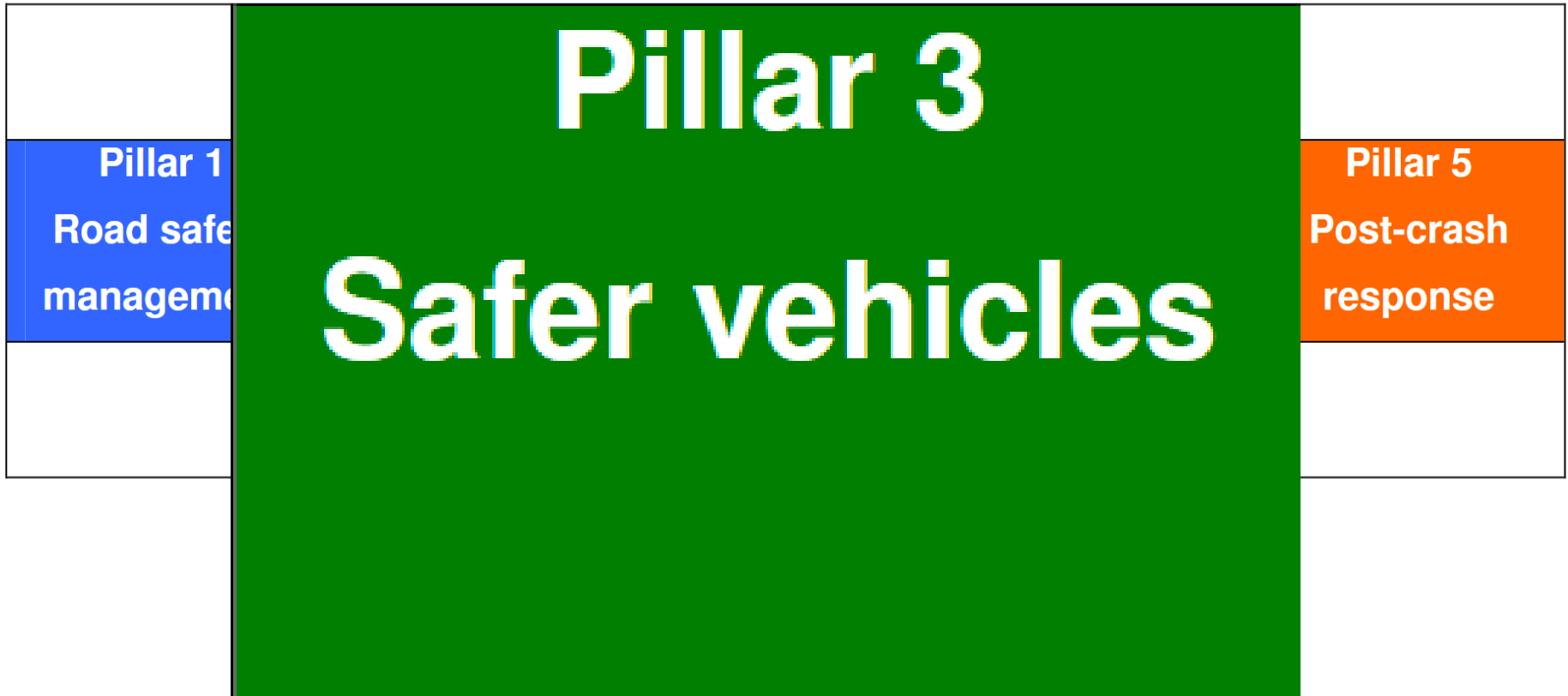


This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 724029

# LIST OF PARTICIPANTS

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11. SAFER (SW)
12. ENSTP (CAM)
13. HANDICAP  
INTERNATIONAL (INT)
14. OCAL (NG, BN, TG, GH, IC)
15. ICI – SANTÉ (BF)
16. CITA (INT)

# THE ROLE OF CITA



# WEBSITE ACCESS: WHICH REGULATIONS DOES A VEHICLE FULFIL ACCORDING TO ITS REGISTRATION AND HOMOLOGATION DATE?

|  |                   |     |         |
|--|-------------------|-----|---------|
| <b>ESLITZ BILANÇO</b>                    |                   |     |         |
| 50                                       | Via de aprova     | 1   | 800 000 |
| 51                                       | Via de aprova     | 2   | 800 000 |
| <b>2.4. Lançamento de Saldo e Totais</b> |                   |     |         |
| 1  | Saldo R\$ 150     | 1,5 | 800 000 |
| 2  | Saldo R\$ 150     | 1,5 | 800 000 |
| <b>Ativo</b>                             |                   |     |         |
| <b>2.5. Lançamento de Saldo e Totais</b> |                   |     |         |
| <b>Passivo</b>                           |                   |     |         |
| 26                                       | Saldo de abertura |     | 800 000 |
| 27                                       | Saldo de abertura |     | 800 000 |
| 28                                       | Saldo de abertura |     | 800 000 |
| 29                                       | Saldo de abertura |     | 800 000 |
| 30                                       | Saldo de abertura |     | 800 000 |
| 31                                       | Saldo de abertura |     | 800 000 |
| 32                                       | Saldo de abertura |     | 800 000 |
| 33                                       | Saldo de abertura |     | 800 000 |
| 34                                       | Saldo de abertura |     | 800 000 |
| 35                                       | Saldo de abertura |     | 800 000 |
| 36                                       | Saldo de abertura |     | 800 000 |
| 37                                       | Saldo de abertura |     | 800 000 |
| 38                                       | Saldo de abertura |     | 800 000 |
| 39                                       | Saldo de abertura |     | 800 000 |
| 40                                       | Saldo de abertura |     | 800 000 |
| 41                                       | Saldo de abertura |     | 800 000 |
| 42                                       | Saldo de abertura |     | 800 000 |
| 43                                       | Saldo de abertura |     | 800 000 |
| 44                                       | Saldo de abertura |     | 800 000 |
| 45                                       | Saldo de abertura |     | 800 000 |
| 46                                       | Saldo de abertura |     | 800 000 |
| 47                                       | Saldo de abertura |     | 800 000 |
| 48                                       | Saldo de abertura |     | 800 000 |
| 49                                       | Saldo de abertura |     | 800 000 |
| 50                                       | Saldo de abertura |     | 800 000 |
| 51                                       | Saldo de abertura |     | 800 000 |
| 52                                       | Saldo de abertura |     | 800 000 |
| 53                                       | Saldo de abertura |     | 800 000 |
| 54                                       | Saldo de abertura |     | 800 000 |
| 55                                       | Saldo de abertura |     | 800 000 |
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| 58                                       | Saldo de abertura |     | 800 000 |
| 59                                       | Saldo de abertura |     | 800 000 |
| 60                                       | Saldo de abertura |     | 800 000 |
| 61                                       | Saldo de abertura |     | 800 000 |
| 62                                       | Saldo de abertura |     | 800 000 |
| 63                                       | Saldo de abertura |     | 800 000 |
| 64                                       | Saldo de abertura |     | 800 000 |
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| 68                                       | Saldo de abertura |     | 800 000 |
| 69                                       | Saldo de abertura |     | 800 000 |
| 70                                       | Saldo de abertura |     | 800 000 |
| 71                                       | Saldo de abertura |     | 800 000 |
| 72                                       | Saldo de abertura |     | 800 000 |
| 73                                       | Saldo de abertura |     | 800 000 |
| 74                                       | Saldo de abertura |     | 800 000 |
| 75                                       | Saldo de abertura |     | 800 000 |
| 76                                       | Saldo de abertura |     | 800 000 |
| 77                                       | Saldo de abertura |     | 800 000 |
| 78                                       | Saldo de abertura |     | 800 000 |
| 79                                       | Saldo de abertura |     | 800 000 |
| 80                                       | Saldo de abertura |     | 800 000 |
| 81                                       | Saldo de abertura |     | 800 000 |
| 82                                       | Saldo de abertura |     | 800 000 |
| 83                                       | Saldo de abertura |     | 800 000 |
| 84                                       | Saldo de abertura |     | 800 000 |
| 85                                       | Saldo de abertura |     | 800 000 |
| 86                                       | Saldo de abertura |     | 800 000 |
| 87                                       | Saldo de abertura |     | 800 000 |
| 88                                       | Saldo de abertura |     | 800 000 |
| 89                                       | Saldo de abertura |     | 800 000 |
| 90                                       | Saldo de abertura |     | 800 000 |
| 91                                       | Saldo de abertura |     | 800 000 |
| 92                                       | Saldo de abertura |     | 800 000 |
| 93                                       | Saldo de abertura |     | 800 000 |
| 94                                       | Saldo de abertura |     | 800 000 |
| 95                                       | Saldo de abertura |     | 800 000 |
| 96                                       | Saldo de abertura |     | 800 000 |
| 97                                       | Saldo de abertura |     | 800 000 |
| 98                                       | Saldo de abertura |     | 800 000 |
| 99                                       | Saldo de abertura |     | 800 000 |
| 100                                      | Saldo de abertura |     | 800 000 |



# THREE NEW RECOMMENDATIONS – WORLD WIDE SCOPE

## Rec 19 **Antifraud**

- Measures to avoid on-purpose biased inspections

## Rec 20 **New Inspection Schemes**

- What to take into account to set up a new inspection scheme

## Rec 21 **Port-of-Entry Inspections**

- How to ensure minimum technical requirements for foreign used vehicles

**THANK YOU FOR YOUR ATTENTION!**





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