

EU Parliamentary Public Hearing on the EC Roadworthiness Package Proposal

22nd January 2013

CITA Presentation

Thomas Aubel & Camille Gonderinger
(Members of the CITA Bureau Permanent)

European White Paper on Transport, March 2011



Key targets

Safety

Short – half deaths by 2020

Long – zero deaths

Environment

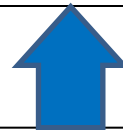
**Reduce GHG emissions
to limit climate change
below 2°C**



Key initiatives

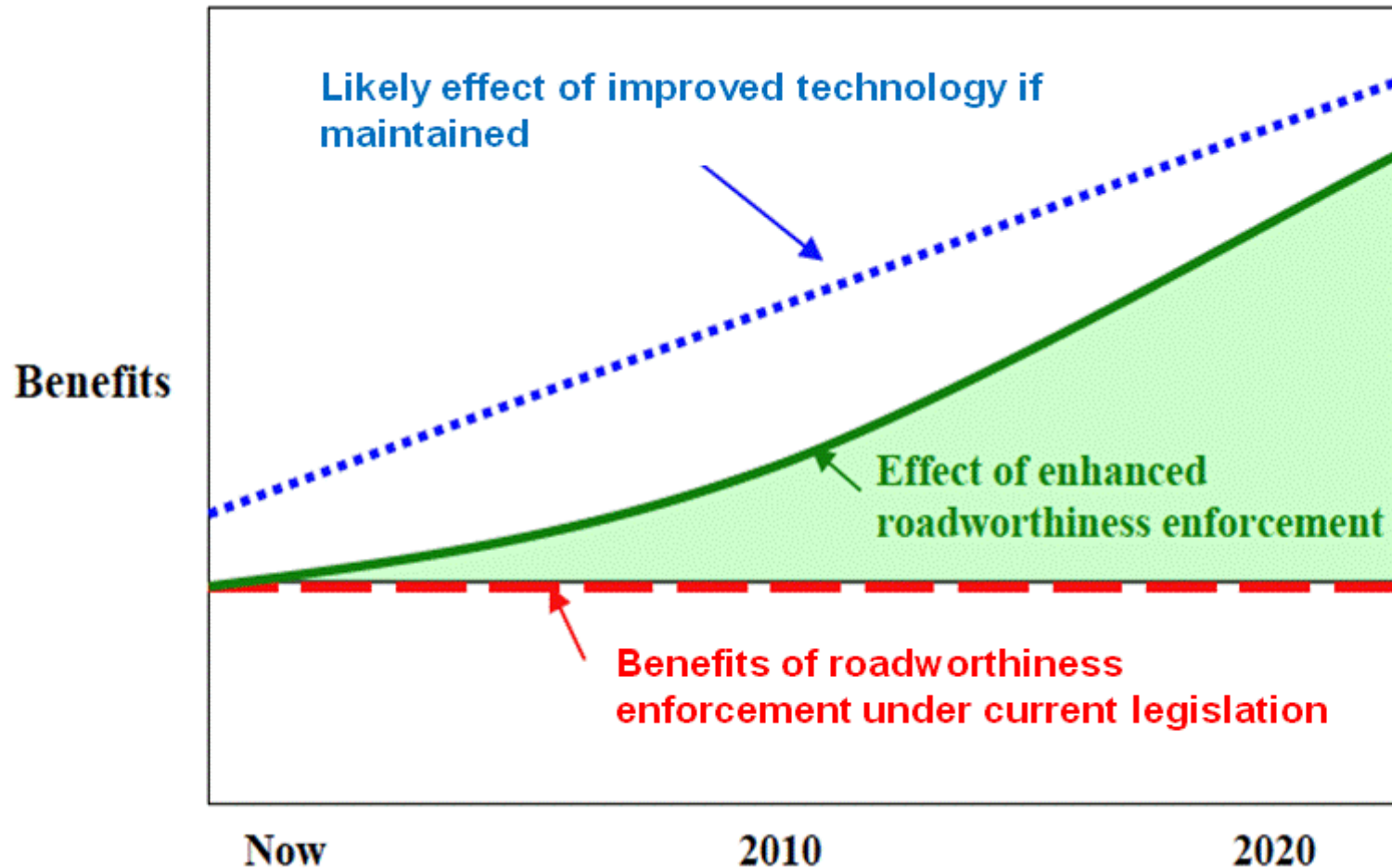
Harmonise and deploy vehicle technology

**Improve roadworthiness inspection to ensure
functionality throughout vehicle life**

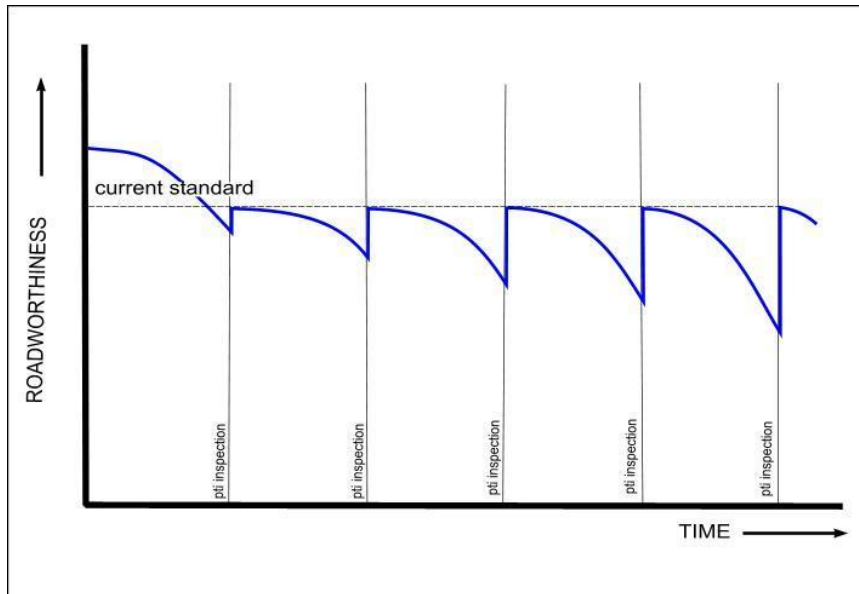


**CITA's mission is to develop best practice
solutions for roadworthiness inspection**

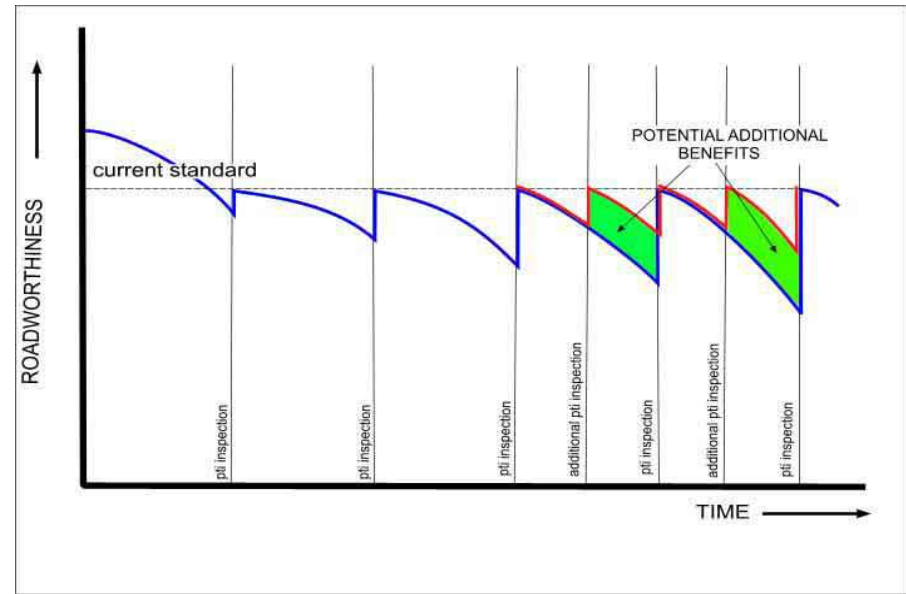
Conceptual graph showing the potential of roadworthiness enforcement to preserve the benefits of improved vehicle performance



Conceptual graphs showing relationship of Periodical Technical Inspections “PTI” and vehicle deterioration and benefit of increasing inspection frequency



In-use vehicle deterioration over time and beneficial effect of PTI



Benefits of increasing inspection frequency

Increased inspection frequency - older/high mileage passenger cars

OUTCOMES AUTOFORE STUDY

Annual inspection of light vehicles 8 years +

Benefit for EU27 for 2010

- **Safety impact, reduces:**

fatalities	630	to	1,140
severe and slight injuries	27,000	to	50,000

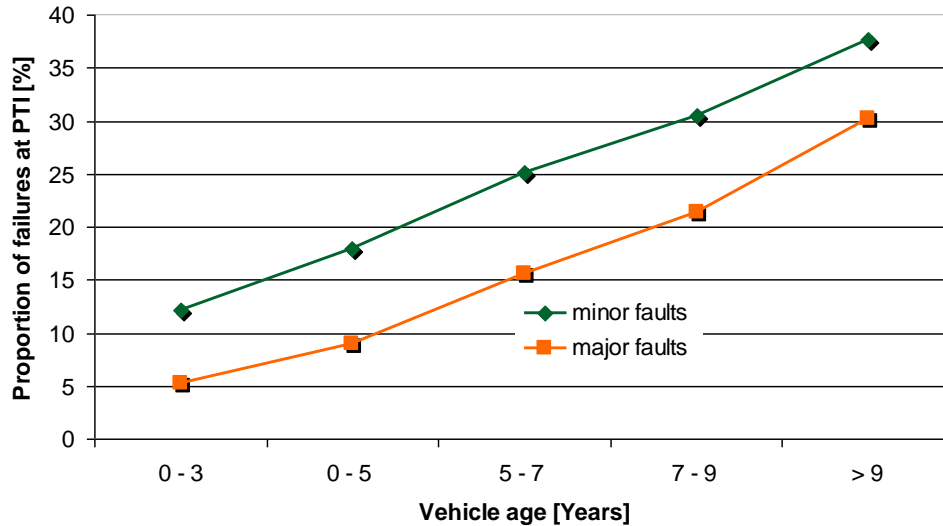
- **Environment**

Emissions reduction saving €22 million

Cost benefit ratio 1.6 to 2.1

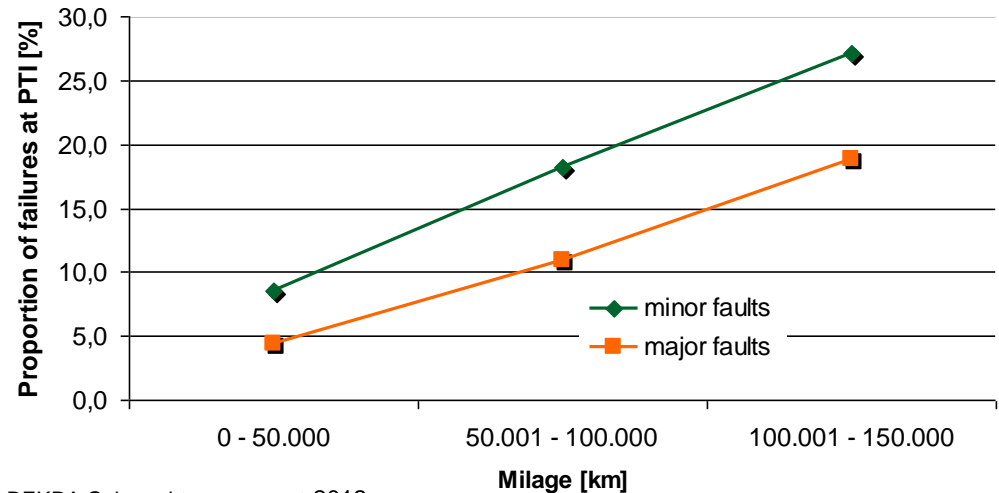
Increased inspection frequency - older/high mileage passenger cars

Failure rate against vehicle age



*Source KBA Germany 2011

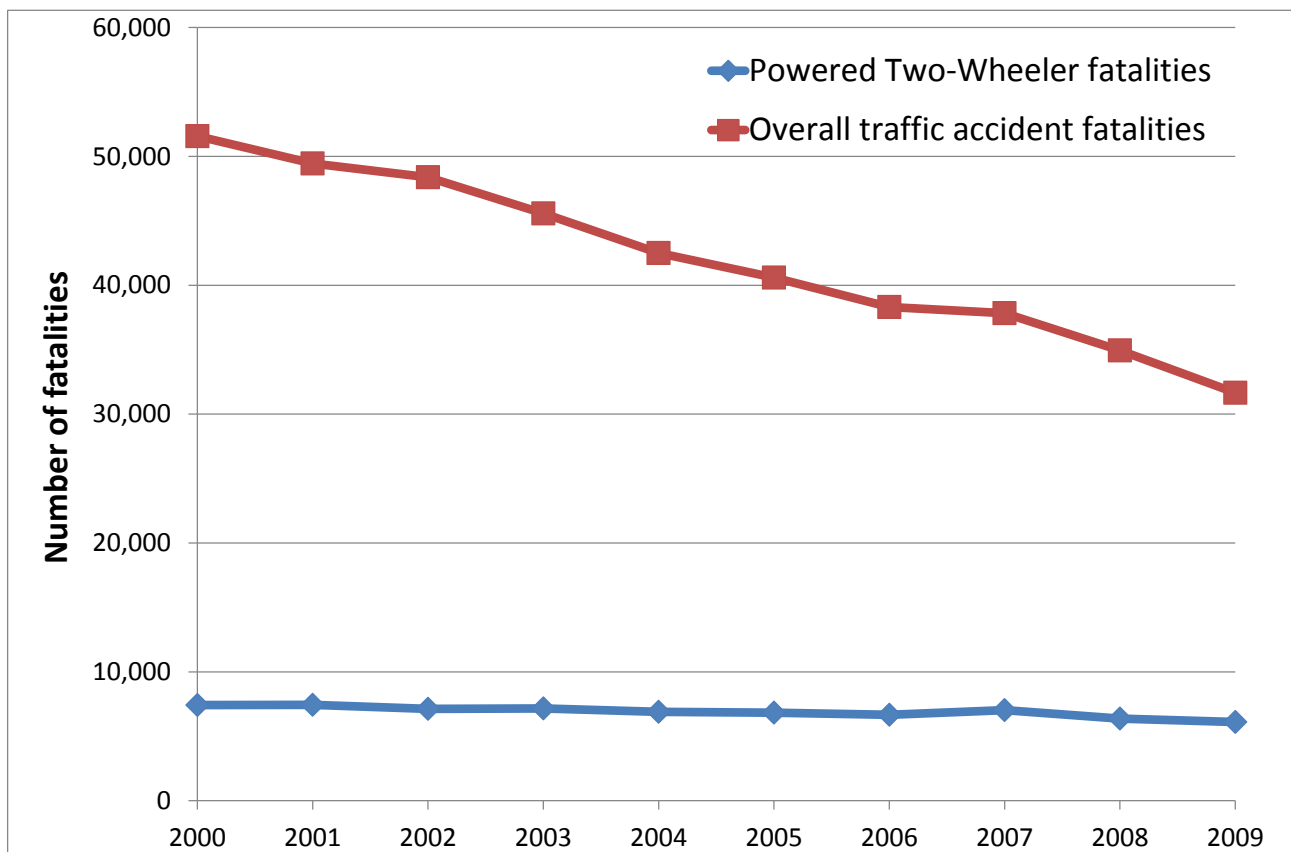
Failure rate against milage



*Source DEKRA Gebrauchtwagenreport 2012

Inspection of L - category vehicles

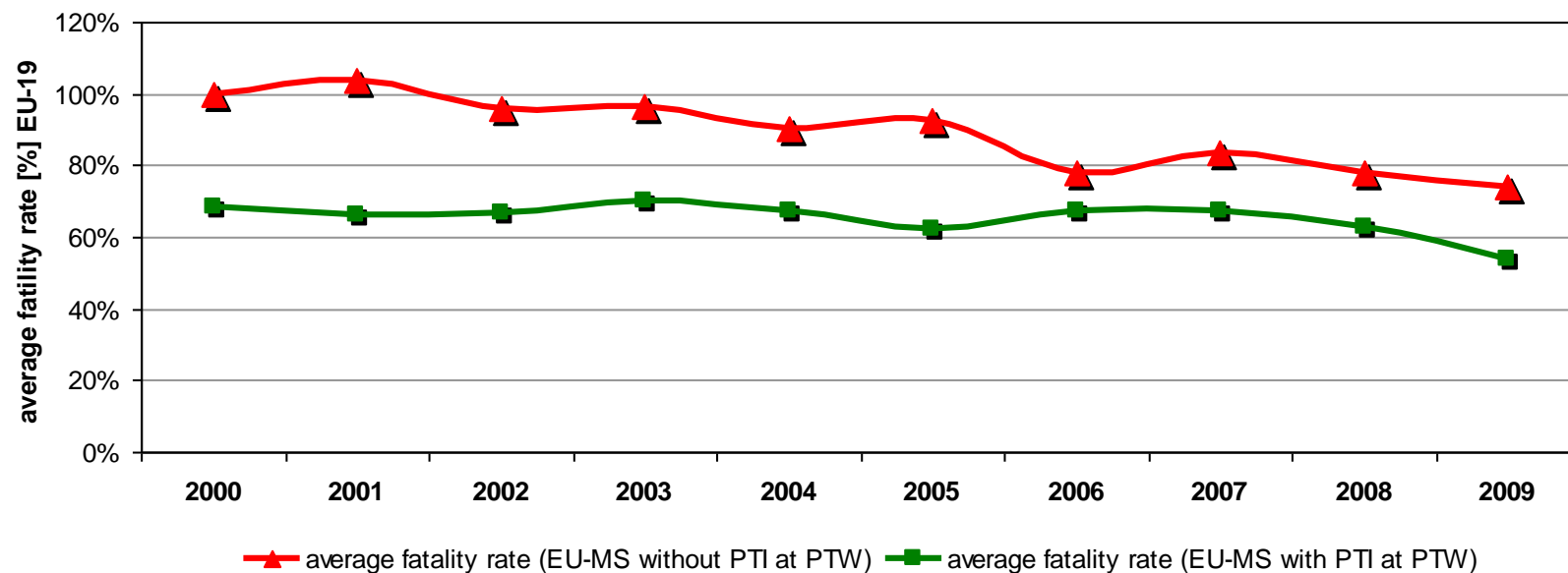
Road accident fatalities in the EU19 2000 - 2009 (CARE)



Inspection of L - category vehicles

Comparison of road accident fatality rate for countries **WITH** and **WITHOUT** PTI for L - category in EU19 2000 - 2009 (CARE)

PTW Fatality Rate EU-19

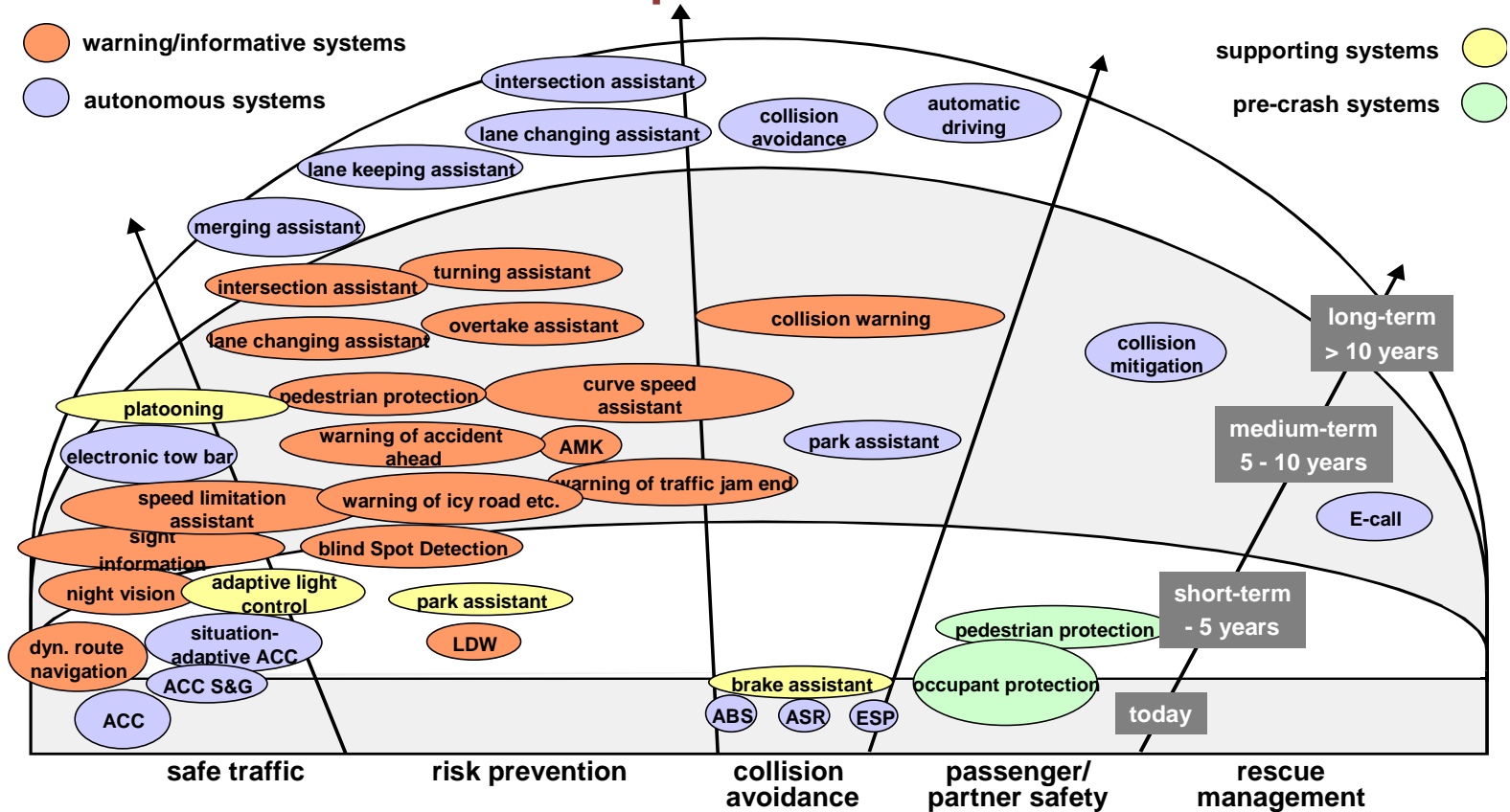


WITH PTI : SE, UK, CZ, DE, PL, ES, AT, LU, SI, IT (10 countries)

WITHOUT PTI : NL, FI, DK, RO, BE, PT, FR, IE, EL (9 countries)

Increasing use of Electronically Controlled Safety Systems “ECSS”

The significant benefits for road safety and environment need to be preserved



Inspection of ECSS

OUTCOMES AUTOFORE STUDY

Benefits for EU27 for 2010, prevents:

- **Safety impact, reduces:**

fatalities	76	to	87
severe and slight injuries	5,300	to	6,100

Cost benefit ratio 2.2 to 3.0

Inspection of ECSS

- **Priority need** to develop PTI test standards and procedures for current ECSS so that they can be implemented into EU legislation at an early date
- Need for an **ongoing programme** of work to cover **new systems** as they become widespread
- Need for an **efficient process** to introduce the testing of new systems into EU legislation

Best Practices

The key to Harmonisation & Mutual Recognition

- **Supervision and enforcement systems**
 - **Technical vehicle specifications**
 - **Skills and application of staff**
 - **Assessment of deficiencies**
 - **Inspection equipment**
 - **Inspection outcomes**
 - **Inspection methods**
 - **Reasons for failure**
 - **Inspected items**
 - **Quality !**

RoadSide Inspections

An important enforcement tool to supplement PTI

- Build on **existing** PTI experience and equipment
- No possibility for vehicles to be **prepared** for inspection
- High risk vehicles/operators can be **targeted** for increased effectiveness
- **Incentive** to keep vehicles continuously roadworthy

Thank you
For your attention