

I. ORGANISATION

TABLE 1 - GENERAL INFORMATION

	the organisation					inspection conducted in		supervision of organisations -				
	inspects vehicles	supervises	association	public sector body	allowed profit making	inspection centres	designated / authorised premises	public sector bodies	allowed profit making	inspections conducted in		inspector involved in repair, sale
										inspection centres	design./auth. Premises	
Ivory Coast-1	Yes	No	No	No	Yes	Yes	No	No	Yes	Yes	No	No
Israel-1 ¹	No	Yes	No	Yes	No	-	-	No	Yes	Yes	Yes	Yes
Japan-1 ¹	Yes	No	No	No	No	Yes	No	NA	NA	NA	NA	NA
Japan-2 ¹	Yes	No	No	Yes	No	Yes	No	NA	NA	NA	NA	NA
Japan-3 (*)	No	Yes	No	Yes	No	NA	NA	NA	NA	NA	NA	NA
Singapore-1	Yes	No	No	Yes	Yes	Yes	Yes	NA	NA	NA	NA	NA
Singapore-2	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	NA
S-Korea-1 (*)	No	Yes	No	No (*)	No	Yes	Yes	No	No	Yes	Yes	No
Vietnam-1	Yes	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	No
Austria-1 ¹	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes
Belgium-1	No	No	Yes	No	No	Yes	No	No	Yes	Yes	No	No
Croatia-1	Yes	Yes	No	No	Yes	Yes	No	No	Yes	Yes	No	No
Croatia-2	No	Yes	No	No	No	-	-	No	Yes	Yes	No	No
Denmark-1	Yes	No	No	No	-	Yes	N	NA	NA	NA	NA	NA
Denmark-2	No	Yes	No	Yes	No	NA	NA	No	Yes	Yes	Yes	No (*)
Estonia-1	No	Yes	No	Yes	No	-	-	No	Yes	Yes	No	NA
Finland-1	Yes	No	No	No	Yes	Yes	No	NA	NA	NA	NA	NA
Finland-2	No	Yes	No	Yes	No	NA	NA	No	Yes	Yes	No	No
France-1	Yes	Yes	-	No	Yes	Yes	No	No	Yes	Yes	No	No
France-2	No	Yes	No	No	Yes	NA	NA	No	Yes	Yes	Yes	No
France-3	No	Yes	No	No	Yes	NA	NA	No	Yes	Yes	Yes	No
France-4	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	NA

¹ Figures of 2004 CITA General Questionnaire

Japan-3

MLIT supervises 2 types of organisations: type 1 - kind of government (LMVIO & NAVI) - they can't make profit and they do only inspection; type 2: designated workshops (private companies) - they can do other work (repair, sales, etc.) and make profit

S-Korea-1

KOTSA is the authority vehicle inspection of public organisation

Denmark-2

No in general, though sale of vehicles from the company is permitted

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										inspection centres	design./auth. Premises	
Germany-1 ¹	Yes	Yes	No	No	Yes	Yes	Yes	-	-	-	-	-
Germany-2 (*)	Yes *	Yes	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No
Germany-3 ¹	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	NA
Germany-4	Yes	No	No	No	Yes	No	Yes	Yes	No	No	Yes	No
Germany-5	Yes	No	No	No	No	Yes	Yes	-	-	-	-	-
Germany-6	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	NA
Great-Britain-1	Yes	No	No	Yes	No	Yes (hgv and psv)	Yes (light vehicles)	NA	NA	NA	NA	NA
Hungary-1	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No
Ireland-1	Yes	No	No	No	Yes	Yes	No	NA	NA	NA	NA	NA
Ireland-2 ¹	No	Yes	-	Yes	No	NA	NA	Yes	No	Yes	Yes	Yes
Italy-1	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes
Latvia-1	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes	No	No
Luxembourg-1	Yes	No	No	Yes	No	Yes	Yes	NA	NA	NA	NA	NA
Macedonia-1	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No	No
Netherlands-1 ¹	Yes	Yes	Yes	Yes	-	Yes	Yes	No	Yes	Yes	Yes	Yes
Northern-Ireland-1	Yes	No	No	Yes	No	Yes	No	NA	NA	NA	NA	NA
Poland-1 ¹	Yes	No	Yes	Yes	No	Yes	No	NA	NA	NA	NA	NA
Portugal-1 ¹	No	No	Yes	No	No	Yes	No	-	-	-	-	-
Slovakia-1 ¹	Yes	No	No	No	Yes	Yes	No	NA	NA	NA	NA	NA
Slovakia-2 ¹	No	Yes	No	Yes	Yes	-	-	Yes	Yes	Yes	Yes	No
Slovakia-3	No	Partly	No	No	Yes	NA	NA	No	Yes	Yes	No	No
Slovenia-1	No	No	Yes	No	Yes	Yes	No	-	-	-	-	-
Spain-1 ¹	Yes	No	No	No	Yes	Yes	No	-	-	-	-	-
Spain-2	Yes	No	No	No	Yes	Yes	No	-	-	-	-	-
Spain-3	No	Yes	No	Yes	No	NA	NA	No	Yes	Yes	No	No

¹ Figures of 2004 CITA General Questionnaire

Germany-2

GTÜ contracts independent certified engineers (test inspectors) to conduct vehicle inspections, thus they do not maintain test inspectors, which conduct vehicle inspections on their pay role. The survey has however been answered as if these independent test inspectors are on their pay role.

TABLE 1 - GENERAL INFORMATION

	the organisation					inspection conducted in		supervision of organisations -				
	inspects vehicles	supervises	association	public sector body	allowed profit making	inspection centres	designated / authorised premises	public sector bodies	allowed profit making	inspections conducted in		inspector involved in repair, sale
										inspection centres	design./auth. Premises	
Spain-4 ¹	Yes	-	-	No	Yes	Yes	No	NA	NA	NA	NA	NA
Spain-5	No	No	Yes	No	No	Yes	No	NA	NA	NA	NA	NA
Sweden-1	Yes	No	No	Yes	No	-	-	NA	NA	NA	NA	NA
Switzerland-1	Yes	No	Yes	Yes	No	Yes	No	NA	NA	NA	NA	NA
USA-1	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
USA-2 ¹	Yes	No	No	No	Yes	Yes	Yes	-	-	-	-	-
Argentina-1 ¹	Yes	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
Argentina-2	Yes	No	No	No	Yes	Yes	No	NA	NA	NA	NA	NA
Chile-1	Yes	No	No	No	Yes	Yes	No	NA	NA	NA	NA	NA
New Zealand-1	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes
New Zealand-2	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	NA
New Zealand-3 ¹	Yes	No	No	No	Yes	Yes	Yes	NA	NA	NA	NA	No

¹ Figures of 2004 CITA General Questionnaire

TABLE 2 - TYPE OF ORGANISATION

1. government/state/province
2. non-governmental/state/province, non-profit making
3. non-governmental/state/province, profit making, vehicle testing only
4. non-governmental/state/province, profit making, also involved in repair, sale or operation of vehicles
5. inspection centres used only for periodic and other inspections
6. other designated of authorised premises, e.g. garages, vehicle repair workshops or vehicle operator's premises where activities other than vehicle inspection can be performed?

	private cars	goods veh. (< 3.500kg)	goods veh. (> 3.500kg)	pass. veh. (< 8 pass.)	pass. veh. (> 8 pass.)	trailers (< 3.500kg)	trailers (> 3.500kg)	tractors	motor- cycles (excl. mopeds)	mopeds (< 50 cc)	caravans	other
Ivory Coast-1	3	3	3	3	3	3	3	3	NI	NI	NI	NI
Israel-1 ¹	3	3	3	3	3	3	3	3	3		3	3
Japan-1 ¹	1-2-4-5 ⁽¹⁾	1-2-4-5 ⁽¹⁾	1-4-5	1-2-4-5	1-4-5	1-2-4-5	1-4-5	1-4-5	1-4-5		-	-
Japan-2 ¹	1-2-4-6 ^(*)	1-2-4-6 ^(*)	1-4-6	1-2-4-6 ^(*)	1-4-6	1-2-4-6 ^(*)	1-4-6	1-4-6	1-4-6		1-4-6	1-4-6
Japan-3 ¹	-	-	-	-	-	-	-	-	-		-	-
Singapore-1	3-5	3-5-6	3-5-6	3-5-6	3-5-6	3-5	3-5	3-5	3-5-6	3-5	3-5	3-5
Singapore-2	3-5	3-5	3-5	3-5	3-5-6	3-5	3-5	NI	3-5	NI	NI	NI
S-Korea-1 (*)	2-5-6	2-5-6	2-5-6	2-5-6	2-5-6	2-5-6	2-5-6	2-5-6	NI	NI	2-5-6	2-5-6
Vietnam-1	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5
Austria-1 ¹	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6		1-2-3-4-5-6	1-2-3-4-5-6
Belgium-1	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	NI	NI	3-5	3-5
Croatia-1	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5
Croatia-2	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5
Denmark-1	3-5	3-5	3-5	3-5	3-5	5	3-5-6	5-6	5	5	5-6	5
Denmark-2	2-3-4-5-6	2-3-4-5-6	2-3-4-5-6	2-3-4-5-6	2-3-4-5-6	2-3-4-5-6	2-3-4-5-6	NI	NI	NI	NI	-
Estonia-1	5	5	5	5	5	5	5	5	5	5	5	5

¹ Figures of 2004 CITA General Questionnaire

Japan-2

(1)* excluding those vehicles covered by (2)**

(2)** limited to those vehicles that are 4-wheeled mini-sized vehicles (length: 3,4m or less - width: 1,48m or less - height: 2,0m or less - engine displacement: 660cc or less)

S-Korea-1

These categories count for the whole of the questionnaire!! : goods veh (<3000 kg), goods veh (>3000 kg), pass veh (<10pass), pass veh (>10pass), trailers (<3000kg), trailers (>3000kg)

TABLE 2 - TYPE OF ORGANISATION

	private cars	goods veh. (< 3.500kg)	goods veh. (> 3.500kg)	pass. veh. (< 8 pass.)	pass. veh. (> 8 pass.)	trailers (< 3.500kg)	trailers (> 3.500kg)	tractors	motor- cycles (excl. mopeds)	mopeds (< 50 cc)	caravans	other
Finland-1	3-5	3-5	3-5	3-5	3-5	3-5	3-5	NI	NI	NI	3-5	3-5
Finland-2	3	3	3	3	3	3	3	NI	NI	NI	3-5	3-5
France-1	2-5	2-5	2-5	2-5	2-5	-	2-5	2-5	-	-	-	2-5
France-2	3-5-6	3-5-6	1-5	3-5-6	3-5-6	NI	3-5-6	3-5-6	NI	NI	NI	-
France-3	3-5-6	3-5-6	3-5	3-5-6	3-5	NI	3-5	3-5	NI	NI	NI	-
France-4	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	NI	3-5-6	3-5-6	NI	NI	NI	-
Germany-1¹	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6		3-5-6	3-5-6
Germany-2	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	NI	3-5-6	3-5-6
Germany-4	3-6	3-6	3-6	3-6	3-6	3-6	3-6	3-6	3-6	NI	3-6	3-6
Germany-5	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	2-3-5-6	NI	2-3-5-6	-
Germany-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	3-5-6	-	3-5-6	3-5-6
Great-Britain-1	4	4	1	4	1	NI	1	NI	4	4	NI	-
Hungary-1	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	1-3-4-5-6	-	1-3-4-5-6	1-5
Ireland-1	4-5	-	-	4-5	-	-	-	-	-	-	-	-
Ireland-2¹ (*)	3	4	4	3	4	-	3	-	-		-	-
Italy-1	1-4-5-6	1-4-5-6	1-5-6	1-4(*)-5-6(*)	1-5	NI (**)	1-5-6	1-5-6	1-4-5-6	1-4-5-6	NI (**)	NI
Latvia-1	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	NI	1-3-5	NI
Luxembourg-1	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	NA	2-5	2-5
Macedonia-1	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5	2-5
Netherlands-1¹	6	6	6	-	1	-	6	-	-		-	-
Northern-Ireland-1	1-5	1-5	1-5	1-5	1-5	1-5	1-5	NI	1-5	1-5	NI	1-5
Poland-1¹	3-4-5	3-4-5	3-4-5	3-4-5	3-4-5	3-4-5	3-4-5	3-4-5	3-4-5		3-4-5	-
Portugal-1¹	3-5	3-5	3-5	3-5	3-5	NI	3-5	3-5	NI		NI	NI
Slovakia-1¹	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5 ^(*)	3-5 ^(*)		3-5	-
Slovakia-2¹	3-4-5-6	3-4-5-6	3-4-5-6	3-4-5-6	3-4-5-6	-	-	-	-		-	-

¹ Figures of 2004 CITA General Questionnaire

Ireland-2 trailers (< 3.500 kg), tractors, motorcycles, caravans, other = N1

Italy-1 * up till 16 passengers ** these categories are only inspected if there is a decree which decides to inspect the registered vehicles in these particular years

TABLE 2 - TYPE OF ORGANISATION

	private cars	goods veh. (< 3.500kg)	goods veh. (> 3.500kg)	pass. veh. (< 8 pass.)	pass. veh. (> 8 pass.)	trailers (< 3.500kg)	trailers (> 3.500kg)	tractors	motor- cycles (excl. mopeds)	mopeds (< 50 cc)	caravans	other
Slovakia-3 (*)	3-5	3-5	3-5	3-5	3-5	3-5	3-5	NI*	3-5	NI*	3-5	3-5
Slovenia-1	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5
Spain-1 ¹	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5		3-5	-
Spain-2	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	NI	1-3-5	1-3-5
Spain-3	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5
Spain-4 ¹	3	3	3	3	3	3	3	3	3		3	3
Spain-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	1-3-5	NI	1-3-5	1-3-5
Sweden-1	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	-
Switzerland-1	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1	1-5	1-5
USA-1	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	NI	NI	NI	NI	NI	NI	NI
USA-2 ¹	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3-4-5-6	1-2-3	1-3	1-3	1-3	3	3-4-5-6		-	-
Argentina-1 ¹	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5		3-5	-
Argentina-2	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	NI	3-5	-
Chile-1	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	3-5	NI	3-5	-
New Zealand-1	3-6	3-6	3	3	3-6	3-6	3	3-6	3-6	-	3-6	-
New Zealand-2	3-4-5-6	3-4-5-6	3-5	3-5	3-5	3-4-5-6	3-5	3-5	3-4-5-6	3-4-5-6	3-4-5-6	3-5
New Zealand-3 ¹	3-4-5-6	3-5	3-5	3-5	3-5	3-5	3-4-5-6	3-4-5-6	3-4-5-6		3-4-5-6	-

¹ Figures of 2004 CITA General Questionnaire

Slovakia-3

inspections of the categories L1 (small motorcycles), T and R (tractors and tractor trailers) are voluntary at present, but will be compulsory in the near future. Inspections are already compulsory for driving-school vehicles of these categories.

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Supervising body (bodies) - name(s)			
		public sector body	allowed profit making	standards for accreditation
Ivory Coast-1	-	No	No	-
Israel-1 ¹	Ministry of Transport Department of Vehicles & Maintenance Services	Yes	No	
Japan-1 ¹	Ministry of Land, Infrastructure and Transport (MLIT)	Yes	NA	
Japan-2 ¹	Ministry of Land, Infrastructure and Transport (MLIT)	Yes	NA	
Japan-3 ¹	Ministry of Land, Infrastructure and Transport (MLIT)	No	No	
Singapore-1	PSB Certification	Yes	No	ISO 9001:2000
Singapore-2	Land Transport Authority of Singapore	Yes	Yes	-
S-Korea-1	Ministry of Construction and Transportation of Korea (MOCT)	Yes	No	Not applicable
Vietnam-1	Vietnam Register	Yes	No	ISO 9000
Austria-1 ¹	- Bundesministerium für Verkehr, Innovation & Technologie (Bundesprüfanstalt für Kraftfahrzeuge) - Amt der Landesregierung (9x)	Yes	No	
Belgium-1	Service Public Fédéral (SPF) Mobilité et Transports (Federal Service of Mobility and Transport)	Yes	No	The 10 companies are accredited by the Belgian government based on the Royal decree 23-12-1994. There are specific requirements to fulfil like: Technical requirements / Prohibition from doing other tasks related to vehicles (repairing, selling,...) / minimum number of centres / mandatory to open a centre in a low population density area / minimum and maximum inspection lines per centre / maximum number of inspection hours per line per year / human resource requirements (qty - qualification - ...) There is no standard requirement by legislation but all 10 companies and GOCA have a quality system according to 9001:2000.
Croatia-1	Ministry of the Interior of Croatia (Police)	Yes	No	Ministry of the Interior of Croatia does not use any type of standard for accreditation

¹ Figures of 2004 CITA General Questionnaire

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Supervising body (bodies) - name(s)			
		public sector body	allowed profit making	standards for accreditation
Croatia-2	Croatian Automobile Club (non-governmental body)	Yes	No	EN45004 (ISO17020)
Denmark-1	Road Safety and Transport Agency (is an independent administrative body within the Danish Ministry of Transport)	Yes	No	No specific
Denmark-2	Road Safety and Transport Agency	Yes	No	standards similar to ISO 9000, but no requirement for ISO approval
Estonia-1	-	Yes	No	-
Finland-1	-	Yes	No	-
Finland-2	Vehicle Administration (AKE)	Yes	No	-
France-1	-	Yes	No	ISO/CEI 17020
France-2	DRIRE - Direction Régionale de l'Industrie, de la Recherche et de l'Environnement	Yes	No	ISO9001 vs 2000 for AUTO SECURITE France ISO17020 for inspection centers
France-3	-	-	-	-
France-4	DRIRE - Direction Régionale de l'Industrie, de la Recherche et de l'Equipement	Yes	No	ISO 17020 for heavy vehicles (>3500kg). No standards for light vehicles.
Germany-1 ¹	Regional Government	Yes	No	
Germany-2	-	Yes	No	ISO 9000 StVZO + Attachment 8
Germany-4	-	Yes	No	Anlage VIIIb StVZO
Germany-5	Kraftfahrt-Bundesamt, Fördestrasse 16, 24944 FLENSBURG (Tel. +49 (4 61) 3160; Fax +49 (4 61) 316 1495 or 1650) Dresden Branch, Bernhardstrasse 62, 01187 DRESDEN (Tel. +49 (351) 473 850; Fax +49 (351) 473 8536)	Yes	No	ISO 9001:2000
Germany-6	-	No	Yes	DIN EN ISO 9001:2000
Great-Britain-1	NA	NA	NA	-
Hungary-1	-	Yes	No	ISO 9002
Ireland-1	Price WaterHouse & Coopers, Wilton Place, Dublin 2 Automobile Association, 56 Drury Street, Dublin 2	NA	Yes	ISO 9000

¹ Figures of 2004 CITA General Questionnaire**Great-Britain-1** but not profit making like a business - VOSA is expected to make a small surplus (return on capital) which goes to the government's treasury

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Supervising body (bodies) - name(s)			
		public sector body	allowed profit making	standards for accreditation
Ireland-2 ¹	Department of Transport	Yes	No	
Italy-1	DTT	Yes	No	NA
Latvia-1	Road Traffic Safety Directorate. Body responsible for technical control of agricultural and forestry machinery is State Technical Supervision Inspection.	Yes	No	-
Luxembourg-1	NA	NA	NA	-
Macedonia-1	Ministry of Interior of R. Macedonia, Police Department for road traffic safety	Yes	No	There is no compulsory accreditation for the bodies performing technical inspections of vehicles
Netherlands-1 ¹	RDW Vehicle Information & Authorisation	Yes	No	
Northern-Ireland-1	-	NA	NA	-
Poland-1 ¹	-	NA	NA	
Portugal-1 ¹	Direcção Geral de Viação	Yes	No	
Slovakia-1 ¹	Ministry of Transport, Post & Telecommunications in cooperation with regional state authorities	Yes	No	
Slovakia-2 ¹	Ministry of Transport, Post & Telecommunications	Yes	No	
Slovakia-3	1 Ministry of Transport, Post & Telecommunications in cooperation with regional state authorities 2 Technical service for technical vehicle inspections (TESTEK s.r.o.) - only the assessment of inspecting centres and inspecting equipment. In some cases also providing specialized expert support for the state authorities.	1 Yes 2 No	1 No 2 Yes	For technical service for technical vehicle inspections the accreditation as an inspection body of type A according ISO/IEC 17020 is required.
Slovenia-1	-	Yes	No	-
Spain-1 ¹	Federal Ministry of Industry & Regional Governments	Yes	No	
Spain-2	The testing organisations are usually supervised by regional bodies. During last years, supervisions have been carried out by ENAC (Entidad Nacional de Acreditación - National Accreditation Entity, 240 7º Piso, ES-28016 Madrid, member of EA- European Cooperation of Accreditation)	Yes	No	The standard usually used is EU 17020, when the accreditation is compulsory. Some testing organisations choose ISO 9000 when the certification is voluntary.

¹ Figures of 2004 CITA General Questionnaire

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Supervising body (bodies) - name(s)			
		public sector body	allowed profit making	standards for accreditation
Spain-3	Ministry of Industry, Tourism & Trade Regional Governments	Yes	No	EN ISO/IEC 17020:2004
Spain-4 ¹	-	Yes	No	
Spain-5	Country Ministry of Industry and Regional Governments	Yes	No	EN ISO/IEC 17020:2004
Sweden-1	-	Yes	No	-
Switzerland-1	-	No	No	under construction, partially used
USA-1	EPA (Environmental Protection Agency) and state governments	Yes	No	ISO 9000; SAE 1667
USA-2 ¹	US Environmental Protection Administration - Regulatory Guidelines State by State DOT or MOE oversights	Yes	No	
Argentina-1 ¹	- Gobierno de la Ciudad Autonoma de Buenos Aires - Municipalidad de la Ciudad de Cordoba - Gobierno de la Provincia de Buenos Aires	Yes	Yes	
Argentina-2	ERVTV	Yes	No	ISO 9000
Chile-1	SEREMITT	Yes	No	ISO 9000
New Zealand-1	Land Transport New Zealand	Yes	No	Land Transport Rule for Light Vehicle Brakes 2002
New Zealand-2	Land Transport New Zealand, P.O. Box 2840, WELLINGTON	Yes	Yes	-
New Zealand-3 ¹	-	Yes	No	

¹ Figures of 2004 CITA General Questionnaire

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Other inspection bodies
Ivory Coast-1	SICTA
Israel-1 ¹	Association of Testing Institutes in Israel (51 members)
Japan-1 ¹	National Agency of Vehicle Inspection (NAVI)
Japan-2 ¹	Light Motor Vehicle Inspection Organization Japan Automobile Service Promotion Association
Japan-3 ¹	Light Motor Vehicle Inspection Organization National Agency of Vehicle Inspection Japan Automobile Service Promotion Association
Singapore-1	Land Transport Authority of Singapore (LTA)
Singapore-2	STA Inspection Pte Ltd
S-Korea-1	16 unions of vehicle inspection and maintenance
Vietnam-1	NA
Austria-1 ¹	Amt der Landesregierung (provincial authority)
Belgium-1	GOCA is an associaton of 10 companies (ACT, AS, AV, AIBV, BIA, BTC, CTA, KM, SA, SBAT) authorised by the SPF to conduct periodic inspection
Croatia-1	Vehicle Center of Croatia Croatian Automobile Club
Croatia-2	Ministry of Interior
Denmark-1	NA
Denmark-2	Only Road Safety and Transport Agency
Estonia-1	Estonian Motor Vehicle Registration Centre (in Estonian "Autoregistriskeskus")
Finland-1	Finnish Vehicle Administration (AKE)
Finland-2	-
France-1	AUTOSUR, AUTOVISION, DEKRA, SECURITEST, AUTOSECURITE, TECHNOSUR, AUTONOME
France-2	AUTO SECURITE France - SECTA AUTOSUR - AUTOVISION - DEKRA NORISKO - SECURITEST
France-3	Securitest, Autovision, Autosur, Dekra Norisko, Auto Securite
France-4	Technical Inspection Networks light vehicles (<3,5t): DEKRA Automotive, Sécuritétest, Auto Sécurité, Autosur, Autovision, independant centers. Coordinating Organism: OTC (Organisme Technique Central). Two Technical Inspection networks Heavy Vehicles (>3,5t): Dekra Poids Lourds, Autovision, independant centers. Coordinating Organism: OTC
Germany-1 ¹	Federal Ministry of Transport, Building & Housing
Germany-2	Kraftfahrzeugbundesamt, Landesministerien (the state of Germany ministeriums), BAST Bundesanstalt für Strassenwesen
Germany-4	DEKRA, FSP, GTÜ, KÜS
Germany-5	TÜV Nord Mobilität, TÜV Rheinland Group, Dekra Automobile GmbH, GTÜ, KÜS
Germany-6	-
Great-Britain-1	NA
Hungary-1	General Inspectorate of Transport, Capital and 19 County Inspectorates of Transport, Hungarian Automobile Club
Ireland-1	Department of Transport, Vehicle Standards, 25 Clare Street, Dublin 2
Ireland-2 ¹	Price Waterhouse & Coopers

¹ Figures of 2004 CITA General Questionnaire

TABLE 3 - SUPERVISION / OTHER SUPERVISING-INSPECTING BODIES

	Other inspection bodies
Italy-1	DTT is in charge of the periodical inspections and at the same time of the supervision of the reparation centers who are allowed to inspect certain categories of vehicles. At the time, no association exists which represents the interests of the centers. Each center has to obtain the autorisation to be allowed to inspect periodically. End of 2005, 5383 centers are in charge of periodical inspections.
Latvia-1	RTSD, SIA Scantest, SIA Autests, SIA Venttests, SIA Auteko, TÜV Latvija
Luxembourg-1	NA
Macedonia-1	Drivers' Association of Macedonia : 26 members Auto Moto Association of Macedonia
Netherlands-1¹	-
Northern-Ireland-1	nil
Poland-1¹	there are several associations - the biggest ones are: Patronage of the Motor Transport Institute; Polish Federation of Vehicle Inspection Stations - total 810
Portugal-1¹	75 organisations conducting periodic inspection, their interests represented by 2 associations (ANCIA-65 members / ANEIA-9 members) Direcção Geral de Viação supervises all 75 organisations
Slovakia-1¹	Slovdekra s.r.o. owns 7 testing stations and on a franchising base represents and cooperates the interests of Slovdekra-Partner associated companies (all together 55 inspection stations).
Slovakia-2¹	S-EKA with regard to emission testing
Slovakia-3	-
Slovenia-1	Ministry for Interior Affairs
Spain-1¹	Federal association: AECA-ITV
Spain-2	There are many organisations. The main association is AECA-ITV (42 organisations member with 305 inspection centres)
Spain-3	AECA-ITV (Members: 46)
Spain-4¹	AECA-ITV (Associations in Spain)
Spain-5	Departments of Industry of regional governments A.E.C.A.-I.T.V. members: 46
Sweden-1	SWEDAC, Box 878, 50115 Borås
Switzerland-1	ASA (26 members: cantons)
USA-1	Department of Transportation
USA-2¹	Federal and State government agencies Private sector representative association Coalition for safer, cleaner services
Argentina-1¹	TUV, VTV Norte, Aguas de Barcelona, ITV Cordoba ...
Argentina-2	Undertaking inspections: CAVEA (Cámara Argentina de Verificadores de Automóviles) and others
Chile-1	-
New Zealand-1	Vehicle Testing New Zealand, Vehicle Inspections New Zealand, Automobile Association, On Road New Zealand
New Zealand-2	Automobile Association of New Zealand, Vehicle Inspection NZ
New Zealand-3¹	LTSA, Crown Agency of the NZ Government

¹ Figures of 2004 CITA General Questionnaire