

TABLE 7 - STAFF

	Total number employees	Total number administrative staff	Total number vehicle inspectors	Total number other technical staff	Total number staff involved in supervision
<b>Ivory Coast-1</b>	213	26	84	9	-
<b>Israel-1</b> <sup>1</sup>	35	10	35000 (roadside inspections)	NA	7
<b>Japan-1</b> <sup>1</sup>	597	90	507	-	-
<b>Japan-2</b> <sup>1</sup>	882	89	803	0	-
<b>Japan-3</b> <sup>1</sup>	± 450	± 450	NA	NA	± 450
<b>Singapore-1</b>	43	8	29	-	NA
<b>Singapore-2</b>	124	13	107	4	NA
<b>S-Korea-1</b>	573	55	504	518	33
<b>Vietnam-1</b>	123	31	127	NA	30
<b>Austria-1</b> <sup>1</sup>	no information available	no information available	no information available	no information available	no information available
<b>Belgium-1</b>	1.606	265	1.091	1.311	-
<b>Croatia-1</b> (*)	686	262	334	50	40
<b>Croatia-2</b>	-	-	-	-	9
<b>Denmark-1</b>	569	0	365	16	-
<b>Denmark-2</b>	NA	NA	NA	NA	24
<b>Estonia-1</b>	20	5	-	-	20
<b>Finland-1</b>	1.100	78	530	10	none
<b>Finland-2</b>	16	16	-	-	5
<b>France-1</b>	2.000	-	1500	-	-
<b>France-2</b>	2.000	1395	-	-	27
<b>France-3</b>	-	-	1730	-	48
<b>France-4</b>	2802	92	2710	-	-
<b>Germany-1</b> <sup>1</sup>	7.000	3.000	4.000	100	160
<b>Germany-2</b>	-	-	1.400	-	100
<b>Germany-4</b>	155	148	124	24	no
<b>Germany-5</b>	3600	900	2.700	150	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire**Croatia-1** Numbers of December 2005

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	Total number employees	Total number administrative staff	Total number vehicle inspectors	Total number other technical staff	Total number staff involved in supervision
<b>Germany-6</b>	2576	528	2.048	9	NA
<b>Great-Britain-1</b>	2.700	200	500	500	500
<b>Hungary-1</b>	2.100	350	1.200	1.600	45
<b>Ireland-1</b>	320	60	280	NA	NA
<b>Ireland-2<sup>1</sup></b>	NA	NA	NA	NA	42
<b>Italy-1</b>	±1600	±400	±1200 (also engaged in other activities)	±1300	±350
<b>Latvia-1</b>	40	5	33	-	5
<b>Luxembourg-1</b>	105	15	80	10	-
<b>Macedonia-1</b>	8	-	-	-	4
<b>Netherlands-1<sup>1</sup></b>	-	-	350	75	-
<b>Northern-Ireland-1</b>	515	85	218	38	NA
<b>Poland-1<sup>1</sup></b>	~ 3.000	-	~ 2.500	-	-
<b>Portugal-1<sup>1</sup></b>	2	2	-	-	-
<b>Slovakia-1<sup>1</sup></b>	120	26	68	13	-
<b>Slovakia-2<sup>1</sup></b>	10	3	NA	NA	7
<b>Slovakia-3</b>	9	0	0	0	0
<b>Slovenia-1</b>	956	345	426	88	-
<b>Spain-1<sup>1</sup></b>	879	211	552	96	-
<b>Spain-2</b>	601	105	446	50	NA
<b>Spain-3</b>	NA	NA	NA	NA	NA
<b>Spain-4<sup>1</sup></b>	140	29	85	26	-
<b>Spain-5</b>	4.754	1.142	3.045	567	-
<b>Sweden-1</b>	2.020	80	1.700	1400	-
<b>Switzerland-1</b>	77	13	68	50	-
<b>USA-1</b>	330	85	200	45	45
<b>USA-2<sup>1</sup></b>	> 3.000	> 150	> 2.000	500	500
<b>Argentina-1<sup>1</sup></b>	91	9	29	9	-
<b>Argentina-2</b>	120	10	85	35	NA

<sup>1</sup> Figures of 2004 CITA General Questionnaire

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	<b>Total number employees</b>	<b>Total number administrative staff</b>	<b>Total number vehicle inspectors</b>	<b>Total number other technical staff</b>	<b>Total number staff involved in supervision</b>
<b>Chile-1</b>	144	10	80	15	NA
<b>New Zealand-1</b>	-	-	7539	-	30
<b>New Zealand-2</b>	990	337	599	7	-
<b>New Zealand-3</b> <sup>1</sup>	270	90	180	180	NA

<sup>1</sup> Figures of 2004 CITA General Questionnaire

TABLE 8 - MANAGEMENT OF TESTING

	standard procedure	appointment made by		% accept proposed appointment	action when not presented	results to central vehicle register	when 'rejected' re-test? sometimes (not for)	how to see - valid test certificate?
		insp centre	owner					
<b>Ivory Coast-1</b>	no appointment necessary	No	No	-	-	No	always	no reference, no vignette on windscreen
<b>Israel-1</b> <sup>1</sup>	no appointment necessary	-	-	-	-	Yes	always	sticker on windscreen stamp on registration
<b>Japan-1</b> <sup>1</sup>	only come by appointment	No	Yes	-	no action	No	always	expiry date on inspection certificate & sticker on windscreen
<b>Japan-2</b> <sup>1</sup>	only come by appointment	No	Yes	-	no action	Yes	always	expiry date on inspection certificate & sticker on windscreen
<b>Japan-3</b> <sup>1</sup>	-	-	-	-	-	-	-	-
<b>Singapore-1</b>	no appointment necessary	NA	NA	NA	NA	Yes	always	through valid road tax discs, which are valid upon passing the inspection with proper insurance coverage for the period of validity and road tax payment made to LTA
<b>Singapore-2</b>	no appointment necessary	NA	NA	NA	NA	Yes	always - retest requested by the testing organisation	through display of vehicle road tax disc on the windscreen
<b>S-Korea-1</b>	We send an inspection notice paper for vehicle owners twice in an inspection period	No (by internet)	Yes	-	Not applicable	Yes	always	registration certificate - national computer system
<b>Vietnam-1</b>	no appointment necessary	No	No	NA	NA	Yes	always	stamp in inspection book + sticker on windscreen

<sup>1</sup> Figures of 2004 CITA General Questionnaire

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		insp. centre	owner					
<b>Austria-1</b> <sup>1</sup>	no standard procedure	Yes	Yes	~ 50%	in the case of exceptional inspections, after not following the third invitation the registration of the vehicle will be annulled	Yes	periodical insp.: never exceptional insp.: always	sticker on windscreen shows the date for the next periodical insp.
<b>Belgium-1</b>	no appointment necessary - an invitation to present the vehicle is sent; in some inspection stations appointment can be made	No	(yes)	-	-	Yes	defects that can be repaired without tools or special adjustment (e.g. windscreen wiper, ...)	inspection certificate HGV: have an inspection certificate and a vignette on windscreen or near number plate
<b>Croatia-1</b>	no appointment necessary	-	-	-	-	Yes	always	sticker on windscreen stamp in traffic licence
<b>Croatia-2</b>	no appointment necessary	-	-	-	-	Yes	always	vehicle license (PTI/ registration document) + window sticker
<b>Denmark-1</b>	no appointment necessary (impossible to make appointment, by phone nor by website)	No	Yes	-	none	Yes	always (sometimes: very long list)	it is not possible for us to see that. Only the authorities have that possibility through a central database
<b>Denmark-2</b>	periodic inspections are called in by letter to the vehicle owner	Yes	No	>90%	a reminder is sent with a final lead time of 4 weeks. If no approval appears within the limit, the police is asked to withdraw the license plates	Yes	sometimes, minor defects easily detectable for a vehicle owner with a driver license (worn tyres, lights not working, minor corrosion, etc.)	no evidence other than the license plates remaining on the vehicle as a certificate that insurance has been paid and inspections are carried out
<b>Estonia-1</b>	no standard procedure	-	-	-	-	Yes	always	stamp on registration document and police via internet
<b>Finland-1</b>	no appointment necessary	-	-	-	no action	Yes	always	central vehicle register stamp on registration document

<sup>1</sup> Figures of 2004 CITA General Questionnaire

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	standard procedure	appointment made by		% accept proposed appointment	action when not presented	results to central vehicle register	when 'rejected' re-test? sometimes (not for)	how to see - valid test certificate?
		insp. centre	owner					
<b>Finland-2</b>	no appointment necessary	-	-	-	-	Yes	always	stamp in registration document
<b>France-1</b>	no appointment necessary	Yes	Yes	80%	no action	Yes	always	vignette on windscreen stamp on registration certificate
<b>France-2</b>	no standard procedure	Yes	Yes	80%	none	Yes	always	sticker on windscreen stamp on registration certificate and/or inspection certificate
<b>France-3</b>	no standard procedure	No	Yes	-	reminder	Yes	always	vignette on windscreen
<b>France-4</b>	no standard procedure	No	Yes	-	none	Yes (to OTC)	always	stamp on registration certificate, inspection certificate. sticker on windscreen is not a proof of inspection
<b>Germany-1</b> <sup>1</sup>	no appointment necessary no standard procedure	-	-	-	-	Yes	never	sticker on license plate stamp in registration paper examination certificate
<b>Germany-2 (*)</b>	no appointment necessary	-	-	-	-	Yes	always (<0,1% are rejected and will or cannot be repaired to meet the regulations)	stamp on the licence plate indicating the next inspection month and year
<b>Germany-4</b>	only come by appointment	No	Yes	70%	no action	Yes	Sometimes, little mistakes	the cars have a signum and a testcertificat
<b>Germany-5</b>	no appointment necessary	-	-	-	-	Yes	sometimes, for minor faults which have less influence to road safety. The vehicle owner has the obligation to repair these faults.	there is a date-stamp registration letter on the rear licence plate of the vehicle which indicates the date of the next inspection

<sup>1</sup> Figures of 2004 CITA General Questionnaire**Germany-2** no report for each vehicle, just statistics

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	standard procedure	appointment made by		% accept proposed appointment	action when not presented	results to central vehicle register	when 'rejected' re-test? sometimes (not for)	how to see - valid test certificate?
		insp. centre	owner					
<b>Germany-6</b>	no appointment necessary	-	-	-	-	Yes	Sometimes, minor defects	stamp on the rear numberplate
<b>Great-Britain-1</b>	no appointment necessary	-	-	-	-	Yes	always	Check of Police National Computer or a copy of the test certificate
<b>Hungary-1</b>	no standard procedure	No	Yes	90%	new appointment made by vehicle owner	Yes	always	sticker on rear number plate
<b>Ireland-1</b>	only come by appointment	Yes	Yes	40% accept; 60% re-organise; 99,5% keep the agreed date	A no-show fee is applied to the vehicle and this must be paid before the vehicle is tested	Yes	always	A disc is displayed on windscreen
<b>Ireland-2<sup>1</sup></b>	only come by appointment	Yes	Yes	-	-	Yes	always	roadworthiness certificate
<b>Italy-1 (*)</b>	no standard procedure	-	-	95%	no action	Yes	no	in register or on certificate
<b>Latvia-1</b>	no appointment necessary, booking is optional	-	-	-	-	Yes	always	sticker on windscreen
<b>Luxembourg-1</b>	no appointment necessary, but advised	Yes	Yes	40% by SNCT 60% by owner	a reminder after 3 weeks	Yes	always	inspection certificate national veh. database
<b>Macedonia-1</b>	no appointment necessary	No	No	-	-	No	always	signature and stamp in test certificate stamp in traffic licence
<b>Netherlands-1<sup>1</sup></b>	no standard procedure	No	Yes	-	vehicle owner has to pay when he did not cancel the appointment	-	never	expiry date in RDW Computer
<b>Northern-Ireland-1</b>	only come by appointment	No	Yes	80%	vehicle owner must pay a further test fee to obtain another appointment	No	always	an inspection disc is issued
<b>Poland-1<sup>1</sup></b>	no appointment necessary	-	-	-	-	No	always	stamp on registration certificate

<sup>1</sup> Figures of 2004 CITA General Questionnaire**Italy-1** Results to central vehicle register: yes, for all inspections by centers and for 60% of inspections by DTT.

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		insp. centre	owner					
<b>Portugal-1</b> <sup>1</sup>	no standard procedure	No	Yes	-	-	Yes	never - the re-test is made by the inspection centre where the vehicle was rejected	certificate
<b>Slovakia-1</b> <sup>1</sup>	no standard procedure	-	-	-	-	Yes	always	sticker on rear registration plate & inspection certificate
<b>Slovakia-2</b> <sup>1</sup>	no appointment necessary	-	-	-	vehicle is considered to be no eligible for road transport if not presented for emission test within legally fixed period	No	always	certificate
<b>Slovakia-3 (*)</b>	-	-	-	-	-	Yes	required and must be done by the same inspecting centre	sticker on the windscreen or on the rear part of vehicle and inspection certificate
<b>Slovenia-1</b>	no appointment necessary	-	-	-	-	Yes	always	confirmed registration in vehicle documentation for next year
<b>Spain-1</b> <sup>1</sup>	mainly come by appointment; depending on booking demand, some vehicles without appointment accepted	No	Yes	vehicle owner chooses appointment	another vehicle can be accepted to fill the gap	yes	always	sticker on windscreen
<b>Spain-2</b>	no standard procedure	-	-	-	-	yes	always	sticker on windscreen
<b>Spain-3</b>	no appointment necessary, but in some cases advised to make one	No	Yes	vehicle owner chooses hour and date of appointment	no actions concerning the appointed vehicle. Another vehicle can be accepted to fill the gap.	yes	always	sticker on windscreen
<b>Spain-4</b> <sup>1</sup>	no appointment necessary, but recommended	No	Yes	80%	the appointment is offered to another client, other vehicle owners come to the station and queue up without appointment	Yes	always	sticker on windscreen; stamp on registration certificate

<sup>1</sup> Figures of 2004 CITA General Questionnaire

**Slovakia-3**

Results to central vehicle register: yes, but only to the regional state authorities by sending of an e-mail. A complex electronic system for data collection in the inspecting centres and sharing with the regional and central state authorities is prepared.

27 December 2006

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	standard procedure	appointment made by		% accept proposed appointment	action when not presented	results to central vehicle register	when 'rejected' re-test? sometimes (not for)	how to see - valid test certificate?
		insp centre	owner					
<b>Spain-5</b>	no appointment necessary (in some cases, it is advised to make an appointment)	No	Yes	The vehicle owner chooses hour and date of appointment	no action (another vehicle can be accepted to fill the gap)	yes	always	sticker on windscreen
<b>Sweden-1 (*)</b>	Mostly come by appointment	Yes	No	50%	-	yes	always	on the tax mark on the back of the car
<b>Switzerland-1</b>	come by appointment	Yes	Yes	60%	summons / decision to withdraw the right to drive / withdrawal registration certificate & plates	Yes	slight defects - random inspections (3-5%)	inspection date on registration certificate
<b>USA-1</b>	no appointment necessary for most; appointment tied to annual renewal of registration for others	Yes	NA	85% compliance in registration denial programs	registration/denial activity for State enforced programs	Yes	always	windshield stickers or glovebox certificates
<b>USA-2<sup>1</sup></b>	no appointment necessary	-	-	-	-	Yes	always	decal displayed
<b>Argentina-1<sup>1</sup></b>	no appointment necessary	-	-	-	-	Yes	always	sticker on windscreen; certificate
<b>Argentina-2</b>	no appointment necessary	NA	NA	NA	NA	Yes	never	sticker on windscreen
<b>Chile-1</b>	no appointment necessary	NA	NA	NA	NA	Yes	never	sticker on windscreen; certificate
<b>New Zealand-1</b>	no standard procedure	No	Yes	-	No action	Yes	always	label on windscreen
<b>New Zealand-2</b>	no appointment necessary. A small % (12%) of heavy vehicles are booked.	Yes	No	80%	we try to fit them in at the next available time	Yes	always	vehicle displays a current Certificate of Fitness sticker on windscreen
<b>New Zealand-3<sup>1</sup></b>	no appointment necessary	NA	NA	-	-	Yes	always	label on windscreen computer data entry

<sup>1</sup> Figures of 2004 CITA General Questionnaire

**Sweden-1** if the defect is regarded as a minor defect, no re-inspection required; \* if the defect is regarded as a serious defect, a re-inspection is required; this re-inspection can be carried out, either by Bilprovningen, which is also authorised to pass the vehicle when repaired, or by an accredited workshop that than reports to the Road Administration that the defect is repaired

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	inspector / lane			vehicle driven outside	inspection - use of		
	one inspector	same team	diff.inspectors defined parts		pits	hoists	both
<b>Ivory Coast-1</b>	No	No	Yes	No	x	-	-
<b>Israel-1</b> <sup>1</sup>	No	Yes	Yes	No	x	-	-
<b>Japan-1</b> <sup>1</sup>	No	No	Yes	No	-	x	-
<b>Japan-2</b> <sup>1</sup>	No	No	Yes	No	x	-	-
<b>Japan-3</b> <sup>1</sup>	-	-	-	-	-	-	-
<b>Singapore-1</b>	No	No	Yes	Kato cranes using	x	-	-
<b>Singapore-2</b>	No	Yes	Yes	No	x	-	-
<b>S-Korea-1</b>	No	Yes	Yes	exhaust sound level test	x	-	-
<b>Vietnam-1</b>	No	Yes	Yes	No	-	-	x
<b>Austria-1</b> <sup>1</sup>	depends on inspection station			if brake efficiency of roller brake tester cannot be used	-	-	x
<b>Belgium-1</b>	No	No	Yes	No	-	x	x
<b>Croatia-1</b>	Yes	No	No	No	x	-	-
<b>Croatia-2</b>	Yes	No	No	for vehicles with non-standard dimensions	x	-	-
<b>Denmark-1</b>	Yes	No	No	Air pollution control, brake testing and test driving	large veh	small veh	-
<b>Denmark-2</b>	Yes, normally	No	No	driving test, braking and safety belt checks	-	-	x
<b>Estonia-1</b>	No	Yes	No	Testing of car handling and speed limitation device	-	-	x
<b>Finland-1</b>	Yes	No	No	short test drive	-	x	-
<b>Finland-2</b>	Yes	No	No	testing of car handling and handling devices (short test drive)	-	-	x
<b>France-1</b>	Yes	No	No	No	-	-	x

<sup>1</sup> Figures of 2004 CITA General Questionnaire

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	inspector / lane			vehicle driven outside	inspection - use of		
	one inspector	same team	diff.inspectors defined parts		pits	hoists	both
<b>France-2</b>	Yes	No	No	No	-	-	x
<b>France-3</b>	Yes	No	No	No	-	-	x
<b>France-4</b>	Yes	No	No	Brake testing on the road because the brake testing device is out of order	(only for heavy veh)	-	x
<b>Germany-1<sup>1</sup></b>	Yes	Yes	No	No - but in different cases when something is suspicious, the inspection is allowed to make a special drive test	-	-	x
<b>Germany-2</b>	Yes	No	No	motorcycles (brakes and overall condition), farming vehicles	-	-	x
<b>Germany-4</b>	Yes	Yes	No	No	-	-	-
<b>Germany-5</b>	Yes	No	No	No	-	-	x
<b>Germany-6</b>	No	No	No	No	-	-	x
<b>Great-Britain-1</b>	Yes	No	No	occasionally, a decelometer test	-	x	-
<b>Hungary-1</b>	No	Yes	Yes	No	-	-	x
<b>Ireland-1</b>	Yes	No	No	No	-	x	-
<b>Ireland-2<sup>1</sup></b>	Yes	No	No	speedometer; certain types of safety belts; brake tests that are not possible on a brake tester	-	x	-
<b>Italy-1</b>	Yes	No	No	No	-	x (reparation centers)	x (centers DTT)
<b>Latvia-1 (*)</b>	yes for cars, motorcycles	No (*)	No	Yes, only motorcycles	-	-	x
<b>Luxembourg-1</b>	No	No	Yes	only in very specific cases when indoor testing is not possible	x	-	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire**Latvia-1** specific teams appointed where there is more than 1 inspector per vehicle

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	inspector / lane			vehicle driven outside	inspection - use of		
	one inspector	same team	diff.inspectors defined parts		pits	hoists	both
<b>Macedonia-1</b>	No	Yes	No	vehicles that are too large or too heavy are driven outside	x	-	-
<b>Netherlands-1</b> <sup>1</sup>	Yes	No	No	brake testing with decelerometer of pass./goods veh.< 3500 kg	-	-	x
<b>Northern-Ireland-1</b>	Yes	Yes (HGV only)	No (priv cars & LGV only)	no, occasionally to confirm findings of visual inspection	-	-	x
<b>Poland-1</b> <sup>1</sup>	Yes (usually)	Yes (if necess.)	Yes (if necess.)	noise level, test drive (if necessary)	-	-	x
<b>Portugal-1</b> <sup>1</sup>	Yes	Yes	No	No	x	-	-
<b>Slovakia-1</b> <sup>1</sup>	Yes	Yes (HGV)	No	noise measurement, brake drive test	x	-	x
<b>Slovakia-2</b> <sup>1</sup>	Yes	No	No	No	-	-	-
<b>Slovakia-3</b>	Yes	Yes	No	noise measurement, brake drive test in some cases etc	-	-	x
<b>Slovenia-1</b>	No	Yes	No	Tractors, special vehicles	x	-	-
<b>Spain-1</b> <sup>1</sup>	No	Yes	Yes	No	x	-	-
<b>Spain-2</b>	No	Yes	Yes	No	x	-	-
<b>Spain-3</b>	No	No	Yes	No	x	-	-
<b>Spain-4</b> <sup>1</sup>	No	No	Yes	No	x	-	-
<b>Spain-5</b>	No	No	Yes	No	x	-	-
<b>Sweden-1</b>	Yes	Yes	No	Motorcycles are driven outside	-	-	x
<b>Switzerland-1</b>	Yes (light veh); 2 for heavy veh	Yes	No	emissions - braketester - suspension - dynamic test drive	heavy veh	light veh	-
<b>USA-1</b>	Yes	No	No	No	x	-	-
<b>USA-2</b> <sup>1</sup> (*)	No	Yes	Yes	No	x	-	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire**USA-2** **122**: No in garage test/repair format - **123**: Yes in centralised format

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	inspector / lane			vehicle driven outside	inspection - use of		
	one inspector	same team	diff.inspectors defined parts		pits	hoists	both
<b>Argentina-1</b> <sup>1</sup>	No	Yes	Yes	No	-	-	x
<b>Argentina-2</b>	No	No	Yes	No	-	-	x
<b>Chile-1</b>	No	No	Yes	No	x	-	-
<b>New Zealand-1</b>	No	Yes	No	-	-	-	x
<b>New Zealand-2</b>	No (but inspection must be signed off by one inspector)	Yes	No	Yes	x	-	-
<b>New Zealand-3</b> <sup>1</sup>	No	Yes	Yes	steering & seat belt safety operation	-	-	x

<sup>1</sup> Figures of 2004 CITA General Questionnaire

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	average total time (TT)						average elapsed time (ET)					
	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
<b>Ivory Coast-1</b>	20' TT 25' ET	20' TT 25' ET	25' TT 30' ET	25' TT 30' ET	25' TT 30' ET	30' TT 35' ET	30' TT 35' ET	30' TT 35' ET	-	-	-	-
<b>Israel-1</b> <sup>1</sup>	13' TT 8' ET	13' TT 8' ET	20' TT 15' ET	20' TT 15' ET	8' TT 8' ET	-	-	-	-	-	-	-
<b>Japan-1</b> <sup>1</sup>	5'-10' TT/ET	5'-10' TT/ET	-	-	-	-	-	-	-	-	-	-
<b>Japan-2</b> <sup>1</sup>	10'-15' TT/ET	10'-15' TT/ET	10'-15' TT/ET	10'-15' TT/ET	5'-10' TT/ET	-	-	-	-	-	-	-
<b>Japan-3</b> <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Singapore-1 (*)</b>	6' TT 7,5' ET	7' TT 8,5' ET	7,5' TT 9' ET	7,5' TT 9' ET	8' TT 9,5' ET	7' TT 8,5' ET	7,5' TT 9' ET	-	5,1' TT 6,5' ET	3,5' TT 5' ET	-	6' TT 7,5' ET
<b>Singapore-2</b>	10' TT 10' ET	10' TT 10' ET	15' TT 15' ET	10' TT 10' ET	15' TT 15' ET	10' TT 10' ET	10' TT 10' ET	NI	10' TT 10' ET	NI	NI	NI
<b>S-Korea-1</b>	16' TT 13' ET	19,5' TT 16,5' ET	21,3' TT 18,3' ET	19,5' TT 16,5' ET	21,3' TT 18,3' ET	19,5' TT 16,5' ET	21,3' TT 18,3' ET	21,3' TT 18,3' ET	-	-	21,3' TT 18,3' ET	21,3' TT 18,3' ET
<b>Vietnam-1</b>	17' TT	21' TT	27' TT	17' TT	24' TT	21' TT	27' TT	27' TT	-	-	-	-
<b>Austria-1</b> <sup>1</sup>	20' TT	30' TT	40' TT	50' TT	15' TT	-	-	-	-	-	-	-
<b>Belgium-1</b>	19'/21' TT	21'/23'30" TT	23'30" TT	19'/21' TT	23'30" TT	-	-	-	-	-	-	-
<b>Croatia-1</b>	23' TT/ET	23' TT	23' TT/ET	23' TT/ET	23' TT/ET	23' TT/ET	23' TT/ET	23' TT/ET	14' TT/ET	14' TT/ET	23' TT/ET	-
<b>Croatia-2</b>	43,1' TT / 28,0' ET	64,6' TT / 42,0' ET	64,6' TT / 42,0' ET	43,1' TT / 28,0' ET	64,6' TT / 42,0' ET	43,1' TT / 28,0' ET	64,6' TT / 42,0' ET	43,1' TT / 28,0' ET	9,2' TT / 6,0' ET	9,2' TT / 6,0' ET	43,1' TT / 28,0' ET	-
<b>Denmark-1</b>	20' TT 20' ET	20' TT 20' ET	30' TT 30' ET	20' TT 20' ET	30' TT 30' ET	20' TT 20' ET	30' TT 30' ET	20' TT 20' ET	20' TT 20' ET	20' TT 20' ET	20' TT 20' ET	20' TT 20' ET

<sup>1</sup> Figures of 2004 CITA General Questionnaire**Singapore-1**

Other: private or tuition vehicles

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	average total time (TT)						average elapsed time (ET)					
	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
<b>Denmark-2</b>	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Estonia-1</b>	20'-25' ET	20'-30' ET	1h-1h30' ET	20'-30' ET	1h-1h30' ET	15'-20' ET	1h-1h15' ET	20'-30' ET	20'-30' ET	20'-30' ET	20'-30' ET	-
<b>Finland-1</b>	15' TT 15' ET	15' TT 15' ET	30-60' TT 30-60' ET	15' TT 15' ET	15' TT 15' ET	15' TT 15' ET	30-60' TT 30-60' ET	-	-	-	15' TT 15' ET	-
<b>Finland-2</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>France-1</b>	20' TT 35' ET	25' TT 40' ET	-	-	-	-	-	-	-	-	-	-
<b>France-2</b>	± 30' TT/ET	± 30' TT/ET	-	± 30' TT/ET	-	-	-	-	-	-	-	-
<b>France-3</b>	30' TT 30' ET	30' TT 30' ET	-	35' TT 35' ET	-	-	-	-	-	-	-	-
<b>France-4</b>	25' TT 25' ET	25' TT 25' ET	35' TT 35' ET	25' TT 25' ET	45' TT 45' ET	NI	30' TT 30' ET	35' TT 35' ET	NI	NI	NI	-
<b>Germany-1</b> <sup>1</sup>	25' TT	30' TT	60' TT	-	20' TT	-	-	-	-	-	-	-
<b>Germany-2</b>	25' TT	30' TT	55' TT	30' TT	55' TT	20' TT	30' TT	30' TT	30' TT	-	30' TT	-
<b>Germany-4</b>	±25' TT ±20' ET	±25' TT ±20' ET	35-75' TT ±30-60' ET	±40' TT ± 30' ET	35-75' TT 30-60' ET	15-25' TT 10-20' ET	45-75' TT 40-60' ET	20-30' TT 15-20' ET	20-25' TT 15-20' ET	NI	30-40' TT 35-45' ET	20' TT 25' ET
<b>Germany-5</b>	20' TT	20' TT	30-60' TT	30' TT	60' TT	10' TT	30-45' TT	10' TT	15' TT	NI	20' TT	-
<b>Germany-6</b>	20' TT	20' TT	45' TT	30' TT	45' TT	20' TT	45' TT	20' TT	18' TT	NA	20' TT	NA
<b>Great-Britain-1</b>	45' TT	60' TT	40' TT	47' TT	60' TT	NI	20' TT	NI	20' TT	20' TT	NI	-
<b>Hungary-1</b>	30' TT 36' ET	30' TT 36' ET	40' TT 55' ET	30' TT 36' ET	46' TT 60' ET	30' TT 36' ET	40' TT 55' ET	40' TT 55' ET	24' TT 30' ET	-	30' TT 36' ET	46' TT 60' ET
<b>Ireland-1</b>	20' TT	-	-	20' TT	-	-	-	-	-	-	-	-
<b>Ireland-2</b> <sup>1</sup>	24' TT/ET	1h TT/ET	1,5h TT/ET	1,5h TT/ET	-	-	-	-	-	-	-	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	average total time (TT)						average elapsed time (ET)					
	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
<b>Italy-1</b>	15-20' TT/ET	15-20' TT/ET	20' TT/ET	15-20' TT/ET	25' TT/ET	NI	15' TT/ET	15-20' TT/ET	15' TT/ET	15' TT/ET	NI	NI
<b>Latvia-1</b>	15' TT 20' ET	15' TT 20' ET	30' TT 35' ET	20' TT 25' ET	30' TT 35' ET	10' TT 15' ET	20' TT 25' ET	15' TT 20' ET	10' TT 15' ET	-	15' TT 20' ET	+ additional 10' diesel opacity, ADR, ECMT
<b>Luxembourg-1</b>	±20' TT ±7' ET	±20' TT ±7' ET	30-40' TT 15-20' ET	±20' TT ±7' ET	30-40' TT 15-20' ET	±10' TT ±5' ET	25-30' TT 15-20' ET	30-40' TT 15-20' ET	±7' TT ±10' ET	-	±10' TT ±5' ET	-
<b>Macedonia-1</b>	15' TT	20' TT	25' TT	15' TT	25' TT	15' TT	20' TT	15' TT	10' TT	10' TT	15' TT	-
<b>Netherlands-1<sup>1</sup></b>	45 TT	45 TT	90 TT	90 TT	-	-	-	-	-	-	-	-
<b>Northern-Ireland-1</b>	24' TT	24' TT	30' TT	45' TT	45' TT	NA	30' TT	NA	10' TT	10' TT	NA	24' TT
<b>Poland-1<sup>1</sup></b>	25' TT	25' TT	40'	50'	15'	-	-	-	-	-	-	-
<b>Portugal-1<sup>1</sup></b>	15' TT 20' ET	15' TT 20' ET	30' TT 40' ET	30' TT 45' ET	NI	-	-	-	-	-	-	-
<b>Slovakia-1<sup>1</sup></b>	23' TT/ET	23' TT/ET	33' TT/ET	34' TT/ET	12' TT/ET	-	-	-	-	-	-	-
<b>Slovakia-2<sup>1</sup></b>	20' ET	20' ET	30' ET	-	-	-	-	-	-	-	-	-
<b>Slovakia-3</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Slovenia-1</b>	35' TT 20' ET	35' TT 20' ET	75' TT 45' ET	40' TT 25' ET	75' TT 45' ET	15' TT 20' ET	70' TT 45' ET	25' TT 15' ET	15' TT 10' ET	10' TT/ET	45' TT 30' ET	-
<b>Spain-1<sup>1</sup></b>	19' TT 22' ET	21' TT 25' ET	25' TT 30' ET	30' TT 35' ET	13' TT 15' ET	-	-	-	-	-	-	-
<b>Spain-2</b>	20' TT 30' ET	20' TT 30' ET	30' TT 45' ET	30' TT 45' ET	45' TT 60' ET	20' TT 30' ET	20' TT 30' ET	30' TT 45' ET	15' TT 25' ET	NI	20' TT 30' ET	20' TT 30' ET
<b>Spain-3</b>	-	-	-	-	-	-	-	-	-	-	-	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire

TABLE 9 - PROCEDURE FOR TESTING &amp; INSPECTION TIMES

	average total time (TT)					average elapsed time (ET)						
	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
<b>Spain-4</b> <sup>1</sup>	12' TT	13' TT	16' TT	13' TT	8' TT	-	-	-	-	-	-	-
<b>Spain-5</b>	21,2 TT	22,7 TT	36,5 TT	22,7' TT	40,3' TT	13,6' TT	21,9' TT	22,7' TT	8,6' TT	-	-	-
<b>Sweden-1</b>	20' TT	20' TT	60' TT	20' TT	60' TT	20' TT	60' TT	20' TT	20' TT	20' TT	30' TT	-
<b>Switzerland-1</b>	20' ET	30' ET	60' ET	20' ET	30' ET	20' ET	60' ET	60' ET	15' ET	-	20' ET	-
<b>USA-1</b>	7' TT 12' ET	-	-	-	-	-	-	-	-	-	-	-
<b>USA-2</b> <sup>1</sup> (*)	throughput ranges from 10-25 vehicles per hour depending on test procedure					-	-	-	-	-	-	-
<b>Argentina-1</b> <sup>1</sup>	8' TT <45' ET	10' TT <45' ET	19'30" TT <45' ET	15' TT <45' ET	5' TT <45' ET	-	-	-	-	-	-	-
<b>Argentina-2</b>	12' TT/ET	12' TT/ET	20' TT/ET	12' TT/ET	12' TT/ET	12' TT/ET	12' TT/ET	20' TT/ET	10' TT/ET	NI	20' TT/ET	-
<b>Chile-1</b>	16' TT/ET	16' TT/ET	25' TT/ET	16' TT/ET	16' TT/ET	16' TT/ET	16' TT/ET	25' TT/ET	10' TT/ET	NI	25' TT/ET	-
<b>New Zealand-1</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>New Zealand-2</b> (*)	20' TT 15' ET	20' TT 20' ET	40' TT 40' ET	45' TT 45' ET	15' TT 15' ET	-	-	-	-	-	-	-
<b>New Zealand-3</b> <sup>1</sup>	20' TT/ET	20' TT/ET	45' TT/ET	45' TT/ET	15' TT/ET	-	-	-	-	-	-	-

<sup>1</sup> Figures of 2004 CITA General Questionnaire

**New Zealand-2** Figures of 2004 general questionnaire