



Our association represents the technical inspectors employed in ministerial roadworthiness in Italy, both employees of private testing centres and freelance. We believe in a sector which the principle of impartiality prevails, where inspector is independent and free to judge in autonomy.

Our goal is protect the person designated to ensure that vehicles are kept in a safe and environmentally acceptable condition during their use.



Federispettori was born in 2020 by 12 private inspectors who weren't happy about the situation of light vehicle PTI test.

Actually represents 200 inspectors who work in light and heavy vehicles PTI .

In heavy vehicles sector we represent about 80% of inspectors operative at the moment.



In Italy light vehicles PTI sector was privatized in 1997 while heavy vehicle sector only at the begin of 2023. In light vehicles, inspectors are employees of PTI centre while in heavy vehicles sector they're freelance and are rotating in different PTI centres day by day.

After 25 years the light vehicles model shows its limit, despite the oldest fleet of entire EU, we return 99,8% of positive PTI tests.



One criteria established to open a PTI centre was having licence of mechanic, tire specialist, auto electrician and autobody repair and this choice created a huge conflict of interests.

Public administration was charged to vigilate on private centres (at least a visit every year) but the average is 5 years and some centres never receive a single visit.



In this situation a growing number of vehicle's owners prefer find a PTI centres disposed to give easily a positive result to avoid big expenses to fix their vehicle.

All these events has reduced the test's level and allowed the circulation of more unsafe and polluting vehicles on our road.



Federispettori is actively present at the technical tables of Italy's transport commission in which we're big supporters of inspector's impartiality as required by directive 2014/45EU.

*Petition to European Parliament.
To overcome this stalemate inside Italian institution we discussed a petition to special commission last week.*



The petition aroused great interest and some bewilderment in the commission. Commission decides to open a procedure act to clarifying the situation of «easy PTI tests» in Italy through a series of questions that'll be submitted to Italian Government, in this case to Minisrty of Transport which replies follow within 10 weeks.

If Italy will not satisfy the Commission could be open a procedure of infringement to force institutions to repent and provide for necessary regulatory measures.



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Thanks for you attention.

Good job.