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# **Introduction EUCARIS including our view on the VIP**

**Model based on recent developments  
Re-registration, CoC and PTI/RSI**

**EGEA, Brussels, 24-07-2014  
Herman Grooters  
Manager Operations EUCARIS**

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# Agenda

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- EUCARIS**
    - Introduction**
    - The system**
    - Services**
  - The VIP**
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# What is EUCARIS?

## The basics

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EUropean CAR and driving licence Information System

Initiative of 5 EU registration authorities - B, D, L, NL, UK - in early nineties

Organisation

Legislation

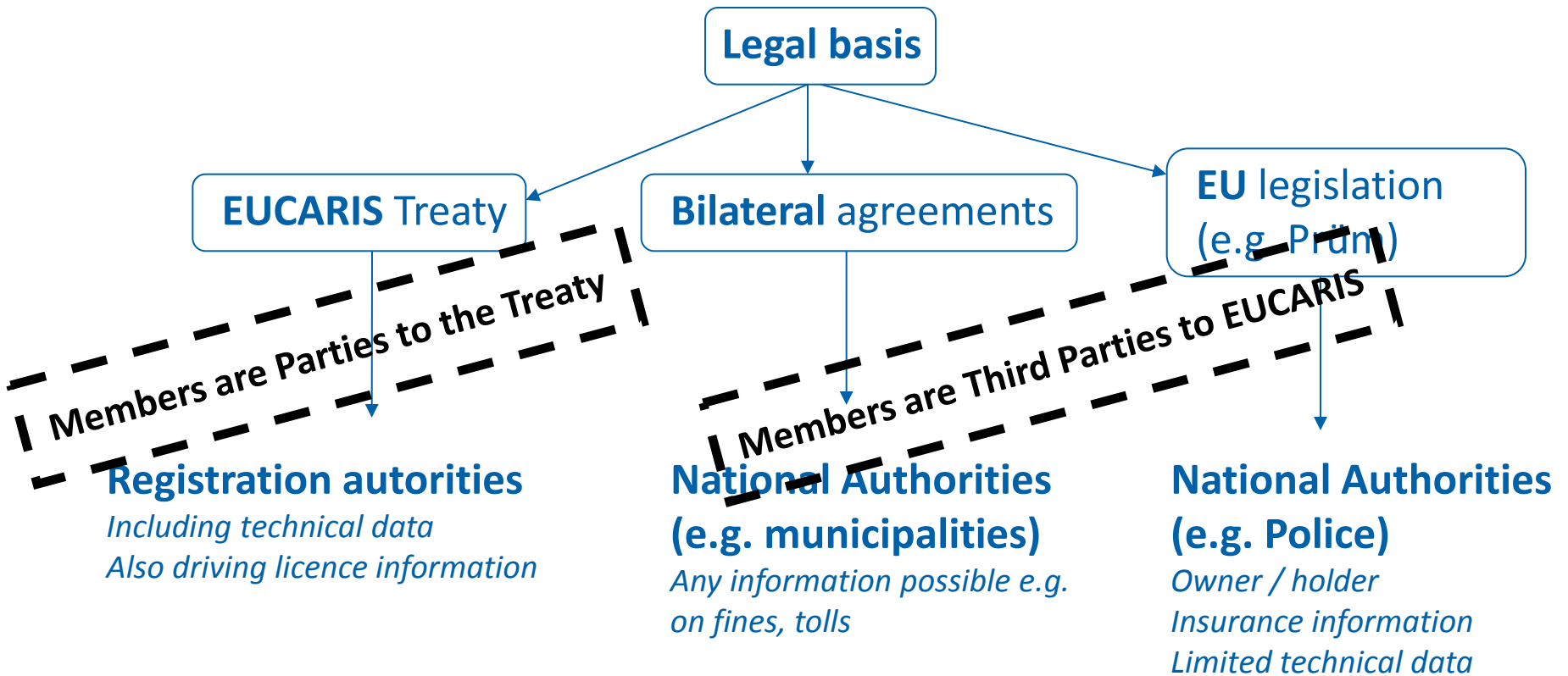
Application

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# What is EUCARIS ?

## Legal basis



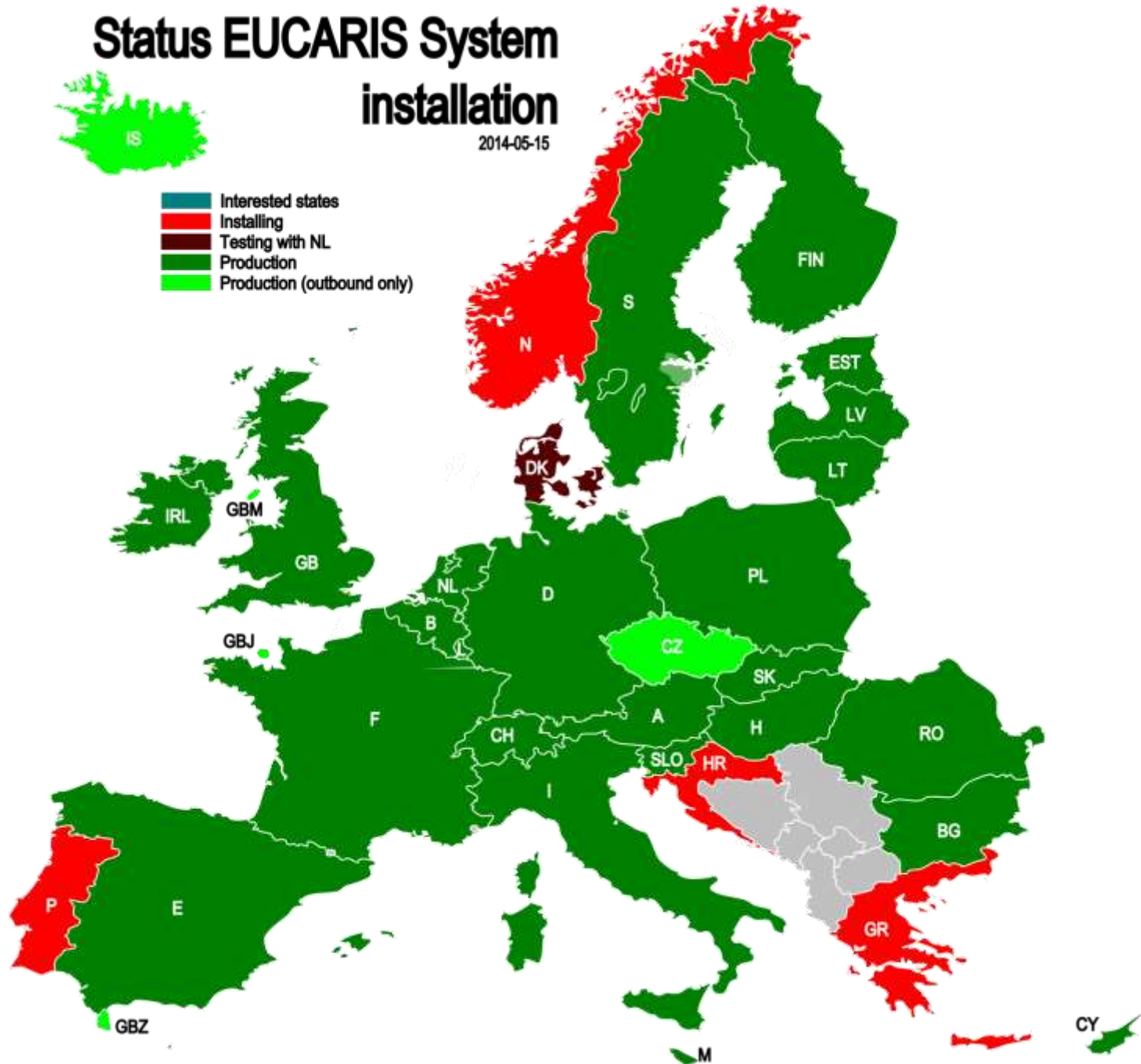


# What is EUCARIS? Organisation

- ❑ Cooperation of the Registration Authorities of a large number of (European) countries
- ❑ These RAs exchange information to support each other via a system EUCARIS that is developed and maintained by one of the countries
- ❑ Highest Authority is the Participants' Board of participating countries
- ❑ Nominated parties for
  - ❑ Secretariat and Finances
  - ❑ Operations
    - ❑ Development of new services
    - ❑ Support and monitoring
- ❑ Costs are shared between the participants
- ❑ EUCARIS is strictly non-profit
- ❑ Only governmental organisations and private companies with a public mandate have access

# Status EUCARIS System installation

2014-05-15





# The annual budget

	0-General		1-VDL/ Treaty		2-Prüm		3-Owner / Holder		5-ERRU		7-RESPER		8-eCall		9-CoC		10-CBE		Budget 2013	Invoice 2012	Invoice 2011	
	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel	Oper	Rel				
Austria	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	7.794
Belgium 1	11.054	0	1.196	632	120	2.943	0	0	0	0	0	1.826	0	0	0	4.566	0	0	8.805	31.142	28.130	21.610
Bulgaria	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	25.610
Cyprus	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	11.794
Czech Republic	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	11.794
Denmark	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	0	14.117	12.214	11.794
Estonia	11.054	0	1.196	632	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	8.805	27.821	27.827	25.610
Finland	11.054	0	0	0	120	2.943	0	0	0	1.245	0	1.826	0	0	0	4.566	0	0	8.805	30.559	43.902	7.794
France 1 (Police)	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	4.566	0	0	0	18.683	17.102	7.794
France 2 (ANTAI)	11.054	0	0	0	0	0	-4.312	0	0	0	0	0	0	0	0	0	0	0	8.805	15.547	6.977	8.276
Germany	11.054	0	1.196	632	120	2.943	-4.312	0	0	1.245	0	1.826	0	0	0	4.566	0	0	8.805	28.075	29.827	21.610
Greece	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	11.794
Hungary	11.054	0	1.196	632	120	2.943	0	0	0	0	0	1.826	0	0	0	0	0	0	8.805	26.576	23.135	25.610
Ireland	11.054	0	0	0	120	2.943	0	0	0	1.245	0	0	0	0	0	0	0	0	0	15.362	27.936	11.794
Italy	11.054	0	1.196	632	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	8.805	27.821	27.827	25.610
Latvia	11.054	0	1.196	632	120	2.943	0	0	0	0	0	1.826	0	0	0	0	0	0	8.805	26.576	23.135	25.610
Lithuania	11.054	0	1.196	632	120	2.943	0	0	0	0	0	1.826	0	0	0	0	0	0	8.805	26.576	23.135	25.610
Luxembourg 1 (SNCT)	11.054	0	1.196	632	0	0	0	0	0	1.245	0	1.826	0	0	0	4.566	0	0	8.805	29.324	30.366	22.092
Luxembourg 2 (Police)	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	0	14.117	12.214	7.794
Malta	11.054	0	0	0	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	8.805	25.993	39.014	11.794
the Netherlands	11.054	0	1.196	632	120	2.943	-4.312	0	0	1.245	0	1.826	0	0	0	4.566	0	0	8.805	28.075	29.934	21.610
Poland	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	11.794
Portugal	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	11.794
Romania	11.054	0	1.196	632	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	8.805	27.821	27.827	25.610
Slovakia	11.054	0	1.196	632	120	2.943	0	0	0	0	0	1.826	0	0	0	0	0	0	8.805	26.576	23.135	25.610
Slovenia	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	7.794
Spain	11.054	0	0	0	120	2.943	0	0	0	0	0	0	0	0	0	0	0	0	8.805	22.922	12.214	7.794
Sweden	11.054	0	1.196	632	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	8.805	27.821	27.827	25.610
Switzerland	11.054	0	0	0	0	0	-4.312	0	0	0	0	0	0	0	0	0	0	0	0	6.742	6.977	8.276
United Kingdom	11.054	0	1.196	632	120	2.943	0	0	0	1.245	0	1.826	0	0	0	0	0	0	0	19.016	27.827	25.610
<b>Sub total</b>	<b>331.620</b>	<b>0</b>	<b>15.548</b>	<b>8.216</b>	<b>3.240</b>	<b>79.461</b>	<b>-17.248</b>	<b>0</b>	<b>0</b>	<b>13.695</b>	<b>0</b>	<b>27.390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.396</b>	<b>0</b>	<b>211.320</b>	<b>700.638</b>	<b>626.194</b>	<b>500.690</b>	

- EUCARIS countries pre-finance new functionalities, e.g. for CBE
- Basic contribution for all connections



# What is EUCARIS?

## The system - Aims

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### Original aims of the system:

Prevention of **fraud and crime** related to import / export of stolen vehicles

Facilitation of the **registration process** of imported vehicles

Facilitation of the exchange of **driving licences**

Accurate records in national databases

### Nowadays:

**General exchange mechanism for all transport related data  
between all registration authorities of Europe**

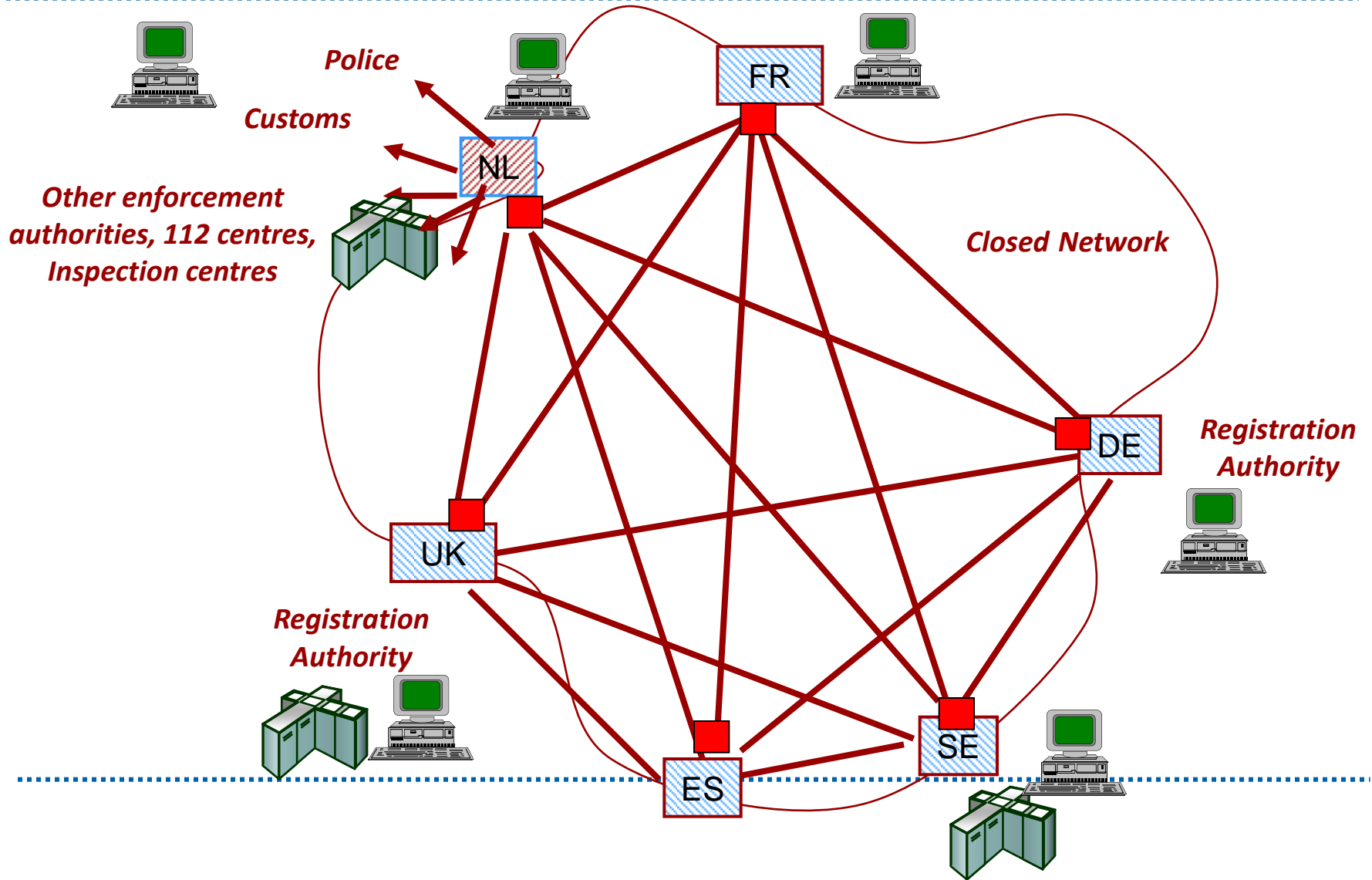
System is used by **registration authorities, police, customs, etc**

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# EUCARIS architecture





# EUCARIS

## Main characteristics

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**European Union:** Compliant with **EU** requirements

**Security:** Authorisation of Member States and Organisations per service  
Exclusiveness guaranteed by encryption (SSL)

Integrity guaranteed by message signing

User authentication by standard Windows functionality

Data protection facilitated by Logging

**Network:** Use of sTESTA, the closed **EU** network

**Technology:** Web services

**Web client** and **Programme-to-Programme** communication

**Additional functionalities** can easily be added (e.g. traffic fines), pluggable framework

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## EUCARIS architecture for ERRU – RESPER – TACHOnet

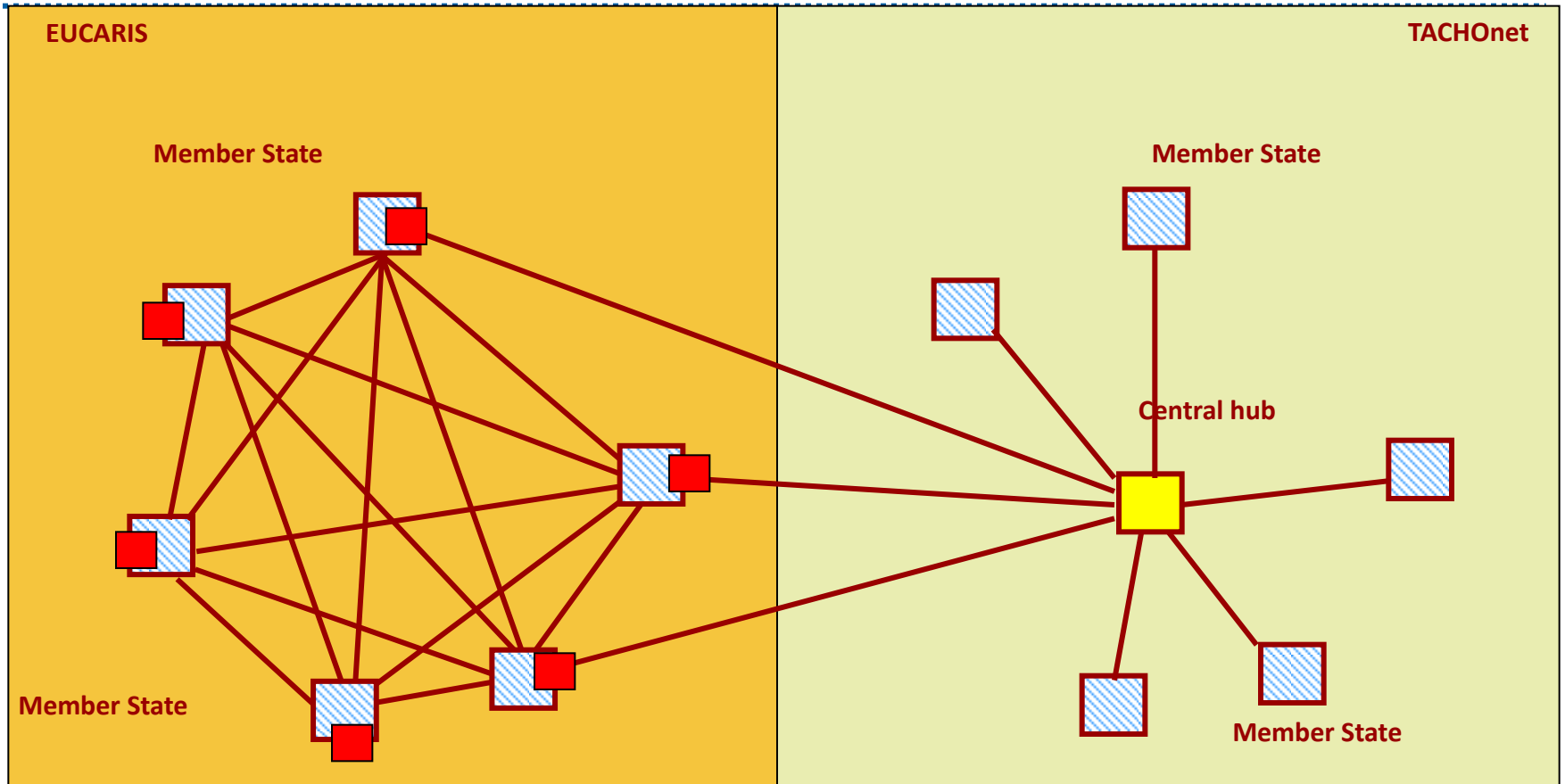
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- The EC has accepted the use of EUCARIS for ERRU, RESPER, TACHOnet
  - States have a free choice between EUCARIS or
  - Access via a central hub (TACHOnet-like architecture).
  - EUCARIS and ERRU/RESPER/TACHOnet are linked by a broker
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# EUCARIS / TACHOnet Integrated Architecture

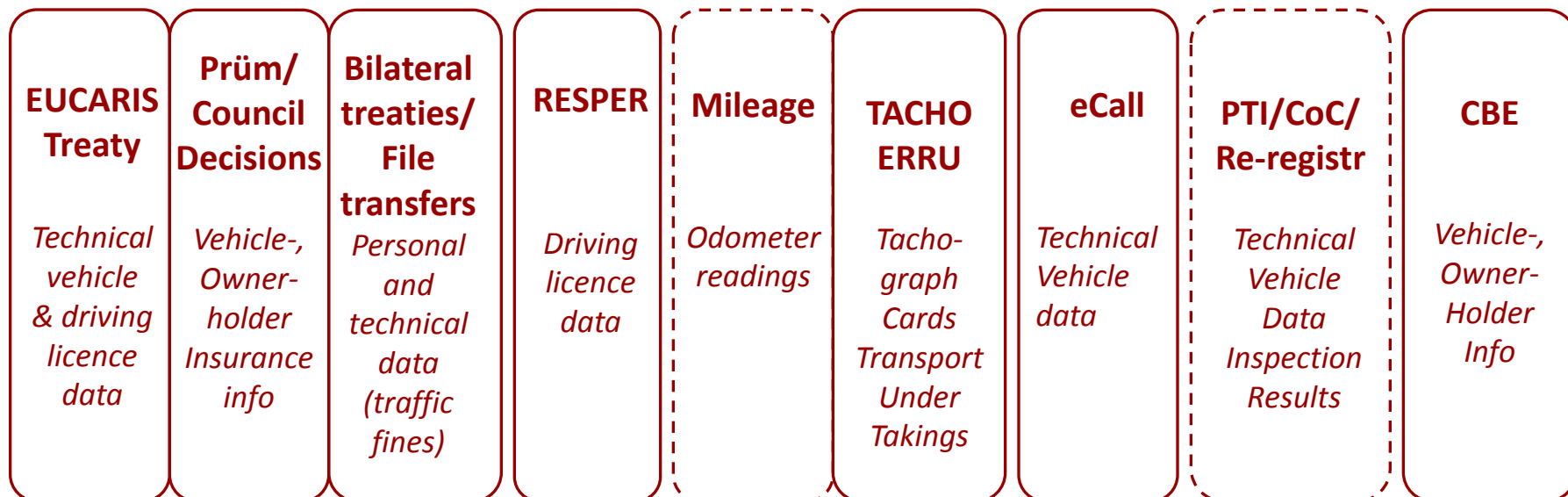
## Connection of 'distributed bus' and 'hub and spoke' model





# One generic technical framework

## Different services



**EUCARIS** generic framework/technology/basic system:

authorisation, encryption, signing, logging, routing, MCI, queuing, retry, helpfiles, translation, statistics



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[www.eucaris.net](http://www.eucaris.net)  
[secretariat@eucaris.net](mailto:secretariat@eucaris.net)

Technical support during implementation

[eucaris2help@rdw.nl](mailto:eucaris2help@rdw.nl)

Technical support during operation

[servicedesk@rdw.nl](mailto:servicedesk@rdw.nl)

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## Developments concerning vehicle information

- ❑ EReg (Association Registration Authorities)/TAAM (Type Approval Authorities Meeting) is working on electronic delivery of CoCs and vehicle registration based on CoCs
- ❑ DG ENTR is modernizing the legislation on type-approvals (Directives 2007/46, 2003/37, 2002/24)
- ❑ DG ENTR is currently preparing new legislation on re-registration of vehicles
- ❑ In April 2012 DG MOVE published the 'Roadworthiness package' with new regulations on PTI, RSI and registration documents (Directive 1999/37/EC)
- ❑ All vehicle information should be included in the electronic VIP
  
- ❑ These developments should reinforce each other! Electronic delivery CoCs => harmonized registration => easier re-registration => availability of all vehicle data needed for inspections



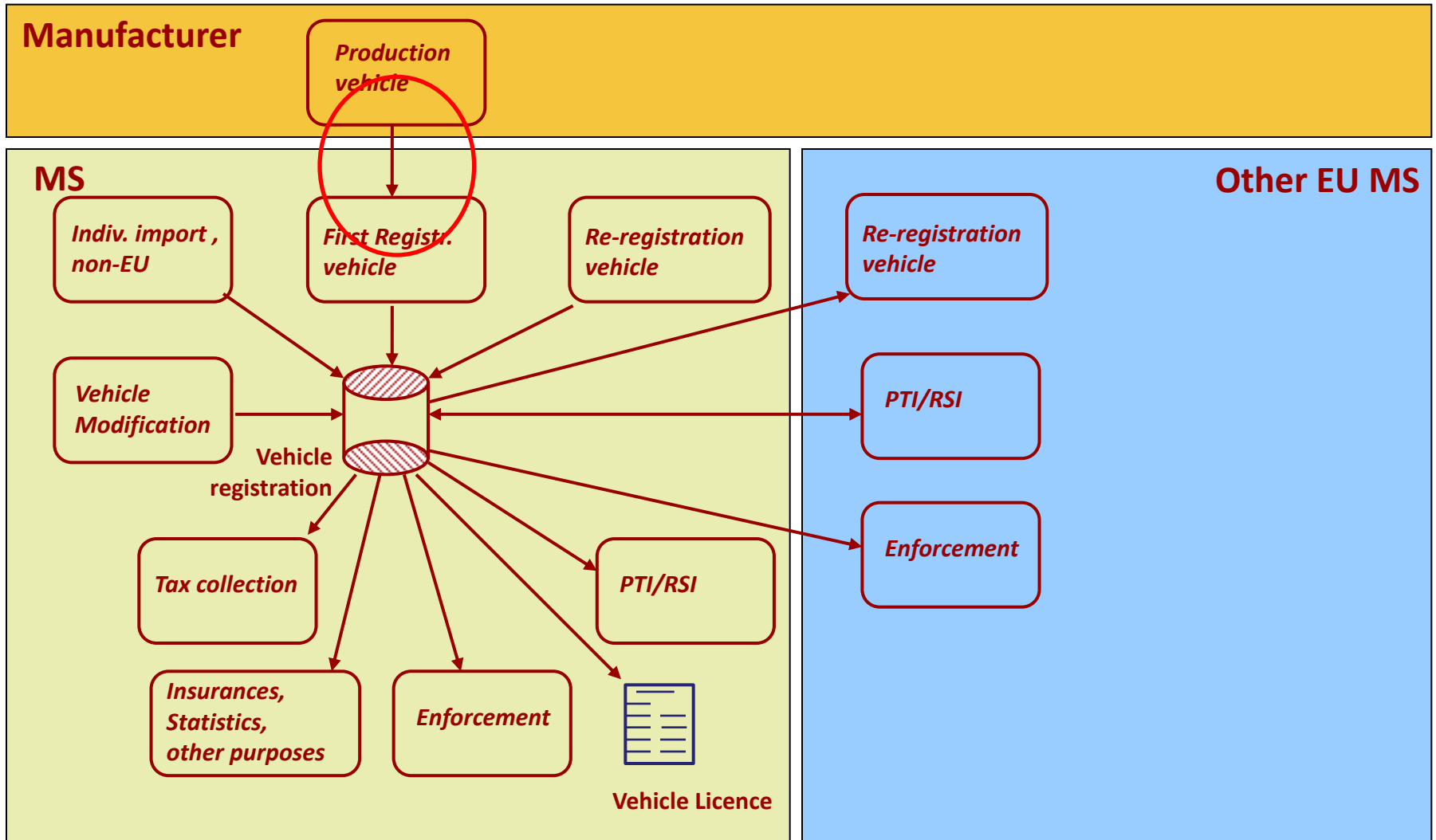
## Essentials of the VIP for the RAs

- ❑ The RAs aim for European harmonization of vehicle registrations
- ❑ The Vehicle Registrations should be interconnected Base Registries, centralized at national level, so decentralized from EU perspective
- ❑ This system is called (by DG MOVE) the (electronic) Vehicle Information Platform (VIP).
- ❑ The VIP should be broader than only the exchange of information for PTI and RSI; it should cover the complete life-cycle of e vehicle
- ❑ Evidently we want to use existing systems, i.e. EUCARIS for the exchange of vehicle information, in line with Art.15;
- ❑ EUCARIS is a system developed by and for the RAs for the exchange of all transport related information; non-profit, managed by one of the RAs
- ❑ The National Vehicle Registrations play a central role, as NCP between National Authorities and other MS



# Distributed European Vehicle Information Platform

## Information flows during the life-cycle of a vehicle





## Vehicle Registration - CoC

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- ❑ Many MS still derive their vehicle information from the EU Type Approval Data;
  - ❑ Consequently registrations contain inexact data, based on ranges of data instead of exact data related to the vehicle involved; the quality of the data is suboptimal; this has negative consequences e.g. in relation to road taxes, CO2 monitoring, enforcement
  - ❑ Therefore some EU MS tend to use for their registration the information on the Certificate of Conformity as delivered by the manufacturers
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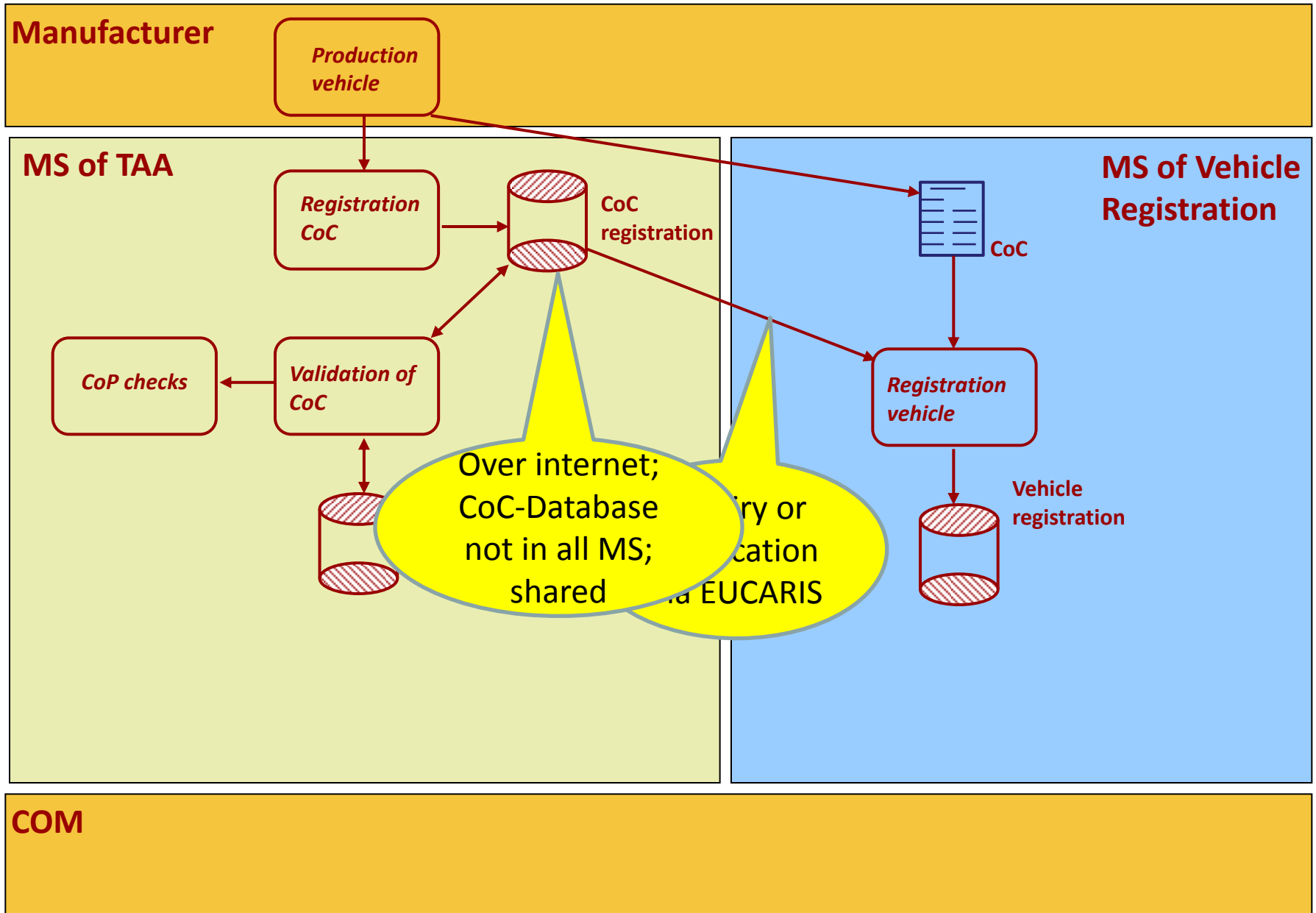


## CoC - approach EReg

- Our goals are:**
- ✓ **To describe the information needed by the different MS to fulfil their national legislation and procedures => including PTI data and (optional) data mentioned in proposals re-registration**
- ✓ **To harmonize the CoC; one CoC for all vehicle categories based on this dataset; coded information; definition of a standardised XML message**
- ✓ **Electronic delivery of CoCs by manufacturers enabling automated processing at vehicle registration => cost reduction**
- ✓ **Definition of a model for the information flow: CoCs should be delivered to the TAA's to allow an effective and efficient check of the content in relation to the TA => quality improvement;**
- ✓ **Distribution of the CoC information to the Registration Authorities in an effective and efficient way => via EUCARIS**
- Cooperate with the EC to reach adequate legislation enabling these goals**

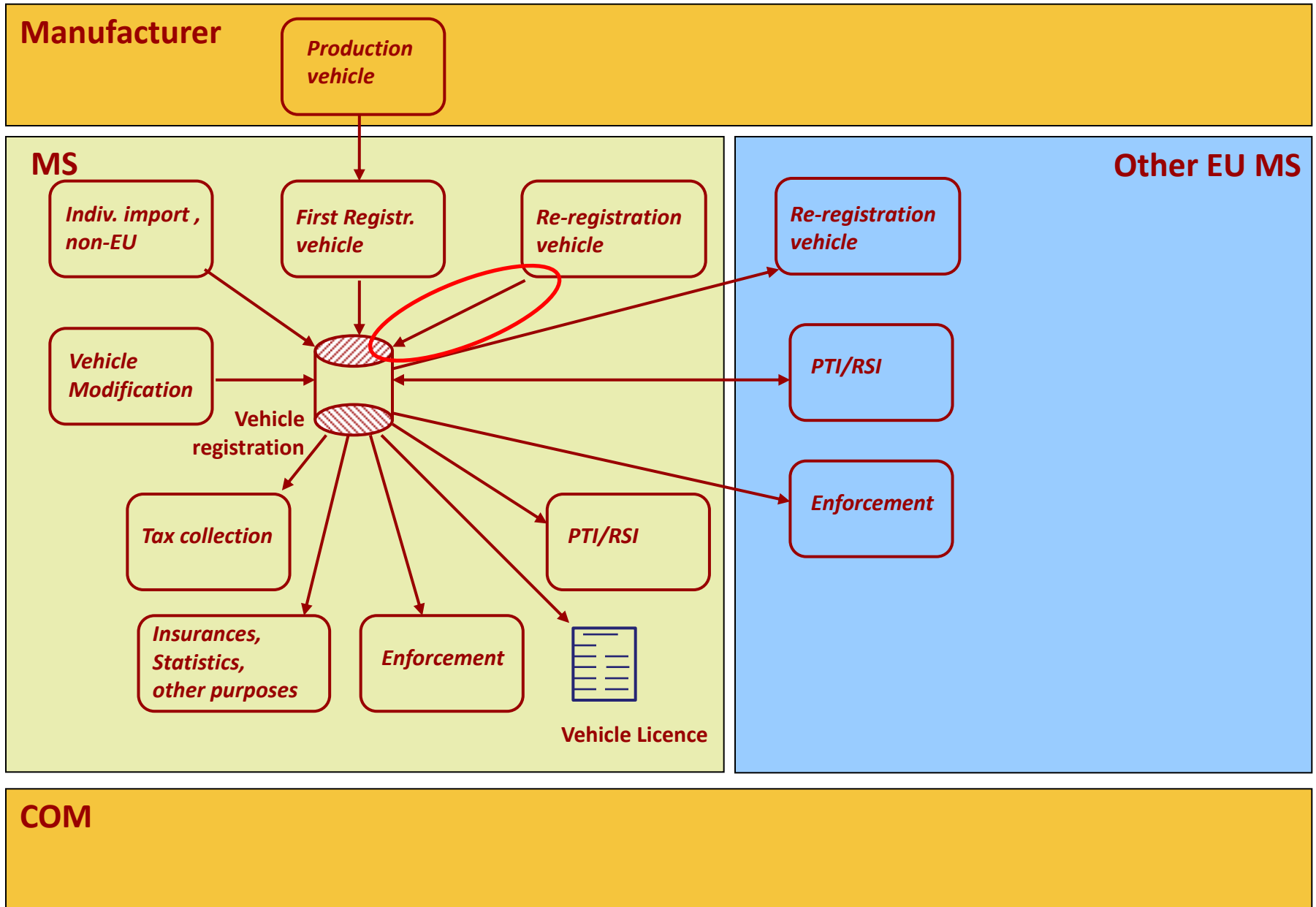
# Distributed European Vehicle Information Platform

## First registration in the EU, based on CoC



# Distributed European Vehicle Information Platform

## Re-registration





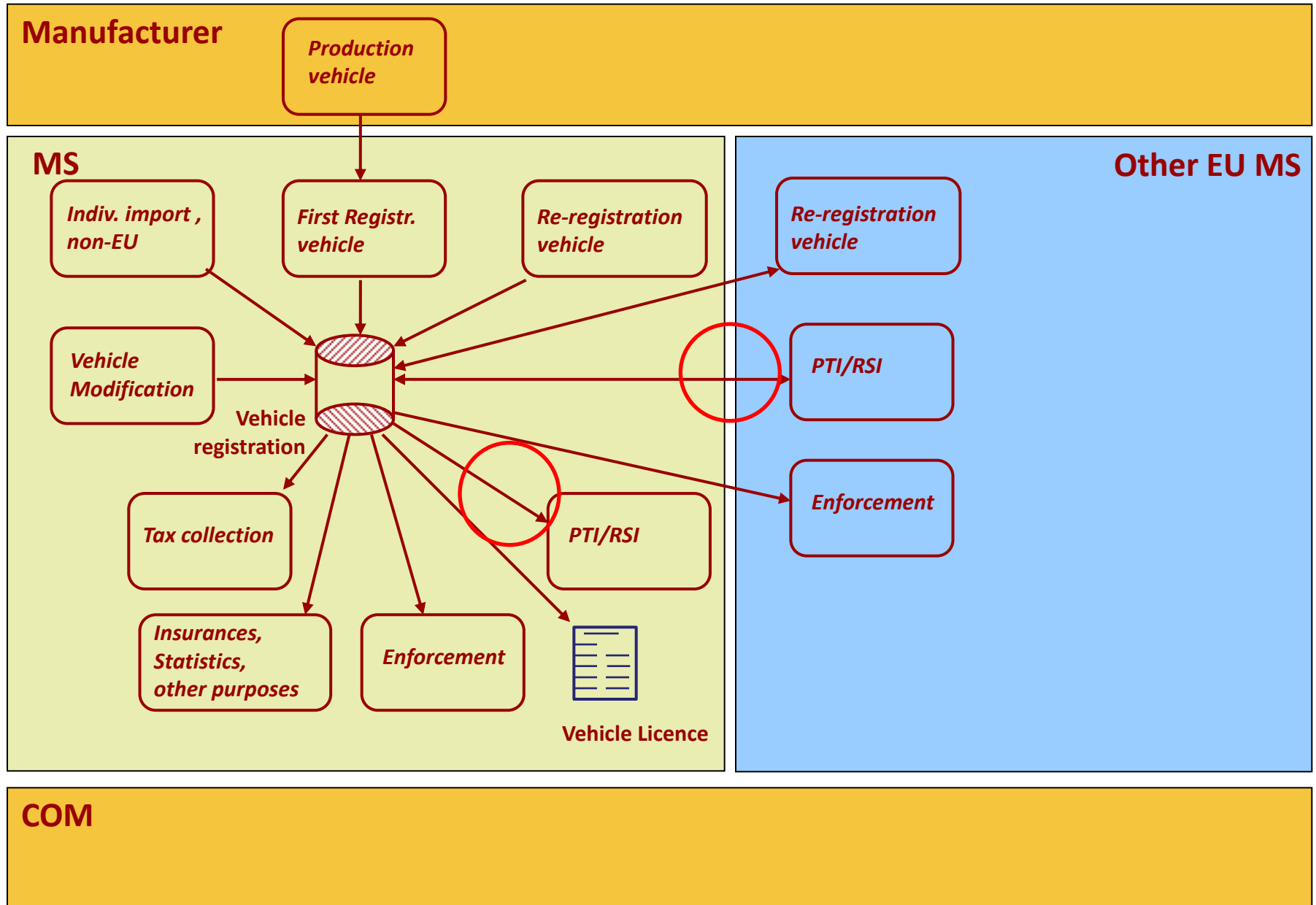
## Re-registration Current status

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- Use of EUCARIS explicitly mentioned, amended by both EP and Council
  - Vehicle data first registration and re-registration should be very much identical and include technical vehicle data needed for PTI
  - Reference to CoCs included; however most data elements in the data set for re-registration are optional for now
  - Pre-condition for registration of additional data: fully automated registration procedure => starts with electronic delivery of CoC data preceding first registration
  - Suggestion: introduce deadline for mandatory registration of all CoC data; unfortunately not adopted
  - Stagnation due to different visions: registration where the vehicle is predominantly used or where the intended holder resides.
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# Distributed European Vehicle Information Platform

## Information needed at vehicle inspections





## Data exchange; VIP

- ❑ Electronic vehicle information platform (PTI proposal, Art. 15, amended version 16-12-2013 as discussed in the trilogue and Coreper):

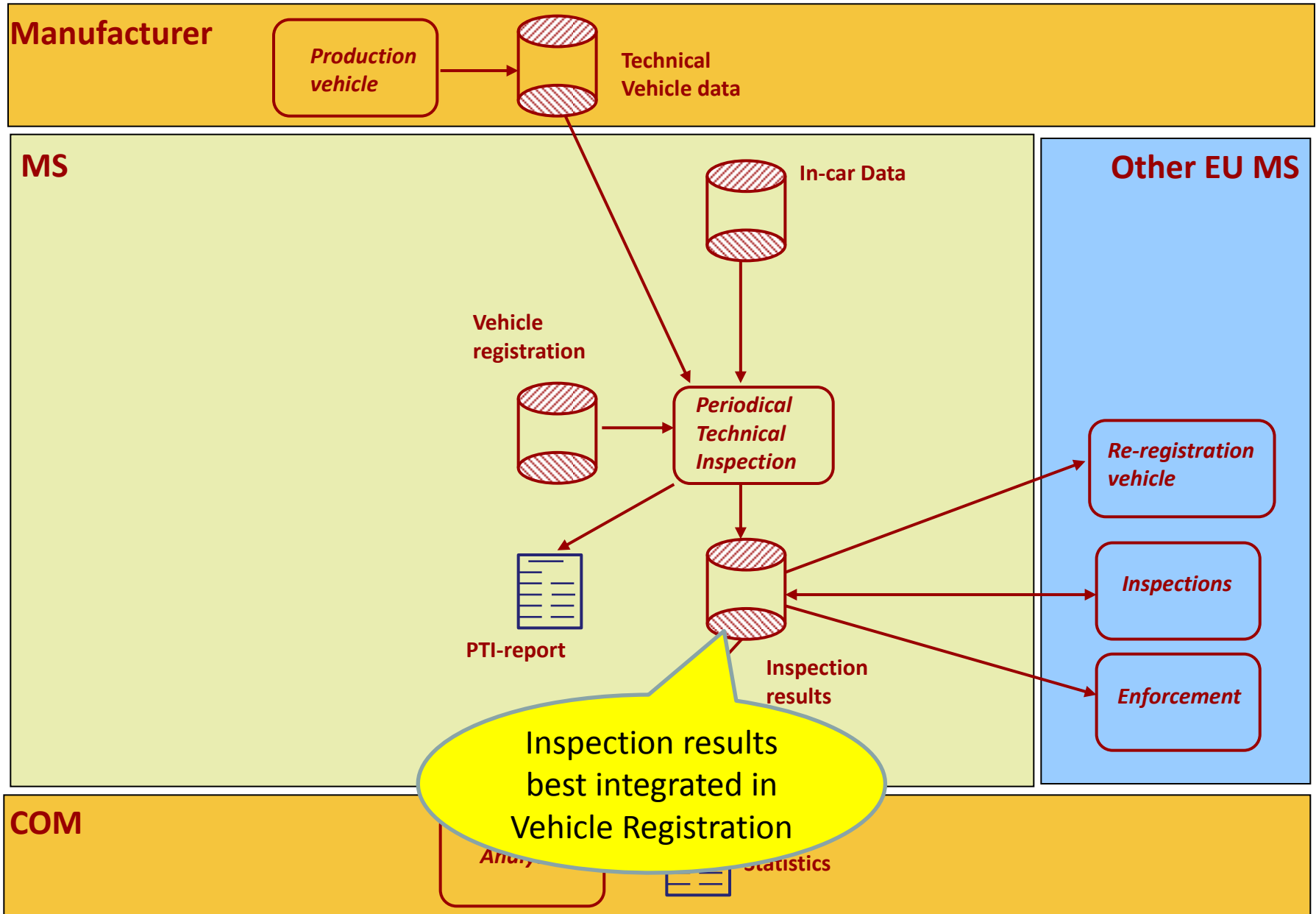
The Commission shall examine the feasibility, costs and benefits of the establishment of an electronic vehicle information platform by taking advantage of existing implemented IT solutions with regard to international data exchange so as to minimize costs and to avoid duplications. The examination shall consider the most appropriate way to link the existing national systems with a view to exchange information on data related to roadworthiness testing and odometer readings between the competent authorities of Member States responsible for testing, registration and vehicle approval, the testing centres, test equipment manufacturers and the vehicle manufacturers.

- ❑ A feasibility study on the VIP by Unisys Belgium is in its final stage



# Distributed European Vehicle Information Platform

## Periodical Technical Inspections





## Data exchange concerning vehicle inspections

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- Vehicle inspections and supervision authorities need technical vehicle information**
  - At National level: Central Role for Vehicle Registration Authorities providing different national authorities with information**
  - This information has to be delivered originally to the RAs in both first registration (CoCs) and re-registration and can be modified during the life cycle of the vehicle.**
  
  - At international level: both Re-registration and Enforcement (2011/0082) already make use of EUCARIS; EUCARIS is operational in 28 countries; PTI/RSI should use the same system**
  - EUCARIS connects NCPs; at national level: each NCP is connected to its Competent Authorities, including for supervision of PTI; PTI results not necessarily at the RA**
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# Architecture VIP

## distributed registrations connected via EUCARIS

