DG MOVE  
Unit C4: Road Safety

Project: Vehicle Information Platform

Questionnaire for the feasibility study of a European Vehicle Information Platform - Country overview

Country report *<Country name>*

|  |
| --- |
| ((MOVE-VIP-QST-001) |

Abstract

**In the scope of the Vehicle Information Platform feasibility study, this questionnaire has the objective to collect all necessary information on Periodic Technical Inspection and Road Side Inspection national processes and organisation.**

Document information

|  |  |
| --- | --- |
| AUTHOR | Unisys |
| owner | European Commission DG Mobility and Transport |
| ISSUE DATE | 19/12/2013 |
| VERSION | 1.70 |
| STATUS | Final draft |

Contents

1 Context of the vehicle information platform 3

2 Context of the Present study 4

2.1 About the questionnaire 4

2.2 How to complete this questionnaire 4

2.3 Important notice 4

2.4 Guarantee of Confidentiality 5

3 The existing national environment for vehicle information 6

3.1 PTI and RSI current organisation and stakeholders 7

3.2 The current exchange of vehicle information data 9

3.3 Legal context 10

4 The future needs 13

5 Other 16

6 Terminology 17

6.1 Acronyms & Abbreviations 17

# Context of the vehicle information platform

In 2010, The European Commission, Directorate General for Mobility and Transport (DG MOVE) led an Impact assessment study on Roadworthiness Package. This study was triggered by the fact that there are too many vehicles with technical defects on the road causing accidents, injuries and fatalities. The study provided evidence on the link between road safety improvement and higher roadworthiness requirements.

The study also identified two root causes of the high level of technical defects:

* The scope of the current EU legislation is too narrow and the level of requirements it sets is too low
* Concerned actors don’t exchange information and vital data for effective tests and test results enforcement

In order to increase road safety, the EU decided to update current roadworthiness regulations in order to take the vehicle’s technological evolution into account and to enable the implementation of a vehicle information data exchange platform. The purpose of this system is to exchange technical information related to the vehicles only.

The updated regulation proposal specifies that member states (MS) competent authority shall exchange data. This updated regulation will support the data-exchange platform. One of the objectives aims towards a more harmonised Periodic Technical Inspection process throughout the EU.

An important aspect of this new regulation foresees that vehicle manufacturers shall provide Periodic Technical Inspection (PTI) centres or National Authorities with the necessary technical information for roadworthiness testing.

Article 15 of the new Regulation proposal on periodic roadworthiness tests requires the Commission to examine the feasibility, costs and benefits of the implementation of an electronic Vehicle Information Platform (VIP).

The objective of this platform VIP is to enable competent authorities of MS, roadworthiness test centers and vehicle manufacturers to exchange technical information related to vehicle approval, vehicle registration and vehicle testing.

# Context of the Present study

In June 2013, the Commission contracted Unisys Belgium to conduct the feasibility study of a Vehicle Information Platform. The study includes desk-based research and interviews with different stakeholders in MS. These last are conducted in a two-step process:

* E-mail questionnaires sent to stakeholders of MS for collecting general and specific background information on Vehicle information.
* Possible face-to-face interviews with stakeholders in MS to understand the different perspectives and gather more in-detail information where needed.

The key objective of this questionnaire is to gather information about your national organization and systems dealing with roadworthiness processes, focusing on data exchange with other MS.

This Questionnaire offers you the chance to provide the European Commission with more insights on your current organisation. Moreover, it offers you the possibility to clarify and communicate your needs and priorities in this domain.

## About the questionnaire

This questionnaire aims to understand the current national organisation in terms of Vehicle Approval, Vehicle Registration, Periodic Technical Inspection (PTI) and Road Side Inspection (RSI). This part also addresses the future national needs and requirements linked to the implementation of a Vehicle Information Platform.

The European Commission requests to have this questionnaire filled in and sent back 3 working weeks after reception.

This questionnaire is the complement of other questionnaires that have been sent to the owners of national registers which has been identified as being part of the existing vehicle information registers of your MS. The objective of these complementary questionnaires is to gain more detailed information on the system itself and the data exchanged. Future needs and requirements linked to the Vehicle Information Platform are also addressed.

## How to complete this questionnaire

To help you answering the Questionnaire in an efficient manner, we have used different kinds of questions; open questions, check boxes and tables to be filled in. Editable paragraphs where you can provide your answers are highlighted.

Some questions give you the opportunity to provide comments or to give more explanation.

When answering the questions, please keep in mind that the purpose is to gain a clear understanding and overview on how vehicle information data is organized in your country, what the communication channels are and how vehicle information is exchanged with other MS.

Additionally, the questions give you the opportunity to provide your comments and suggestions on vehicle information exchange with other MS.

## Important notice

For further enquiries regarding the project in general or this questionnaire, do not hesitate to send an e-mail to the following e-mailbox: [VIPstudy@unisys.com](mailto:VIPstudy@unisys.com).

## Guarantee of Confidentiality

This individual questionnaires will be disclosed “as-is” to the European Commission, but not “as-is” to any other party. However the findings will be consolidated in a general overview or in comparative tables for the purpose of study or trend analysis.

Personal information concerning contact names is needed for further contacts. This information will not be disclosed “as-is” to any party and will only be used by the European Commission in the scope of the study.

# The existing national environment for vehicle information

This part of the questionnaire allows to clarify how National Authorities are organized for the follow-up of Vehicle Life Cycle information. It will also improve the European Commission’s understanding of the legal context of the National Roadworthiness system.

**3.0. Please fill in information about the person replying to the questionnaire:**

This information is needed for the European Commission to have a contact name in case they would need clarifications on the responses.

Surname:

Name: EGEA Office

Email:

Phone (with international prefix):

Organisation:

Function

Surname:

Name:

Email:

Phone (with international prefix):

Organisation:

Function:

## PTI and RSI current organisation and stakeholders

### Please identify which stakeholders are active in Periodic Technical Inspection (PTI) and Roadside Inspection (RSI) processes at national and international level:

|  |
| --- |
| Authorities/stakeholders active in PTI and RSI |
| National Vehicle Type Approval Authorities  National Vehicle Type Approval Authorities from other MS  National Registration Authorities  National Registration Authorities from other MS  PTI responsible national authorities  PTI responsible national authorities from other MS  PTI centres  RSI responsible national authorities  RSI responsible authorities from other MS  Manufacturers head offices: please specify:  National associations representing vehicle manufacturers  EU institutions: please specify:  Other actors linked to PTI and RSI business processes, please specify: manufacturers of PTI test solutions (hardware, software) |

Table 1: List of stakeholders

Additional comment:

### How is Periodic Technical Inspection (PTI) organised in your MS? Please describe how PTI is practically organised with respect to the testing of vehicles, the roles and interactions between stakeholders including the information flow and core practical processes.

This question will enable the European Commission to have an overview of the current national organisation and information flows concerning PTI.

Please explain PTI organisation:

### Periodic Technical Inspection in figures: How many inspection stations are currently performing PTI in your country, how many vehicles are inspected every year at national level? Among them, how many vehicles registered in another MS are inspected every year?

Total number of inspection stations:

Total number of inspected vehicles / year:

Total number of inspected vehicles registered in another MS / year:

Additional comment:

### How is Road Side Inspection (RSI) organised in your MS? Please describe how RSI is practically organised, with respect to the road side inspection of vehicles, roles and interactions between stakeholders including information flow.

This question will enable the European Commission to have an overview of the current national organisation and information flow concerning RSI.

Please explain RSI organisation:

### Road Side Inspection in figures: How many vehicles undergo roadside inspections every year? Among them, how many vehicles registered in another MS are inspected every year?

Total number of inspected vehicles / year:

Total number of inspected vehicles registered in another MS / year:

Additional comment:

## The current exchange of vehicle information data

Objective: Allows the European Commission to understand the organisation of the national registers of vehicle information and data information exchange in relation with the current business processes in place. Also, this section allows the European Commission to identify future needs in respect of the VIP.

### Please list in the table below all vehicle information registers/systems currently in use (electronic and non-electronic), please indicate which are used for international exchange of data.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Register/system name | Owner | Register content | Electronic (y/n) | International exchange (y/n) | Usage, functionalities |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

Table 2: List of registers related to vehicle information data

Additional comment:

### In order to have an overview of vehicle data exchange at national level, please describe the data flow between the different registers and stakeholders[[1]](#footnote-1). If possible, please provide a figure.

Please explain:

### In order to have an overview of vehicle data exchange at international level, please describe the data flow between the different registers and stakeholders. If possible, please provide a figure.

Please explain:

### What are currently the main practical problems encountered with respect to transmitting vehicle information to competent authorities and stakeholders (such as vehicle manufacturers) from other MS? Would there be more than 1 problem, please prioritize the impact (1: High, 2: Medium, 3: Low).

|  |  |
| --- | --- |
| Practical problem | Impact  (1: high, 2 medium, 3: low) |
| No formal vehicle information exchange model is defined at EU level | 1 |
| Bilateral agreements not available or EU regulation not in place |  |
| Lack of vehicle information data | 3 if the test level remain the same  1 if other features shall be done |
| National vehicle information is not centralised | 3 |
| Technical issues |  |
| Budgetary issues |  |
| Other: please specify | Lack of unified test procedure for a target of mutual recognition European wide. |

Table 3: List of practical problems encountered in data exchange

## Legal context

This section aims to provide information on legal requirements and relevant legal obligations.

### What is the national legislation related to PTI and RSI which are completely or partially dedicated to the collection of vehicle information in your country (please provide a copy, if available in English)?

Please enlist and describe the legal framework for vehicle information shortly:

### Do personal data privacy-, personal data protection requirements or any other sensitive data protection and data disclosure requirements exist with respect to PTI and RSI vehicle information data in your country? Please complete the table below.

|  |  |  |
| --- | --- | --- |
|  | **Personal data** | **Other sensitive data** |
| **Minimum and maximum duration of data storage** | Minimum duration:  Maximum duration:  Additional comment: | Minimum duration:  Maximum duration:  Additional comment: |
| **Data disclosure obligations:** | Please explain: | Please explain: |
| **Data usage restrictions:** | Please explain: | Please explain: |

Table 4: Data privacy and data protection requirements

### Is there a legal obligation in your country for vehicle manufacturers to provide access to technical information necessary for roadworthiness tests (PTI and RSI)?

Please explain:

### Has your country signed up to any bilateral or multilateral agreements with other EU Member States with provisions on the trans-national exchange of PTI and RSI vehicle information?

*If yes, please indicate their name of the agreement and date of signature and provide further details on their most important stipulations, including the MS involved.*

Please explain:

### Are there any stipulations in your national law limiting the trans-national exchange of PTI and RSI vehicle information?

If yes, please provide further details:

# The future needs

### If you would have to choose a single national connection point with the VIP, which national system would it be? If a single connection point is not an acceptable option then please describe why.

Please explain:

### Can it be assumed that the preferred authorisation process for accessing VIP is based on a national authorisation process? If not then please explain.

Yes

No: please explain:

### In respect of the implementation of the VIP in the scope of the new Roadworthiness package, is there any need for the following:

* 1. additional national vehicle information register(s)

None

Yes: please specify:

Please explain:

* 1. additional national vehicle information data in existing register(s)

None

Yes: please specify:

Please explain:

Access to PTI relevant values.

* 1. additional vehicle information data exchange at national level (between national registers)

None

Yes: please specify:

Please explain:

* 1. additional vehicle information data exchange at EU level (with other MS registers)

None

Yes: please specify:

Please explain:

If an harmonized PTI procedure is expected for a European wide mutual recognition, access to PTI relevant values from other countries is required.

* 1. Other:

None

Yes: please specify:

Please explain:

If an harmonized PTI procedure is expected for a European wide mutual recognition, mutual recognition of homologation of PTI equipments is required.

Access to VIP for test equipment manufacturers and for test equipments is required.

### Are the national authorities in the position to exchange PTI and RSI national vehicle information data with the following competent authorities from other MS? Under which conditions? What are the benefits?

1. Approval authority

No: please explain

Yes:

Please specify the conditions:

Please specify the benefits:

1. Registration authority

No: please explain

Yes:

Please specify the conditions:

Please specify the benefits:

1. Periodic Technical Inspection responsible authority

No: please explain

Yes:

Please specify the conditions:

Please specify the benefits:

1. Road Side Inspection responsible authority

No: please explain

Yes:

Please specify the conditions:

Please specify the benefits:

1. Other:

No: please explain

Yes:

Please specify the conditions:

Please specify the benefits:

### Would you have specific requirements or suggestions for guidelines regarding the Vehicle Information Platform?

Please explain:

To Be Completed

Idea caught on the fly: multilingual, PTI network, single access to VIP, providing the use-cases of WG10

EGEA WG10 is planning to develop a PTI network, including a single software component “ENC” dedicated to access to VIP, in addition to other features.

Use-case 1: Get Vehicle Information Data

Each test equipment can request through ENC for vehicle data from VIP.

Use-case 2: Send PTI results

The PTI application can send via the ENC the combined result.

Use-case 3: Retrieve PTI results

The PTI application can request via the ENC former PTI results from VIP.

Format and multilingual shall be discussed.

# Other

### Do you have an ISDN video conference system available which could be used for a possible interview?

No

Yes

Additional comment:

Face to face meeting in Brussels with all EGEA WG10 experts.

# Terminology

## Acronyms & Abbreviations

|  |  |
| --- | --- |
| **Acronym or Abbreviation** | **Meaning** |
| DG MOVE | European Commission Directorate-General for Mobility and Transport |
| EU | European Union |
| ISDN | Integrated Services for Digital Network |
| MS | Member State |
| PTI | Periodic Technical Inspection |
| RSI | Road Side Inspection |
| RW | Roadworthiness |
| TI | Technical Inspection |
| VIP | Vehicle Information Platform |

Table 5: Acronyms & Abbreviations

\*\*\* End of MOVE-VIP-QST-001

1. Please ensure that the stakeholders and systems are listed in answers to questions 3.1.1 and 3.2.1. [↑](#footnote-ref-1)