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TEG 5
1ˢᵗ WG5 meeting

Agenda item 5.a
Information on the EC VIP Project
CITA views

(By Eduard Fernandez, CITA Policy Expert on Information Systems)

10 April 2014, Brussels, Belgium, hosted by CITA/GOCA

Chairperson: Eduard Fernandez, CITA Policy Expert on Information Systems

Ref: WG5_01_2014_012v1

1

5. Information about the EC Vehicle Information Platform Project (Eduard Fernández)

a. Views by CITA (document WG5_01_2014_012v1)

General description

The general aim of the service contract is to produce guidelines to establish and operate a European vehicle information platform for the exchange of information on data related to roadworthiness testing between the competent authorities of Member States responsible for <mark>testing</mark>, <mark>registration</mark> and <mark>vehicle approval</mark>, the <mark>testing centres</mark> and the <mark>vehicle manufacturers</mark>

Scope of the project

1. Analysing the existing national registers;
2. collecting and analysing the user requirements of the European vehicle information platform;
3. identifying the legal requirements, notably in terms of data protection;
4. assessing various possible organisational arrangements;
5. assessing available technical options;
6. estimating the costs and benefits and how to maximise the return of the system;
7. recommending a road map, including common minimum requirements to implement the system, for both Member States and the Commission.

The next slides cover also the data model under item 6.a of the agenda

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PROPOSAL OF FLOW OF VEHICLES' RELATED TECHNICAL DATA

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Explanation:

> Data input
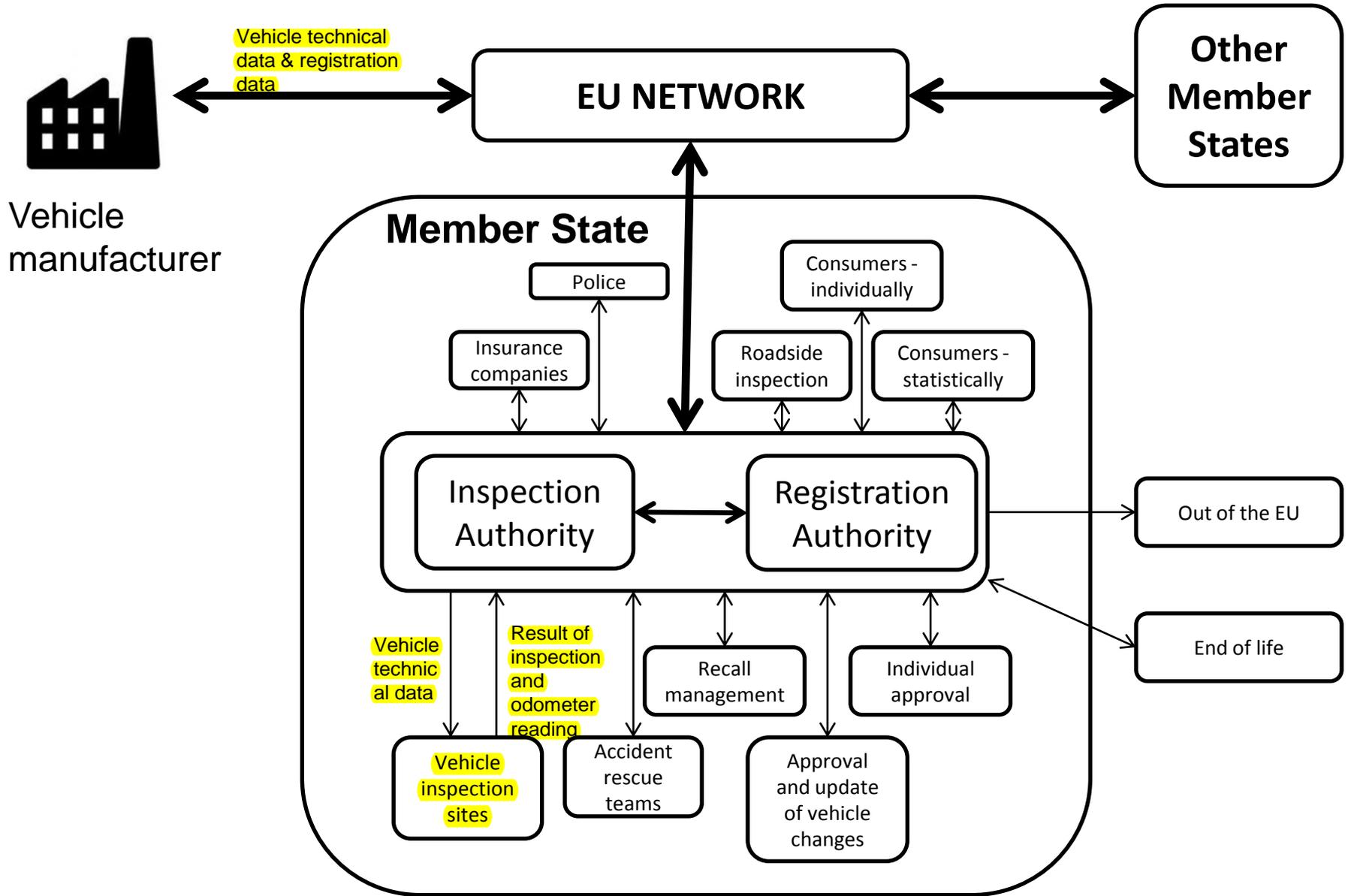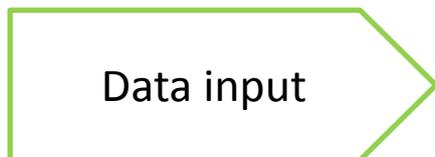
Data are delivered to national vehicle inspection & registration authorities

   Who delivers vehicles' data?

      Vehicles' manufacturers trough EU Network– standard registration

      Owner of the vehicle – individual approvals

   Why to national authorities?

      System is already set

      Use of data is mostly at national level

   Are inconveniences minimized to vehicles' manufacturers?

      Yes, data are only required once, and following the index of Dir 2007/46/EU

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Explanation:

Data management at national level

Every Member State decides how to manage data in their country

Why?

In most countries, there is already a system to do so.

Language issues are self-solved

Member States make information available to the EU Network, including update of modifications, inspections and odometer readings of vehicles

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Explanation:

> The EU role

Standardize and facilitate communication between all players:

- Member States
- Vehicle Manufacturers

<mark>No data are kept at EU level</mark>

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Ref: WG5_01_2014_012v1

TO TAKE INTO ACOUNT:

- Data control relies on Member States

- This proposal does not interfere with vehicle taxation

- Annoyance to vehicle manufacturers is minimized: they only have to deliver data once, and data structure is according to approval standards (Dir 2007/46)

- Vehicle manufacturers are already providing vehicle data during registration

- Out of each Member State, communications are facilitated and standardized by the EU Network

- Most of a vehicle data are required at national level, therefore most of the data flow is kept at national level

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RESULTS OF THE QUESTIONAIRE

Part 1 – input of data

The model identifies two ways of entering vehicles' data into the system:

- Manufacturers, in case of standard registration
- Individuals, in case of individual approvals

1.1. Do you think that other actors are to be taken into consideration with regard to data input? Yes / no

1.2. If yes, which ones? _____

_____

_____

Part 2 – data management

Databases are kept at national level, whereas at EU level is set a communication mode between Member States and manufacturers.

2.1. Do you think it's appropriate to keep databases at Member State level? Yes / no

Comments: _____

_____

_____

_____

_____

2.2. EU level is intended to facilitate communications between Member States and with vehicle manufacturers. Is there any other role to set at EU level? Yes / no

If yes, which one? _____

_____

_____

Part 3 – general comments

3.1. Please write here any additional comment, suggestion or remark:

_____

_____

RESULTS OF THE QUESTIONAIRE

In total: 16 answers

1.1 Do you think that other actors are to be taken into consideration with regard to data input? Yes: 11 / no: 5

1.2 If yes, which ones?

If yes: approved 3rd party providers, tachograph garages, ADR and ATP certificators, individual approval bodies, PTI test centres, authorities responsible for first registration/inspection, inspectors, police, authorities, third party commissioned to complete or finish this data (in particular for ECSS testing), approval authorities, approval services, individuals for used vehicles, national service in charge of the quality of data

For small manufacturers, it is better someone else to input data in the system

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RESULTS OF THE QUESTIONAIRE

2.1. Do you think it's appropriate to keep databases at Member State level?
Yes: 14 / no: 2

2.2. EU level is intended to facilitate communications between Member States and with vehicle manufacturers. Is there any other role to set at EU level? Yes: 9 / no: 7

If yes, which one? Parts and component manufacturers and importers, EU to make mandatory the provision of data, test equipment manufacturers, collecting input data from MS, establsih database containing data for PTI purpose

EU level database: more cost effective
MS level database: better, since they already exist in most of countries and information is mostly used and updated in a single country
MS need to ensure that datais appropriate to be used on European level
Homologation bodies to write homologation data into the basic data set
PTI limits given by vehicle manufacturers…

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RESULTS OF THE QUESTIONAIRE

Additional comments

Network via EUCARIS, no need to develop an EU network since EUCARIS is there

Dataset of vehicles in line with CoC

Aim to diminish the administrative burden for citizens

Communication between vehicle manufacturers and MS electronic and standardized

The EU should not be involved in the technical implementation of a System

It is vital to establish a quality standard and liabilities

Support the activities of CITA WG1 and EGEA WG10 on ECSS

Rules to access to data to be set: i.e. vehicle individual data are considered to be owned by vehicle owner

It is necessary to set up rules to fill up the database to avoid misunderstandings

It is necessary to set up an EU standard to manage vehicle modifications

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