



View Ereg and EUCARIS on the VIP

Model based on recent developments

Re-registration, CoC and PTI/RSI



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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)**
- ❑ **These developments should reinforce each other! Electronic delivery CoCs => harmonized registration => easier re-registration => availability of all vehicle data needed for inspections**
- ❑ **All vehicle information should be included in the electronic VIP**

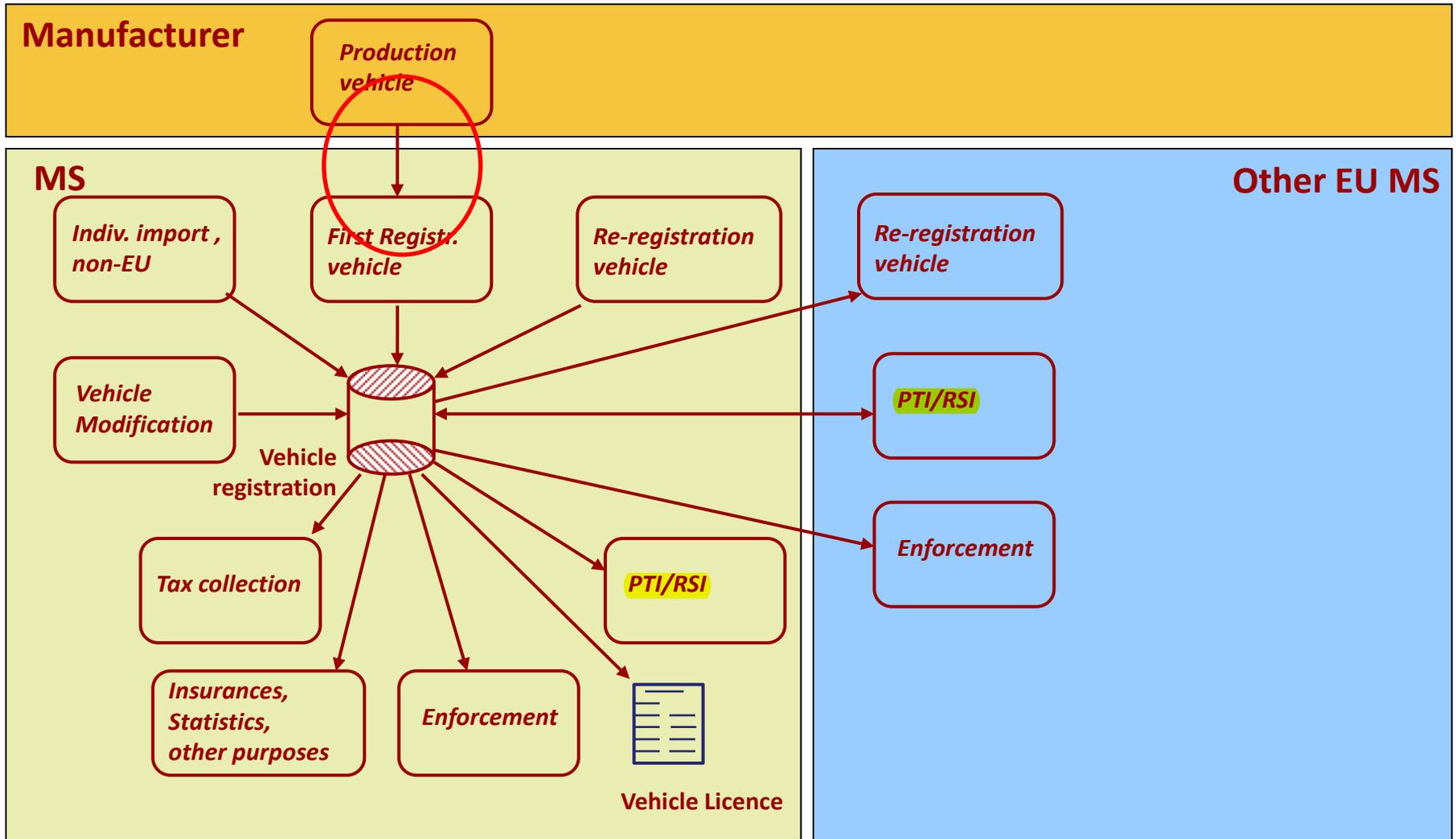


Essentials of the VIP for the RAs

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- 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
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Distributed European Vehicle Information Platform

Information flows during the life-cycle of a vehicle



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Vehicle Registration - CoC

- ❑ **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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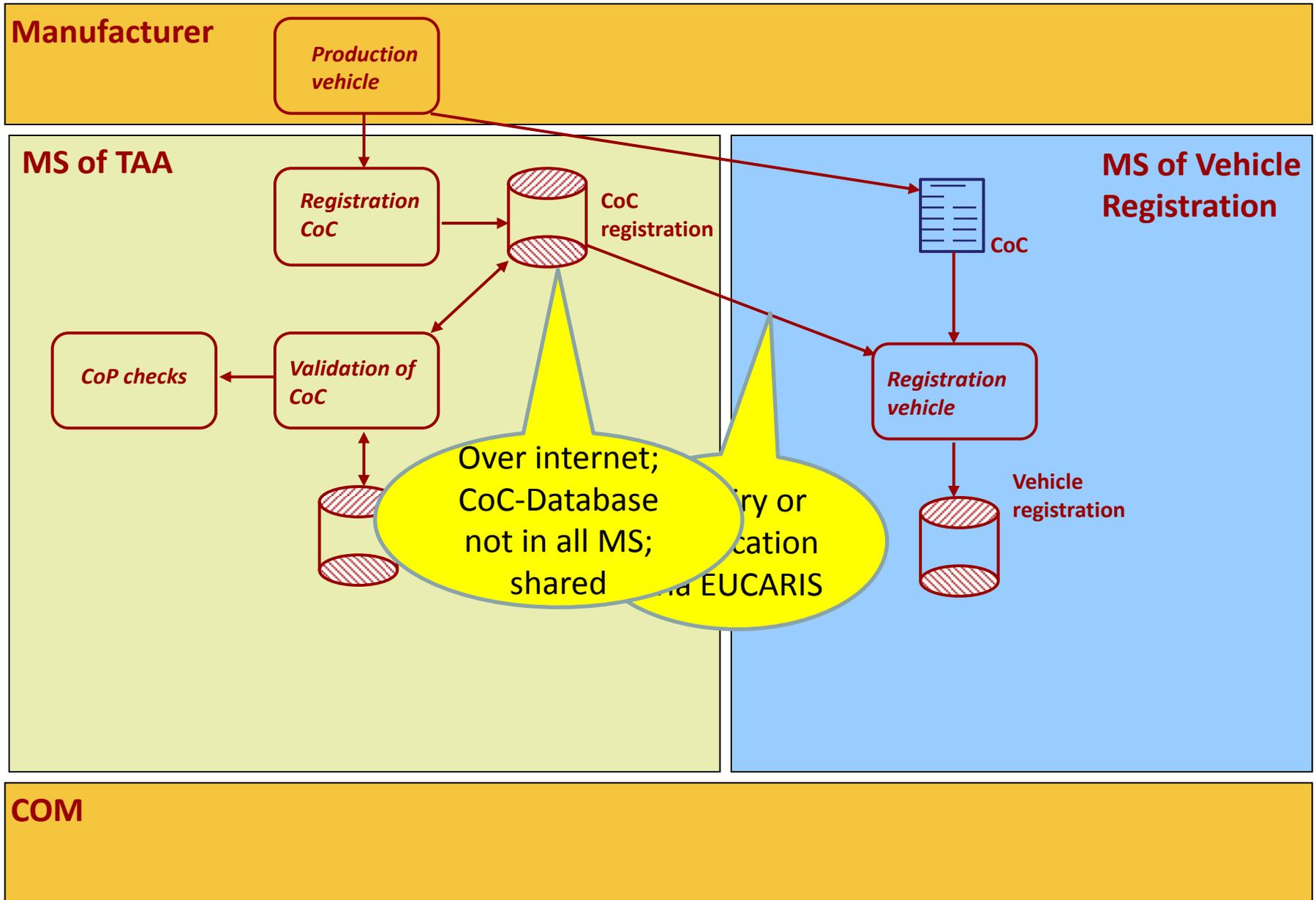


CoC - approach EReg

- 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**

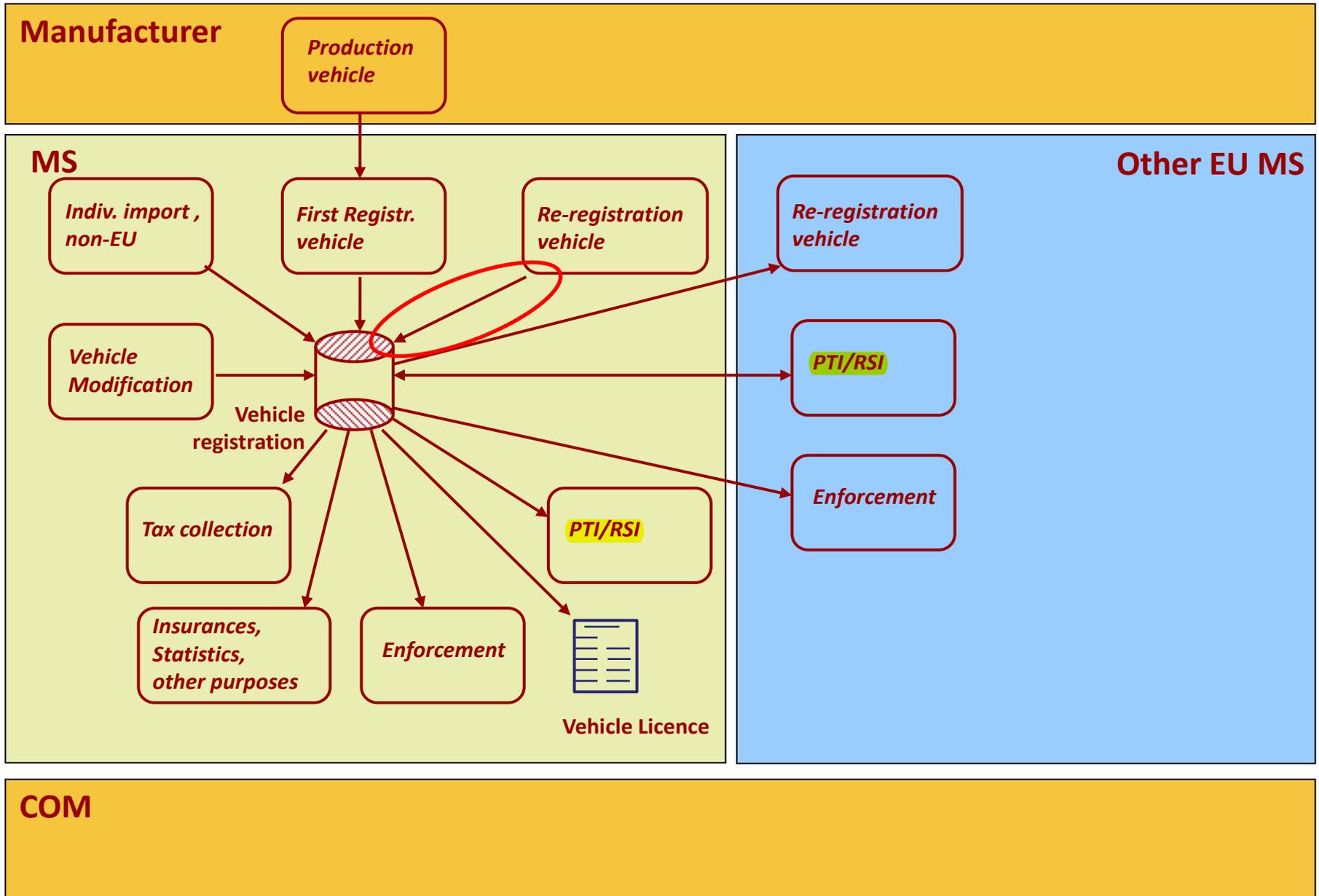
Distributed European Vehicle Information Platform

First registration in the EU, based on CoC



Distributed European Vehicle Information Platform

Re-registration





Re-registration (proposed Directive)

Current status: use of EUCARIS

- ❑ **Current proposal as discussed in COREPER:**
 - ❑ **Art. 7.4: For the exchange of information on the vehicle data Member States shall use a version of the European Vehicle and Driving Licence Information System (EUCARIS) software application specially designed for the purposes of this regulation in line with Annex II.**

 - ❑ **Amendments proposed by the EP also explicitly mention EUCARIS**
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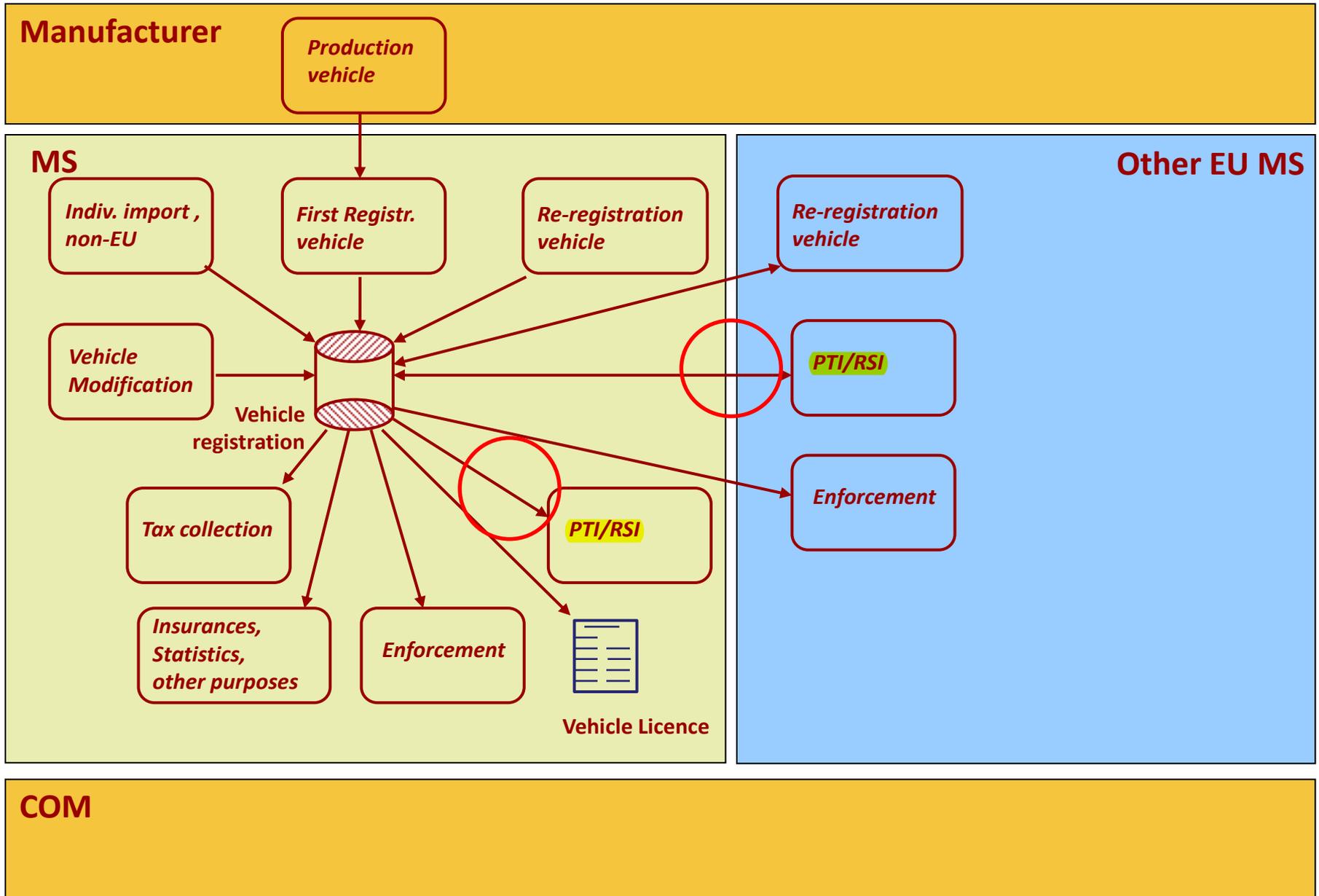
Re-registration

Current status: data set

- Vehicle data first registration and re-registration should be very much identical and include technical vehicle data needed for PTI**
 - Re-registration also needs PTI end-of-validity date and mileage
 - Problem: 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**
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Information needed at vehicle inspections





Data exchange; VIP

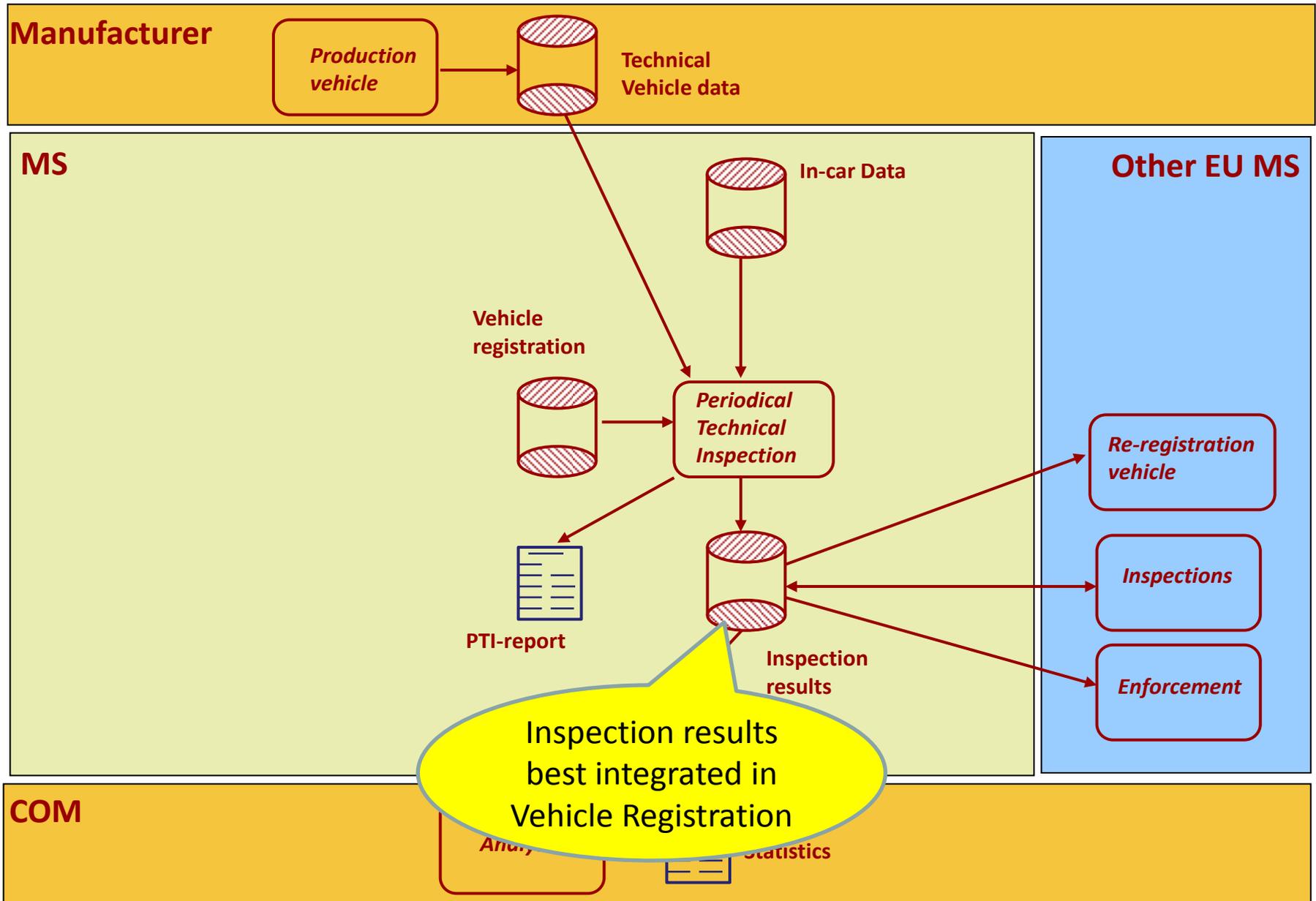
- ❑ **Electronic vehicle information platform (PTI proposal, Art. 15, amended version 16-12-2013 as discussed in the trilogue and Coreper):**

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 was granted to Unisys Belgium**

Distributed European Vehicle Information Platform

Periodical Technical Inspections





Data exchange concerning vehicle inspections

- ❑ **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

