

International Information Exchange

(concerning vehicles, owners/holders, driving licences, tachographs and new plans)



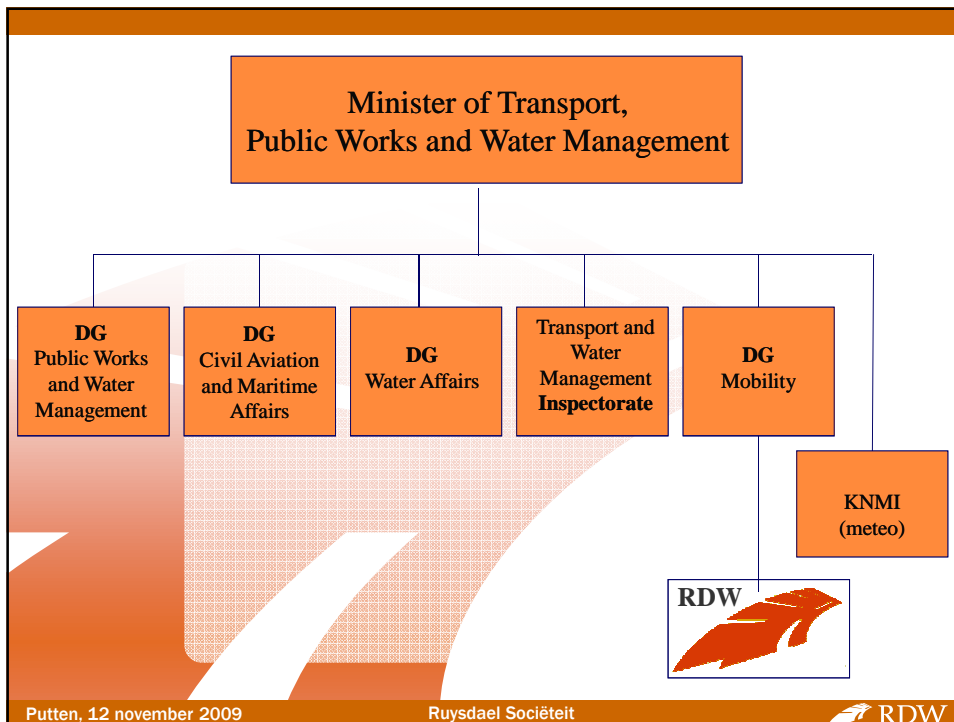
Present and Future Situation Suggestions for a Controlled Approach

Hans van der Bruggen

Acting Chairman EUCARIS
Chairman EReg
Deputy Director RDW/NL

Putten, 12 november 2009

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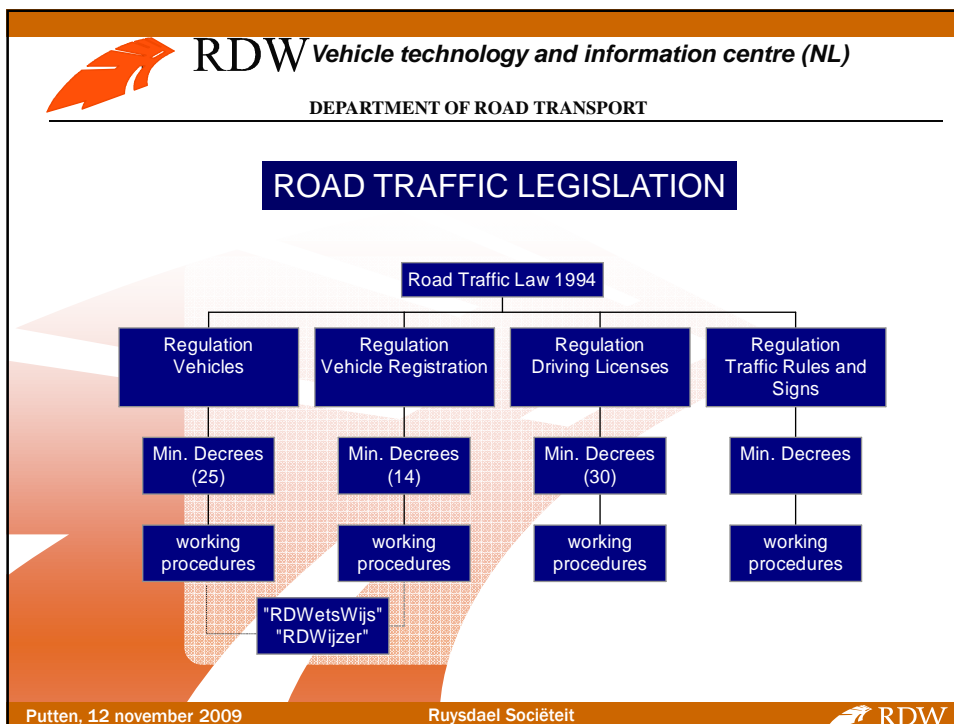
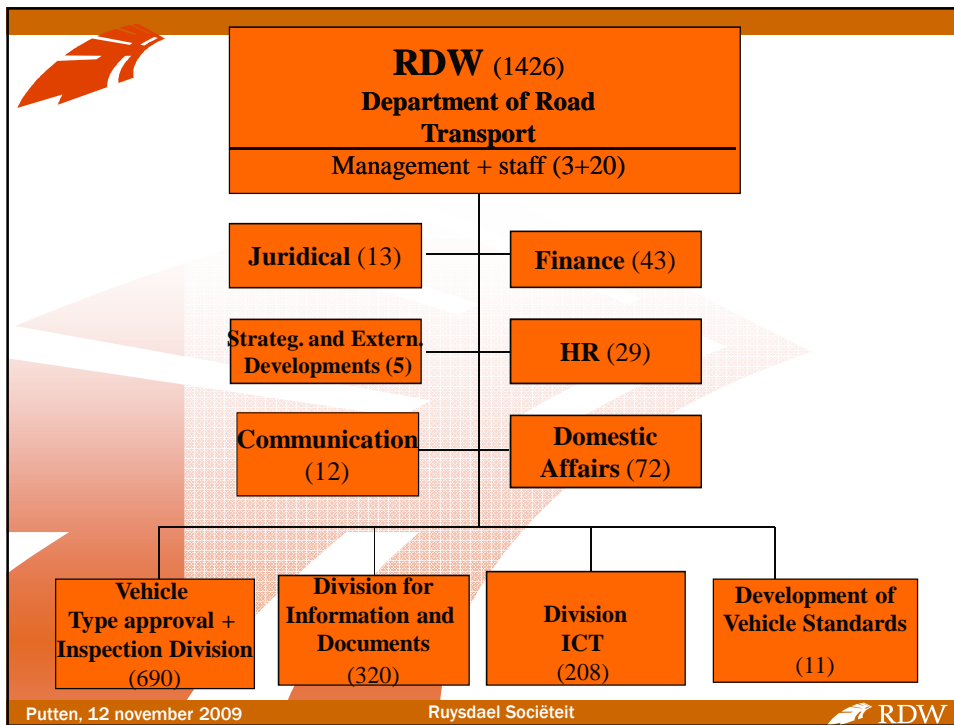
Agency of the Ministry of Transport, Public Works and Water Management

Follows vehicles from drawing to shredder



Vehicle Chain

- ▶ **Deliberation on regulations (ECE/Geneva ; EU/Brussels ; Benelux)**
- ▶ **Type-approval, homologation and certification of new types and specific applications (test)**
- ▶ **Periodical inspections (a.o. import)**
- ▶ **Registration of**
 - ▶ **vehicles (incl. (periodical) technical inspections, import, heavy damage, etc.)**
 - ▶ **owners / holders**
 - ▶ **insurances**
 - ▶ **driving licences**
 - ▶ **(fast motorboats)**
- ▶ **Providing**
 - ▶ **documents**
 - ▶ **information**
 - ▶ **tracing and enforcement**



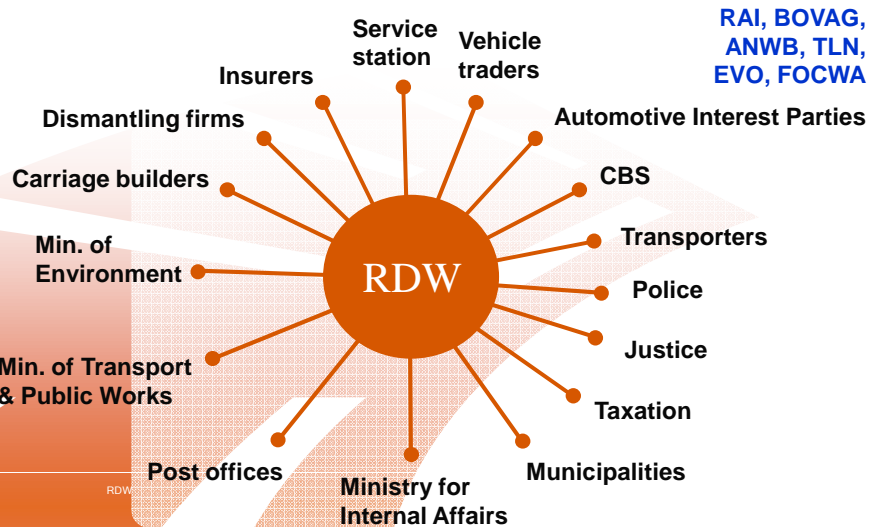


SOME FACTS & FIGURES

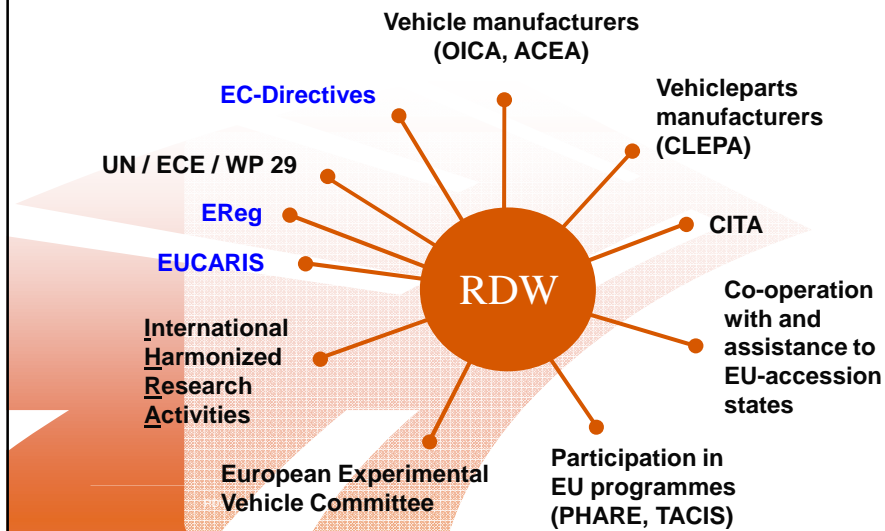
- registers 10,5 million active vehicles + 10,2 million driving licences
- processes 5,9 million changes of vehicle-owners
- > 220 (150) million consultations by police in 2008 (385 > 523)
- supplies 1 million informations by telephone per year
- supervises 7,2 million periodical technical inspections p/y
- performs 220.000 random inspections per year
- processes 3.500 type approvals and 27.000 certificates p/y
- delivers 105.000 exemptions each year
- Turnover € 185.000.000

PM: >16 million inhabitants

National Environment RDW



International Environment RDW



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RDW *vehicle technology and information centre*
(NL)

Success Factors

1. One organisation (chain)
2. One register (incl. insurance, technical inspections and **signals** like stolen, scrapped, export, seriously damaged, duplicates, etc.)
3. Continuous licencing system

NB:

- Registration is leading and legal base
- Documents are necessary evils (fraud)
- No stickers or discs

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Main Procedures

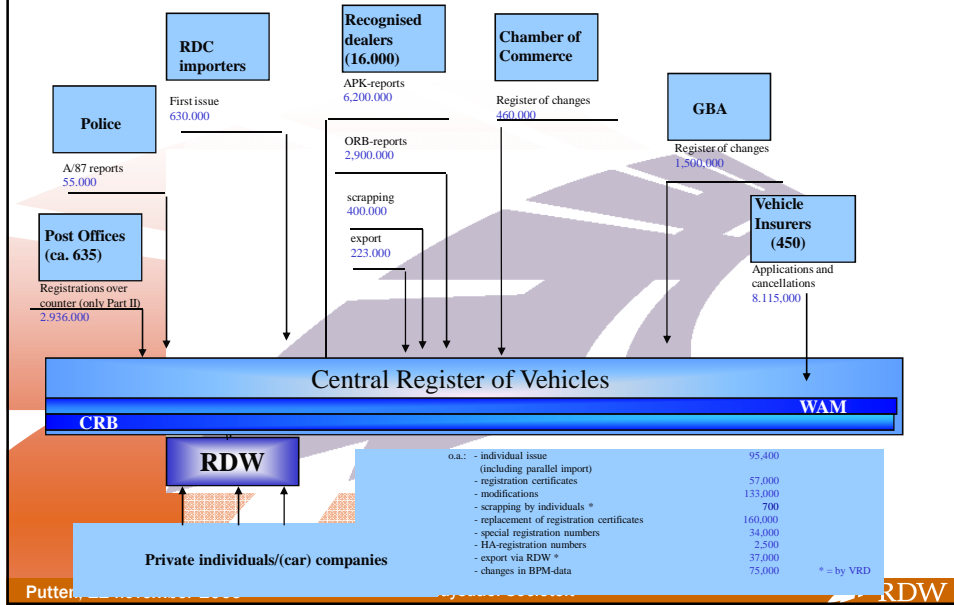
1. Entrance in the register
 - identity person
 - identity vehicle
2. Exit out of the register
 - change of holder-/ownership
 - export
 - scrapping
 - theft
3. Suspension of vehicle obligations and dealerstock
4. In meantime holder/owner is responsible for vehicle in all respects



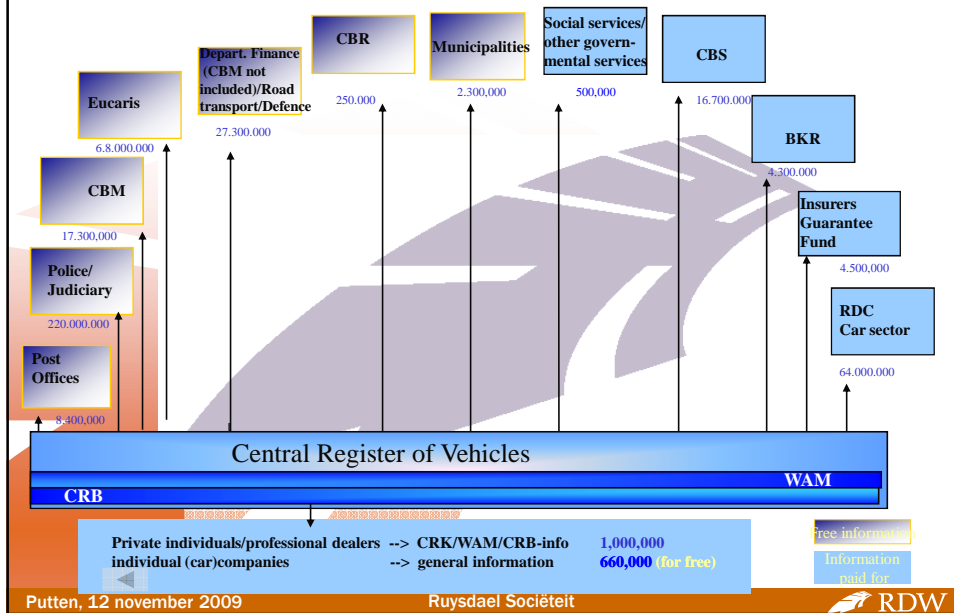
Main Principles

- Online/real time
- 24 hrs/7days a week available
- Controlled registration
- Documents are results of the registration

Central Register - registration of data



Central registers - information supply



INTERNATIONALE ACTIVITEITEN RDW

- ▶ Harmonisatie technische voertuigeisen (UN-ECE/Genève, EU/EC/Brussel, BeNeLux/Brussel) (RDW namens NL)
- ▶ Internationale typegoedkeuringen (RDW namens NL)
- ▶ Voertuigdocumenten en rijbewijzen (EU/EC: V&W in overleg met RDW) (EUCARIS: RDW initiatief en leading) (EReg: RDW (o.a.) initiatief en thans voorzitter)
- ▶ **Internationale gegevensuitwisseling**

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(NL)

WHY INTERNATIONAL COOPERATION ?

- ▶ **Abolition of internal borders of EU countries**
- ▶ **Accessibility of Central and East European countries**
- ▶ **Growing import within and from outside Europe**
- ▶ **EU Directive 1999/37 (harmonisation vehicle doc.)**

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World Wide Social Developments

- ▶ Globalisation
- ▶ Growing criminality and terrorism
- ▶ Growing mobility of people

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World Wide Need for International Co-operation

- ▶ Fighting fraud, criminality and terrorism
- ▶ Care for traffic safety and environment
- ▶ Charging for use of the roads and for parking
- ▶ Because of growing number EU member states
- ▶ Abolition checks EU internal borders

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The Thread

- ▶ Growing need for information exchange
- ▶ Registration authorities have to fulfill **same** needs from EC 1st Pillar, EC 3rd Pillar, several bilateral and multi lateral treaties, national-bilateral, regional and local authorities, etc.
- ▶ Prevent different systems for each Directive (1st Pillar), Council Decision (3rd Pillar), bilateral or multilateral treaty, for each authority (police, local authority) and for each functionality (vehicles, driving licenses, traffic fines, penalty points, etc.)
- ▶ Prevent spaghetti of connections, abuse of money and reinventing wheels
- ▶ Use what is available and well functioning
- ▶ Registration Authorities fulfill already **national** needs (police, customs)
- ▶ **Role for Registration Authorities within international information exchange**

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Actual Situation

- ▶ **Technical information (incl. signals) vehicles between EUCARIS participants (19) since 1994 (Treaty 2000) (6.6 million inquiries p/y)**
- ▶ **Driving licence information between participants EUCARIS (6 MS)**
- ▶ **No involvement (YET) of EC (necessary)**

TWEE FASES

▶ **v.a. begin 90-er jaren:**

- ▶ Afschaffing controle binnengrenzen EU
- ▶ Toegankelijkheid Oost Europa

▶ **v.a. begin deze eeuw:**

- ▶ Toenemende vraag naar internationale gegevensuitwisseling
- ▶ Toenemend aantal lidstaten
- ▶ Verhoogde aandacht voor bestrijding fraude, criminaliteit en terrorisme
- ▶ Verhoogde aandacht voor verkeersveiligheid, mobiliteit en milieu

What is EUCARIS (1)

- ▶ **EU**ropean **CAR** and driving licence **I**nformation **S**ystem
- ▶ Initiative of RDW in the early nineties
- ▶ Infrastructure, application and organisation to exchange information on vehicles and driving licences between Registration Authorities
- ▶ **NOT A CENTRAL DATABASE**

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What is EUCARIS (2)

- ▶ Aims of the system are:
 - ▶ prevention of fraud and crime related to export and import of stolen vehicles
 - ▶ facilitation of the registration process of imported vehicles → accurate databases
 - ▶ facilitation of the exchange of driving licences → e.g. to fight driving licence tourism
- ▶ System is used by Registration Authorities, Police, Customs, etc.

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What is EUCARIS (3)

- ▶ Information exchange between Member States based on the
 - ▶ EUCARIS Treaty
 - ▶ Bilateral agreements
 - ▶ Multilateral agreements
 - ▶ Declaration of Endorsement
- ▶ Nominated Parties for central tasks: depositary, operational system management, helpdesk, monitoring, secretariat and finances
- ▶ Financed by annual cost sharing between the participants
- ▶ No profit!!!
- ▶ 19 Member States involved at the moment, several interested

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What's EUCARIS (4)

- ▶ legally based on the so called “EUCARIS treaty” signed by B, D, UK, L and NL
- ▶ participating countries: B, D, UK, L, NL, S, L, EST, LT, H, IRL, RO, (CZ), **IT**, // Port, GR, **SLO**, **SK**, M, CY, N, CH, FIN, **Pol**)
- ▶ financed by cost sharing between the participants (annual contribution), no profit!
- ▶ in 2008: 6.6 million inquiries, among others: 16.000 (+) refused re-registrations, incl. 3.000 (+) stolen vehicles
- ▶ a proven system that works very well

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Which information is exchanged via EUCARIS

- ▶ Vehicle information
 - ▶ number-plate, chassis-number, manufacturer, type, version
 - ▶ first date of registration, colour, fuel,
 - ▶ signals (e.g. stolen, exported, scrapped)
- ▶ Notification of registration of exported cars
- ▶ Driving licence information
 - ▶ name, date of birth, place of birth
 - ▶ licence-number, categories, restrictions
- ▶ Multiple country inquiry (send a request to all connected countries)

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What's EUCARIS II

- ▶ second generation of the EUCARIS system
- ▶ complete technical redesign with use of modern technology
- ▶ improved functionality
- ▶ integration of the notification of re-registration as agreed on at the (EC) meeting on the 25 November 2004
- ▶ development finalized half 2006
- ▶ Last country EUCARIS 1 >> EUCARIS 2: 1 October 2009
- ▶ development costs (€218.000) are shared ((in 2007)) by the current participants
- ▶ new participants have to invest between €10.000 and €20.000 once only (initial costs, depending of own situation)

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Requirements to EUCARIS II

- ▶ Fast introduction in member states/interested countries
 - ▶ (Client)application easy to deploy
- ▶ Low cost of development and exploitation
- ▶ High adaptability to incorporate future functionalities
 - ▶ Component (service) based architecture
- ▶ Easy to use
 - ▶ Web Client and Program-to-Program interface
 - ▶ Use of national languages
 - ▶ Central (remote) support and helpdesk
- ▶ Modern technology (compatible to IDABC)
 - ▶ Web services, SOAP, XML
 - ▶ Security with 1-sided SSL and XML-Signature (PKI)

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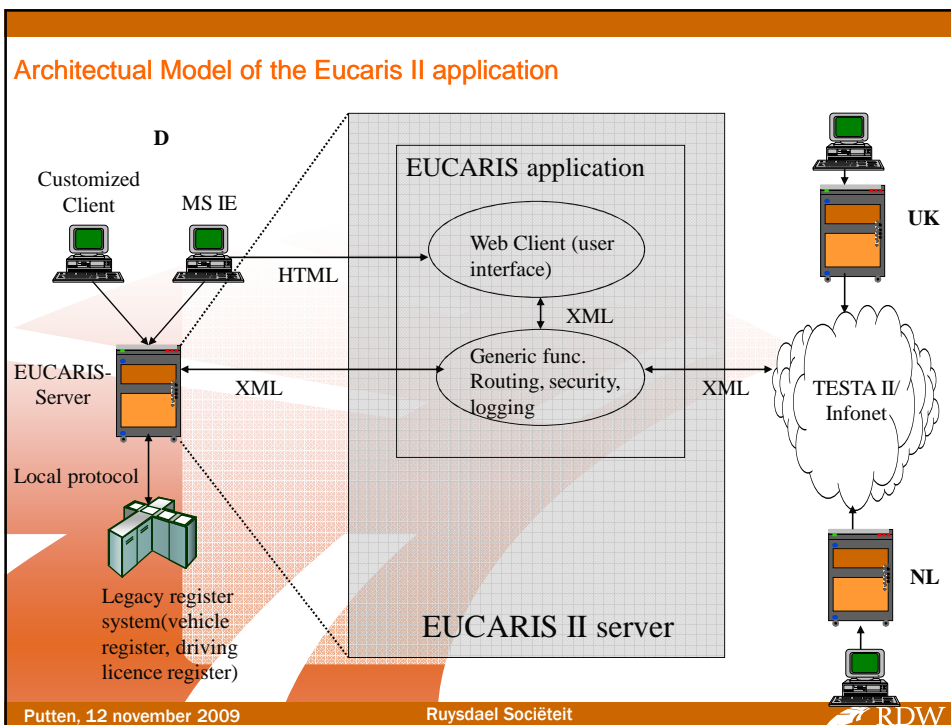
Main characteristics of EUCARIS II

- ▶ Information exchange on vehicles and driving licences
- ▶ additional functionalities (e.g. traffic fines) can be added very easily
- ▶ no central system (like in TACHOnet); each MS has its own EUCARIS II Server but with a central developed application
 - ▶ independence of availability of a central system
 - ▶ no costs for central system management
 - ▶ only low development costs in the MS (for local server integration)
 - ▶ easy to deploy in the MS
- ▶ Web Client (Standard User Interface) and Program-to-Program communication (Customized User Interface)
- ▶ compliant with IDABC requirements
- ▶ Use of s-TESTA network

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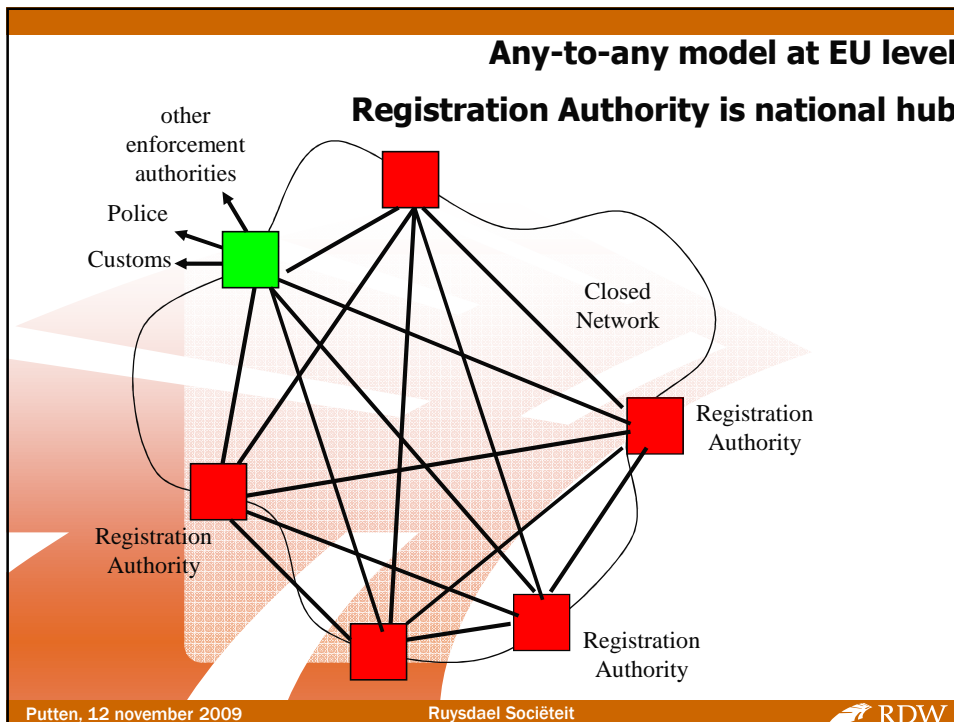
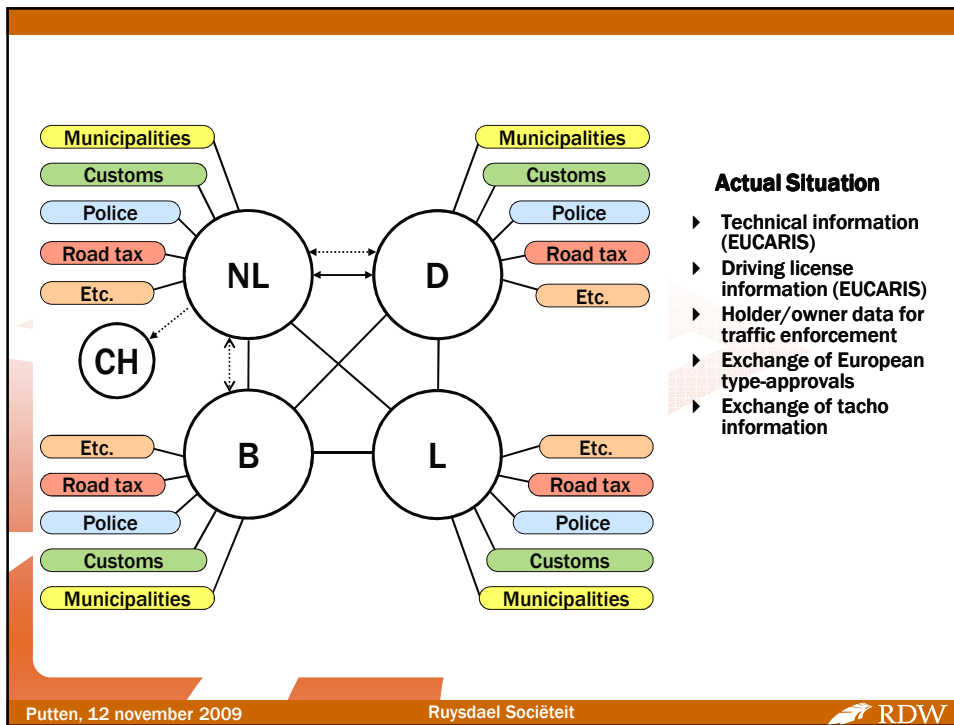
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Actual Situation

- ▶ **Technical information (incl. signals) vehicles between EUCARIS participants (19 participants) since 1994 (Treaty 2000) (6.6 million inquiries in 2008)**
- ▶ **Driving licence information between participants EUCARIS (7 MS)**
- ▶ **Bilateral holder/owner data exchange for traffic enforcement e.g.. NL-D (agreement 1995), B-NL (no treaty), NL to CH (no treaty and not v.v!), NL>>It, NL>>A, NL>>N**
- ▶ **Exchange of European type-approvals between member states (EU Directive) (still mostly by paper)**
- ▶ **Exchange of tacho information between member states (EU Directive in force 1 May 2006/4 MS still not)**
- ▶ **No involvement yet of EC (necessary)**



Actual New Developments (1)

- ▶ **Fighting fraud and criminality (police co-operation):**
 - ▶ Information for police in L, B and NL (Senningen, Dec. 2004)
 - ▶ Information for police in D and NL (Enschede, March 2005)
 - ▶ Information for police in D, A, Sp, F, B, L and NL (Prüm, 27 May 2005)
- ▶ **Traffic fines: requests** for owner/holder information between NL, B, F, CH, Lux, It, A, N, etc.; new requests will come
- ▶ **Parking and road charging** from S (municipality of Stockholm), B (4 -> 30 municipalities), UK (Transport for London) to NL; more requests (It, A, N) will come
- ▶ **1st Pillar: development of EU information systems for TACHO(net), driving licenses (RESPER (on hold)), vehicles and owners/holders (ROASENET (in plan)), traffic fines (4) enforcement (draft Directive), ERRU, PTI, eCALL**

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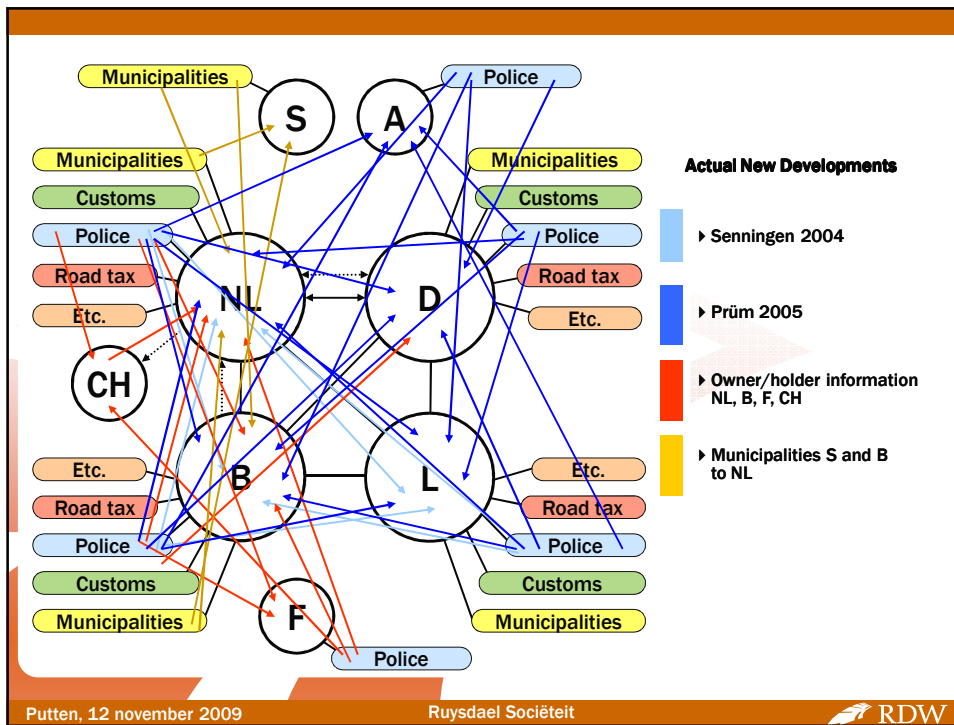
New Developments (2)

- ▶ **3rd Pillar: Proposal Council framework decision ("availability") (SEC(2005)1270)**
- ▶ **3rd Pillar: Prüm Treaty-> 2 Council decisions**
- ▶ **Kaderbesluit Geldelijke Sancties (2007)**
- ▶ **Evaluation EUCARIS II by Gartner in 07/2007 - 03/2008 under authority of EC**
- ▶ **Green Paper on Urban Mobility (25-9-2007 (COM(2007) 551 final) (- 15-03-08 !)**
- ▶ **5th Directive Motorvehicle Insurance (2007)**
- ▶ **Environnemental policies cities (stickers)**

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Future Developments

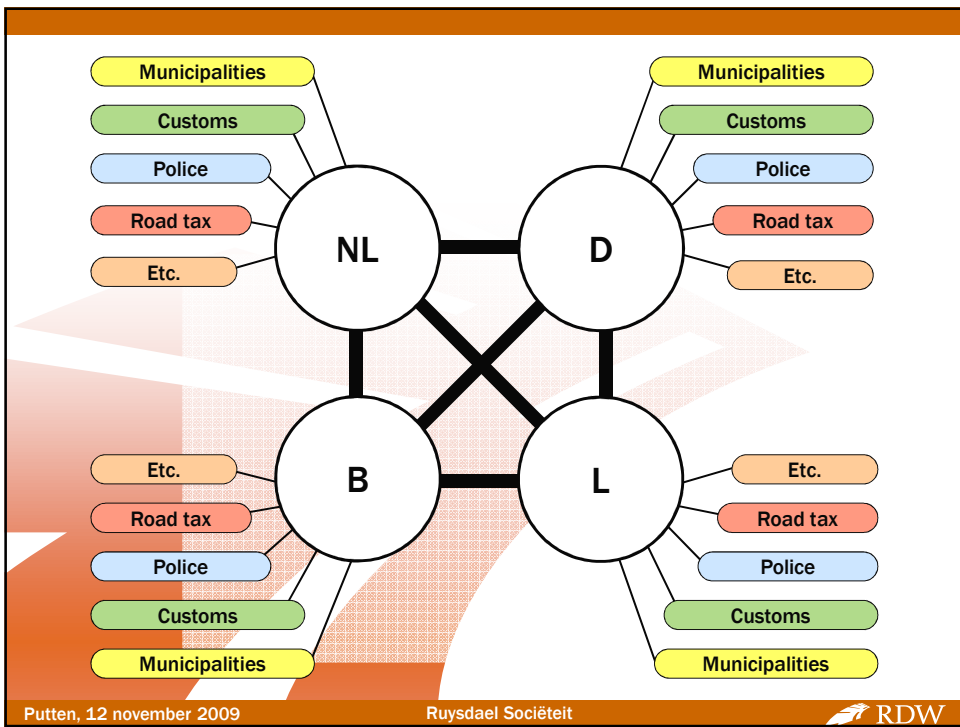
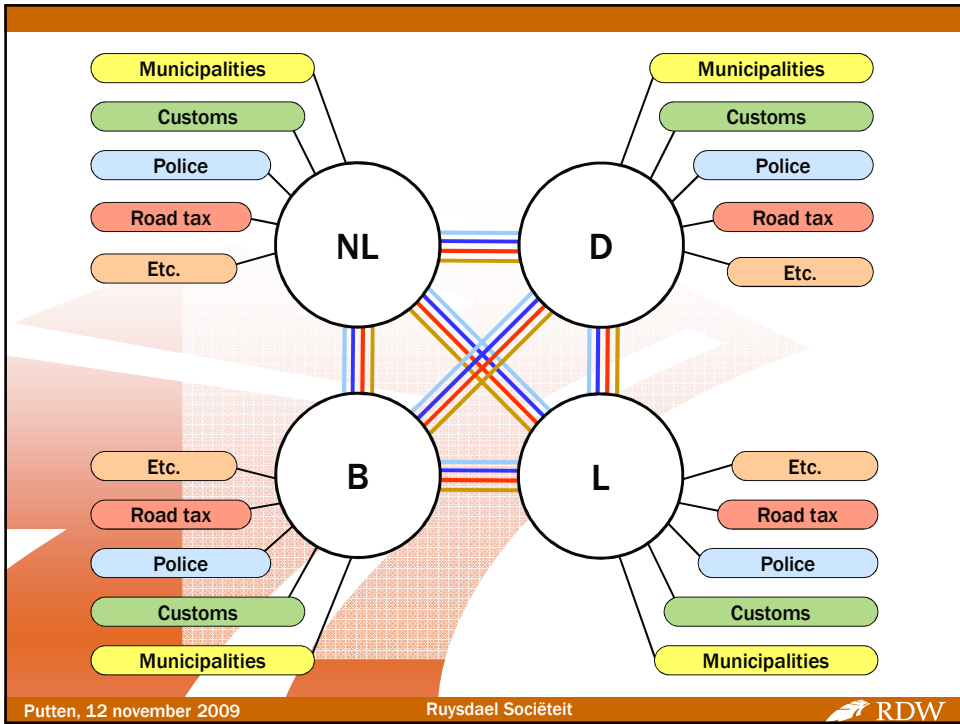
- ▶ More and more requests for owner/holder information on a bilateral base
- ▶ More (semi) private companies are involved by local authorities for collecting fines, toll and parking tickets
- ▶ Information exchange about traffic penalty points
- ▶ Electronic Vehicle Identification (EVI)
- ▶ (International) Exceptional Transport
- ▶ Transport Criminality (cargo)
- ▶ Insurance Fraud
- ▶ European Type Approvals (database UN-ECE in Genève?)
- ▶ Technical Inspection Data? (AUTOFORE (CITA) project)
FSD database in Germany?
- ▶ RESPER (continuation)

Important Issues

- ▶ Security of information systems
- ▶ Privacy of personal data
- ▶ Financing and building information systems
- ▶ Effectiveness and efficiency of (use of existing) systems
- ▶ Management and control
- ▶ Decisiveness

Possible Solution

- ▶ Expand the connections of (only) registration authorities
- ▶ Registration authority = national information provider (also for international information)
- ▶ International agreements = national responsibility
- ▶ Consistency in practice



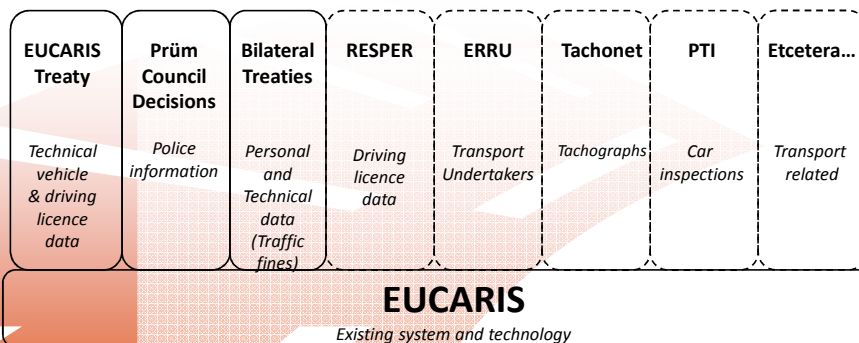
EUCARIS Evaluation by Gartner

Conclusions and Recommendations Gartner:

- ▶ Consider EUCARIS II as reliable, robust, well performing and scalable
- ▶ Consider the EUCARIS architecture as a safe and reliable foundation for implementing the RESPER requirements
- ▶ Highest Benefits: EUCARIS (as it is)
- ▶ Lowest Costs: EUCARIS (as it is)
- ▶ Consider EUCARIS for other pan-European public service transactions

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| Country | Vehicle | | Driving Licence | | File Transfer | Prüm |
|--|---------|---------|--------------------|---------|---------------|----------|
| | EUC I | EUC II | EUC I | EUC II | | |
| Austria | | | | | | X |
| Belgium | X | 03-2009 | O | 03-2009 | 2009 | 2009 |
| Bulgaria | | INT. | | INT. | | 2010 |
| Cyprus | | 06-2010 | | 06-2010 | | 2010 |
| Denmark | | | | | | 2010 (?) |
| Estonia | | X | | X | | 2009 |
| Finland | | | | | | 2009 |
| France | | 2010 | | 2010 | X | X |
| Germany | X | X | X | X | X | X |
| Greece | | INT. | | INT. | | 2010 (?) |
| Hungary | X | 12-2008 | O | 12-2008 | | 2009 |
| Iceland | O | 2009 | O | 2009 | | ? |
| Ireland | O | 2009 | O | 2009 | | 2010 |
| Italy | | 2010 | | 2010 | 2010 | 2010 |
| Latvia | X | 12-2008 | X | 12-2008 | | 2009 |
| X = read and send information O = read information only INT. = Interested | | | | | | |
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| Country | Vehicle | | Driving Licence | | File Transfer | Prüm |
|--|---------|---------|--------------------|---------|---------------|------|
| | EUC I | EUC II | EUC I | EUC II | | |
| Lithuania | X | 12-2008 | X | 12-2008 | | 2010 |
| Luxemburg | X | 12-2008 | X | 12-2008 | 2010 | X |
| Malta | | INT. | | INT. | | 2010 |
| Norway | | 07-2009 | | 07-2009 | INT. | 2010 |
| Poland | | 12-2009 | | 12-2009 | INT. | 2009 |
| Portugal | | | | | | 2010 |
| Romania | X | 2010 | X | 2010 | | 2010 |
| Slovakia | | 12-2008 | | 12-2008 | | 2009 |
| Slovenia | | 2010 | | 2010 | | 2010 |
| Spain | | | | | | X |
| Sweden | | X | | O | | X |
| Switzerland | | 2010 | | 20010 | X | ? |
| Netherlands | | X | | X | X | X |
| United Kingdom | X | 12-2008 | X | 12-2008 | 2010 | 2010 |
| X = read and send information O = read information only INT. = Interested | | | | | | |
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Lessons Learned (1)

- ▶ Verzamel informatie (“lees je rot”) (“kennis is macht”)
- ▶ Belangrijk stuk: jaar-programma/agenda van de Commissie (najaar)
- ▶ Spring tijdig op de kar (witboek, groenboek, etc.)
(80% gebeurt in het voortraject)
- ▶ Bied onafhankelijk onderzoek aan
- ▶ Doe mee aan elke questionair of hearing van de Commissie
- ▶ Ken de schrijver van het Commissie voorstel
- ▶ Ken de (Brusselse) organisatie, procedures, gremia, deelnemers en andere ambtenaren (liefst zo hoog mogelijk)
- ▶ Laat je zien, lobby en communiceer (er zijn meer treinen dan die van 07.36 uur)
- ▶ Netwerken, vooral ook internationaal
- ▶ Werk op allerlei niveau's, incl. EP-ers, PV, ander (hogere en evt. NL) EC-ers, NL Kamerleden, onverdachte experts

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Lessons Learned (2)

- ▶ “Frappier toujours” richting “opponent” en medestanders
- ▶ Schakel anderen in
- ▶ Deel intern je kennis, ervaring en netwerken
- ▶ Organiseer wisselgeld en doe aan “geven en nemen”
- ▶ Zorg voor coalities en bondgenoten (nationaal, maar vooral internationaal en vooral grote landen)
- ▶ Commissie maakt gebruik van de vele personele mutaties bij de LS
- ▶ Wees alert (in het begin) op “quick wins”
- ▶ Zoek hierbij naar “what's in for me” (“them”)
- ▶ Doe in het begin niet moeilijk over geld
- ▶ Waak voor (permanente) vijandschap en afgebrande tegenstanders
- ▶ Heb geduld, de EC blinkt hierin uit

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Lessons Learned (3)

- ▶ Vertrouw niet blind op je ministerie of op de PV
- ▶ Voor uitvoeringsorganisaties: Ministeries willen graag vriendjes blijven met de Commissie
- ▶ Weet dat ministeries internationaal werk vaak voor zichzelf houden (hoezo beleid vs uitvoering?)
- ▶ Organiseer steun in eigen organisatie (onvoorwaardelijk) en toch ook bij moeder-ministerie
- ▶ Argumenteer op basis van (aantoonbare) kennis, feiten, informatie en praktijk (veel woorden met een slappe inhoud missen effecten)
- ▶ Denk en acteer strategisch (w.o. wees achterdochtig, vasthoudend en soms bluffend en vrijmoedig)
- ▶ Doe wat je belooft of toezegt (ook in tijd)
- ▶ Ruimte voor toegeven ("aftocht")

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What do you think?

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LIFE
REAL TIME
ON-LINE
DEMO ?

Let's try!

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