EReg
Association of European Vehicle and Driver Registration Authorities

EUCARIS
European Car and Driving Licence Information System
AGENDA

- Background information Europe (comparing USA)
- Member States and EU/EC
- National Vehicle and Registration Authorities
- EUCARIS
- EReg
- Suggestions for (more) cooperation
International comparison

Car Fleet (in millions) | 2008

- EU*: 234.08
- USA: 135.52
- Japan: 57.93
- Russia: 32.02
- China: 25.74
- Brazil: 21.88
- South Korea: 12.48
- India: 9.85

* 27 countries included over the whole period
SOME NUMBERS (2)

Car Density in the World (cars per 1,000 inhabitants) | 2008

Source: Eurostat, Global Insight
The five largest markets account for 68% of the EU fleet

Car Fleet by country (in units and % share)  |  2008

Source: Eurostat - 2010
Car Density in the EU (cars per 1,000 inhabitants) | 2008

Source: Eurostat
27 Member States (+ 4 EFTA countries and 4 candidate countries)

EU Institutions

33 departments (DG's)

European Commission

The Council of the EU

European Council
  Guidance

European Court of Justice

European Court of Auditors

European Parliament

Decision

Advice

Economic and Social Committee

Committee of the Regions

830 million inhabitants (12% of world population)
234 million vehicles
Deliberation on directives and regulations about technical harmonisation (UN-ECE/Geneva, EU/Brussels, BeNeLux, Nordic, Baltic, Salzburg Forum)

(European) type-approval, homologation and certification of new types and parts and specific applications (tests)

Technical inspections (a.o. obligatory periodical, import, heavily damaged, major changes, etc.)

Registration of

- vehicles (incl. technical inspections and signals like stolen, heavily damaged, wrecked, export, etc.)
- owners / holders
- insurances (not all countries)
- driving licences (in some countries by different organisations)
- penalty points (some countries)
- fast motorboats (NL)

Providing documents, information and support to tracing and enforcement
NATIONAL ORGANISATIONS

- Responsibilities by different ministries, public/private agencies, police, etc. in different countries (very individual)
  - Vehicles (combined with or separated from:)
  - Technical vehicle inspections (periodical, heavily damaged, import, major changes, etc.)
  - Driving licences
  - Transport licences (cargo and people)
  - Transport inspections on the road and otherwise
  - Road infrastructure
  - Enforcement
  - Information Exchange

- BIG CHANGE:

- Abolition of the control at the national borders within the EU in March 1995
WORLD WIDE NEED FOR INTERNATIONAL CO-OPERATION

- Harmonisation of technical requirements vehicles (EU, UN) from 1950/60
- Abolition checks EU internal borders (1995)
- Growing import within and from outside Europe
- Fighting fraud, criminality and terrorism
- Care for traffic safety (fines) and environment (fines)
- Charging for use of the roads (toll) and for parking (fines)
- Because of growing number EU member states
- EU Directive 1999/37 (harmonisation vehicle documents)
- Directive on free movement of people, work and goods
Development started 1993, pilot 1994, operational from 1995
No central database/system (no costs for and dependence of it)
Every country stays responsible for its own national database
Member States install the possibility that other MS may and can retrieve this national database/registration (online and 24/7)
MS have the possibility to send via the system information to other MS’ registration
Shared costs for application and system development
Extremely cheap to introduce new functionalities because the basic technology is already available in nearly all Member States
International connections via national registration authorities
National registration authorities are providers for all kind of national users, like police, customs, tax and other enforcement authorities (national hub)
Non profit system only for governmental authorities
Original aims of the system:
- Prevention of fraud and crime related to import / export of stolen vehicles
- Prevention of insurance fraud
- 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, tax, governmental enforcement authorities, etc.
- System is developed by (some) Member States for (all) Member States and in meantime adopted by EU/EC
One technical framework for different legal frameworks

<table>
<thead>
<tr>
<th>EUCARIS Treaty</th>
<th>Prüm/ Council Decisions</th>
<th>Bilateral treaties / File transfer</th>
<th>RESPER</th>
<th>Mileage Data</th>
<th>TACHO-net</th>
<th>eCall</th>
<th>PTI/CoC</th>
<th>EERRU</th>
<th>CBE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical vehicle &amp; driving licence data</td>
<td>Vehicle-ownerholder and Insurance info</td>
<td>Personal and technical data (traffic fines)</td>
<td>Driving licence data</td>
<td>Kilometres and Miles data</td>
<td>Tachograph Cards</td>
<td>Technical Vehicle data</td>
<td>Technical Vehicle Data Inspection results</td>
<td>Transport Undertakings</td>
<td>Personal and Vehicle Data (Traffic offences)</td>
</tr>
</tbody>
</table>

**EUCARIS generic framework/technology/basic system:**
authorisation, encryption, signing, logging, routing, MCI, queuing, retry, helpfiles, translation, statistics
EUCARIS AT THE MOMENT

Technical information of vehicles
- 18 participants
- 10.5 million inquiries in 2011
- 18,500 refused re-registrations in 2011
- 3,700 stolen vehicles found in 2011

Driving licence information
- 7 participants (18 users)
## Overview Contributions 2011

<table>
<thead>
<tr>
<th>Full users</th>
<th>Basic Contribution</th>
<th>VDL Users</th>
<th>Prüm Users</th>
<th>Owner / Holder Users</th>
<th>Mileage Users</th>
<th>Total 2011</th>
<th>Budget 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Operational</td>
<td>Broker</td>
<td>TACHO</td>
<td>ERRU</td>
<td>eCall</td>
<td>Operational</td>
</tr>
<tr>
<td>Austria</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Belgium</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Cyprus</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Denmark</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Finland</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>France 1 (Police)</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>France 2 (DPICA)</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Greece</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Hungary</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Ireland</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Italy</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Latvia</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Lithuania</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Luxembourg 1 (SNCT)</td>
<td>8.276</td>
<td>214</td>
<td>8.973</td>
<td>2.571</td>
<td>2.057</td>
<td></td>
<td>1.237</td>
</tr>
<tr>
<td>Luxembourg 2 (Police)</td>
<td>8.276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.237</td>
</tr>
</tbody>
</table>
- EUCARIS countries pre-finance new functionalities; later adapters pay an entrance fee
- Basic contribution has to be paid by all users of one or more applications and for each connection
Total operational costs only + € 300.000 per year (to be paid by + 30 countries)

Initial costs for new countries between € 10.000 and € 20.000 (depending on national ICT state of the art)

EUCARIS Treaty
- On average 6.6 million inquiries in 2008
- 16.000 refused re-registrations
- 3.000 stolen vehicles found back (x € 12.000= € 36.000.000)

Traffic fines
- In 2008 371.000 German traffic offenders in the Netherlands received a traffic fine thanks to the use of EUCARIS
- This yields to + € 15.000.000 of income only for the Netherlands, receiving information from Germany through EUCARIS
MORE INFORMATION

www.eucaris.net
secretariat@eucaris.net

Technical support during implementation
eucaris2help@rdw.net

Technical support during operation
servicedesk@rdw.nl
INTRODUCTION EReg

- Association of European Vehicle and Driver Registration Authorities (after informal meetings since 1998 founded in 1996)

- Central vehicle registration or driver registration authorities of EU/EFTA Member States (no private organisations)

- Subjects concerning registration and documentation of vehicles and drivers

- Originally based on Constitution and Rules of Procedure, approved by all EReg members in 1997

- Since 25 April 2012 juridical body AISBL (conform Belgium law)
The main objective of EReg is: “Bringing together the Registration Authorities” by:

- Sharing knowledge, experience and good practices
- Improving the performance of tasks
- Identifying and following European future and running developments
- Influencing European laws and regulations and the EC
- Establishing cooperation arrangements with relevant third parties (AAMVA?)
- Promote effective and efficient data exchange
KEY PRINCIPLES

- **Voluntary** cooperation based on developments, chances and proposals

- **Shared** interests and visions

- **Self-organising** at distance of the European Commission

- Largely a “**virtual organisation**”
| **Members (27)** | Belgium, Cyprus, Denmark, Germany, Estonia, Finland, **Gibraltar**, Hungary, **Iceland**, Ireland, **Isle of Man**, Latvia, Lithuania, Luxemburg, Malta, Netherlands, **Northern Ireland**, **Norway**, Poland, Portugal, Romania, Slovakia, Slovenia, Sweden, **Switzerland**, United Kingdom and France |
| **Coming (4)** | Austria, Bulgaria, Italy and Czech Republic |
| **Still missing (2)** | Greece and Spain |
Day-to-day activities
Concerning the Association (mainly performed by EReg Chairman and EReg Secretariat):

- Communication (website, newsletters)
- Membership recruitment
- Finances (overview, budget)
- Working Plan (short, mid and long term)
- Progress and assistance Topic Groups
- Relations with members, EC and third parties (like AAMVA)
- Scanning European developments (green and white papers, proposals, meetings, conferences, questionnaires, public consultations, documents, web sites, reports, studies, etc.)
ACTIVITIES (2)

- EReg 3-yearly Working Plan (connected with chairmanship)
- EReg Year Plan
- EReg Topic Groups
  - International data exchange (in practice permanent) Current
  - Re-registration of vehicles within EU (new regulation) Current
  - Vehicle end-of-life directive Finished 2009
  - Harmonisation commercial and temporary plates/documents Current
  - Smart (card) vehicle documents Finished 2011
  - Vehicle registration procedures by using the internet Finished 2010
  - 3rd Directive on driving licensing Finished 2010
  - Chip on driving license Finished 2009
  - CO2 Data Monitoring Finished 2011
  - Driving Licence Tourism Finished 2011
  - Tackling Uninsured Driving Current
  - International CoC Data Exchange New 2011
  - Permanent Residence (Driving Licenses) New 2012
  - Vehicle Mileage Registration New 2012
For the year 2012-2013, the interest of EReg members for the following new Topic Groups will be inventoried:

- Road Pricing / Intelligent Transport Systems (ITS)
- Individual (Digital) Approval of imported vehicles
- Road Safety and Elderly Drivers
- Road Safety and Right Hand Side Steering
- Open Data
- Cooperation AAMVA/USA
TOOTIC GROUPS

- **Sharing** knowledge, information, know-how and expertise
  (*determining & exchanging best-practices*)

- **Harmonising** procedures, methods and documents
  (*streamlining processes, preventing fraud*)

- **Influencing** European laws and regulations and the position of the Commission

- **Exploring** new possibilities and future developments for improvement of services to citizens and organisations (*e-government, electronic services, ICT applications*)

- **Producing** final reports for Ereg Plenary Board (for own practices, for some or all MS, for the European Commission, etc.)
“The success of EReg depends on an active contribution of the members to the different activities and Topic Groups.”

Hans van der Bruggen, Malta 8 May 2008
STAKEHOLDERS

- EUCARIS
- Registration authorities
- CORTE
- CITA
- CEA
- ECR
- CIECA
- ISO
- AAMVA?
- Enforcers
- European Parliament
- European Council
- Expert comités
PRIORITY 2012-2013

- Succeeding in the EReg Topic Groups (getting ahead)
- Extending the network (more EReg members)
- Extending the information monitoring role (spider in the web)
- Closer cooperation with relevant partners in the EU domain (EC, EP, CITA, CORTE, SPARKS, CEA, CIECA, ACEA, etc.)
- Strengthening the European position
- Implementing the legal base for EReg, incl. legal accommodation
- Implementation “Vehicle Chain in Europe” on line
“The aim is to develop EReg further into a professional and active European association”

Hans van der Bruggen, UK, 28 April 2009
1. Information exchange about imported and exported vehicles (contributing to the fight of fraud, crime and terrorism).

2. AAMVA and EReg should consider based on each others program which common projects there are and which of these are useful to cooperate on. Preventing re-inventing the wheel and save costs.

3. EReg suggests mutual Associated Membership?
Questions?

For more information, please contact:
Hans van der Bruggen, Chairman
or the EReg Secretariat,
Fleur Pullen

www.ereg-association.eu
info@ereg-association.eu