CITA 2015

INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

Conference and 17th
General Assembly

14-16th APRIL   DUBAI U.A.E.

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PLENARY SESSION FOUR

Achieving Inspection Integrity

Al Bustan Rotana Hotel, Al Rashidya Ballroom A & B

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TASJEEL
Beyond Vehicle Testing

Plenary Session Four

Presentation 1

Advancement of Vehicle Inspection in Japan – Improving the Value of PTI and Achievement of Integrity for the Future

Yosaku ODA

Executive for Planning Affairs, NAVI, Japan

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TASJEEL
Beyond Vehicle Testing

1. **Basic Information on Vehicle Inspection in Japan**

    (1)Overview of Vehicle Inspection in Japan

    (2)Basic Information of NAVI and LMVIO

    (3)Outline of Inspection Flow at NAVI

    (4)Digitalization of Inspection at NAVI

2. **Future plan of Vehicle Inspection in Japan**

    (1)Adaptation to the New-technology(EV, FCV, etc)

    (2)Enhancement of Recall Related Activities

    (3)Utilization of Inspection and Maintenance Data

    (4)Merger between NAVI and NTSEL

3. **Summary**

4. **Other**

National Agency of Vehicle Inspection
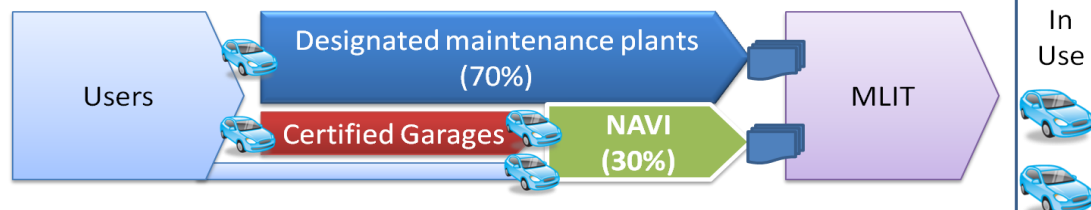
(1) Overview of Vehicle Inspection in Japan

> Vehicle Inspection System in Japan, are classified as initial inspection, periodical technical inspection and modification inspection. NAVI plays a role of inspecting vehicles (except Kei-car*) which are brought to NAVI.

> Before users start to drive a vehicle on road, the users (except type-approved vehicle and Kei-car) need to have an initial inspection conducted by NAVI.

> After 3years from initial inspection, users need to have a periodical technical inspection. 70% of vehicles are maintained and inspected by designated maintenance plants. 30% of vehicles are inspected by NAVI.

> When users modified vehicles, users need to have a modification inspection by NAVI.

*Kei-car means the light motor vehicle which maximum size is described as follows, and which need not registration to government when users drive it on road. (maximum length 3.4m, maximum width 1.48m, and maximum height 2.0m)

◆ Initial Inspection

Dealers → Users → Type-Approved Vehicles / Other Vehicles → NAVI → Transport Ministry (MLIT)

◆ Periodical Technical Inspection(PTI)

Users → Designated maintenance plants (70%) / Certified Garages → NAVI (30%) → MLIT
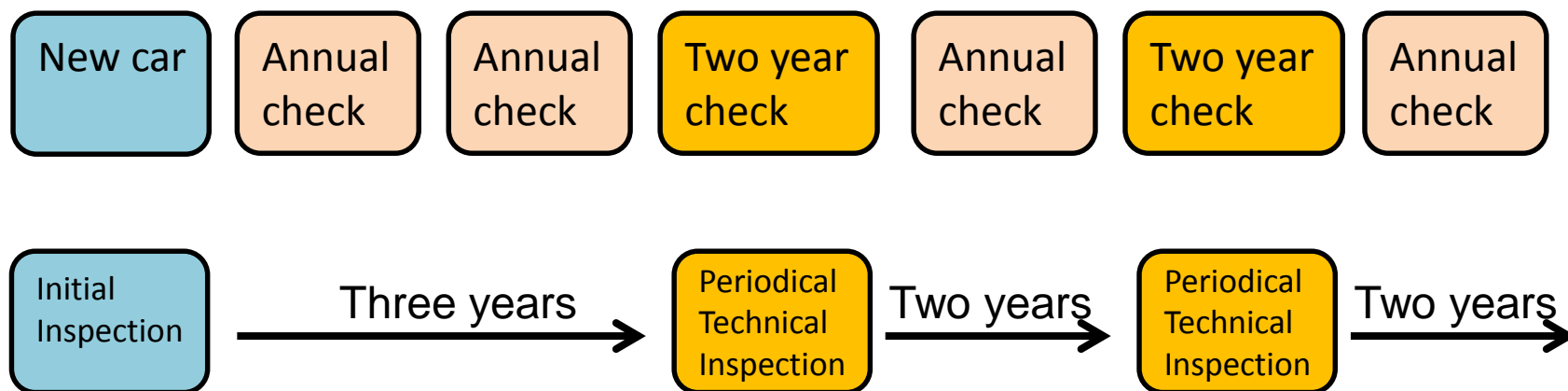
In Use

◆ Modification Inspection, Roadside Inspection

Users → NAVI → MLIT

*Light motor vehicles("Kei-car") should be inspected by Light Motor Vehicle Inspection Organization.

(1) Overview of Vehicle Inspection in Japan

> In addition, user needs to have an annual check and the two-year check in accordance with law.

> In Japan, the user has obligation to have check and maintenance, and needs to equip inspection and maintenance record book in car and to write the check and maintenance records to the book.

> If user detects a malfunction by checks, user maintains the vehicle by himself or brings to the designated maintenance plants or certified garages to maintain the vehicle.

> With regard to the passenger car, user need to have a periodical inspection every two years except after initial inspection of new car.

| New car | Annual check | Annual check | Two year check | Annual check | Two year check | Annual check |

| Initial Inspection | → Three years → | Periodical Technical Inspection | → Two years → | Periodical Technical Inspection | → Two years → |

(This chart is an inspection cycle of a private passenger car.)

National Agency of Vehicle Inspection

(2) Basic Information of NAVI and LMVIO

> In Japan, NAVI conducts the inspection to registered vehicle and LMVIO conducts the inspection to kei-car.
> NAVI was founded as independent administrative agency under the jurisdiction of Ministry of Land, Infrastructure, Transport and Tourism (MLIT) in 2002.
> NAVI conducts about 7 million inspections annually by 800 staffs. Budget is 12.4 billion yen. NAVI has 93 inspection centers in Japan.
> LMVIO was founded as private organization in 1973, corresponding to the increasing of kei-car.
> LMVIO conducts about 4 million inspections and more than 10 million document examinations annually by 700 staffs. Budget is 18 billion yen. LMVIO has 89 inspection centers in Japan.

NAVI

1.Found date
   1st July, 2002
2.Organization chart
   825 staffs includes 7 executives
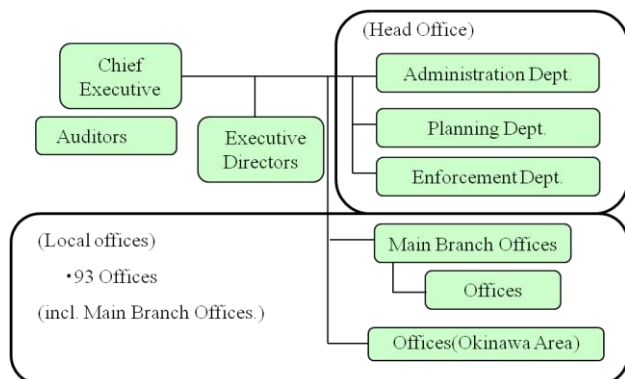
3. budgets(2014)
   12.4 billion yen
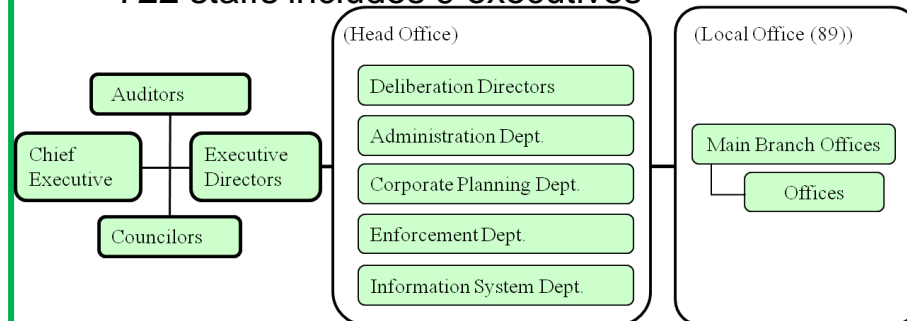**4. Number of inspection(2013)**
   7.26 million inspections

LMVIO

1.Found date
   1st October, 1973
2.Organization chart
   722 staffs includes 9 executives

3. budgets(2014)
   17.7 billion yen
4. Number of inspection(2013)
   4.26 million inspections and more than 10 millions document check.

National Agency of Vehicle Inspection

(2) Basic Information of NAVI and LMVIO

> In recent years, among the number of vehicle owned are transition to remain flat, due to the increase of kei-car, registered vehicle is decreasing.

> For this reason, the number of PTI for registered vehicle, is in the slight decrease trend, also decreasing trend number of PTI conducted by NAVI.

> In these two decades, the number of kei-car is increasing. This is the reason that kei-car is economical compared to the registered vehicle, its environmental performance is well, and it is easy to drive due to the body size.
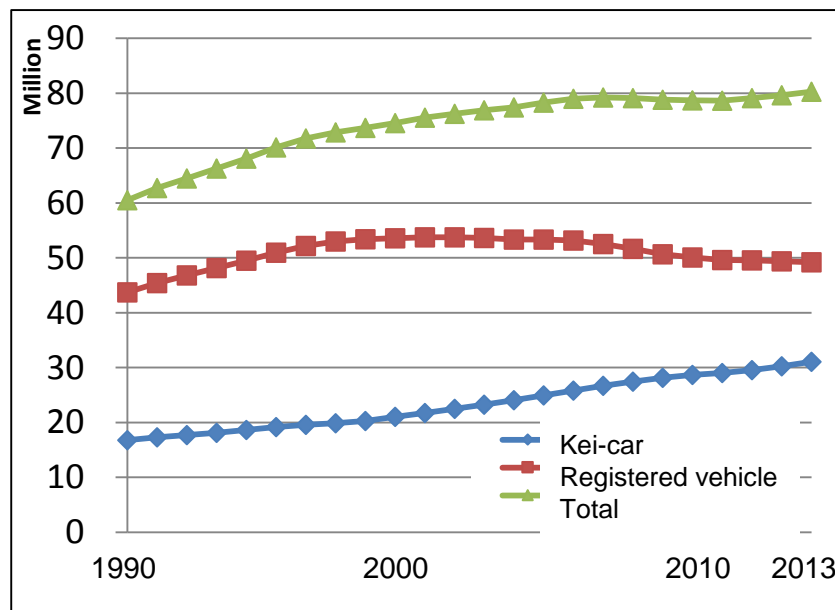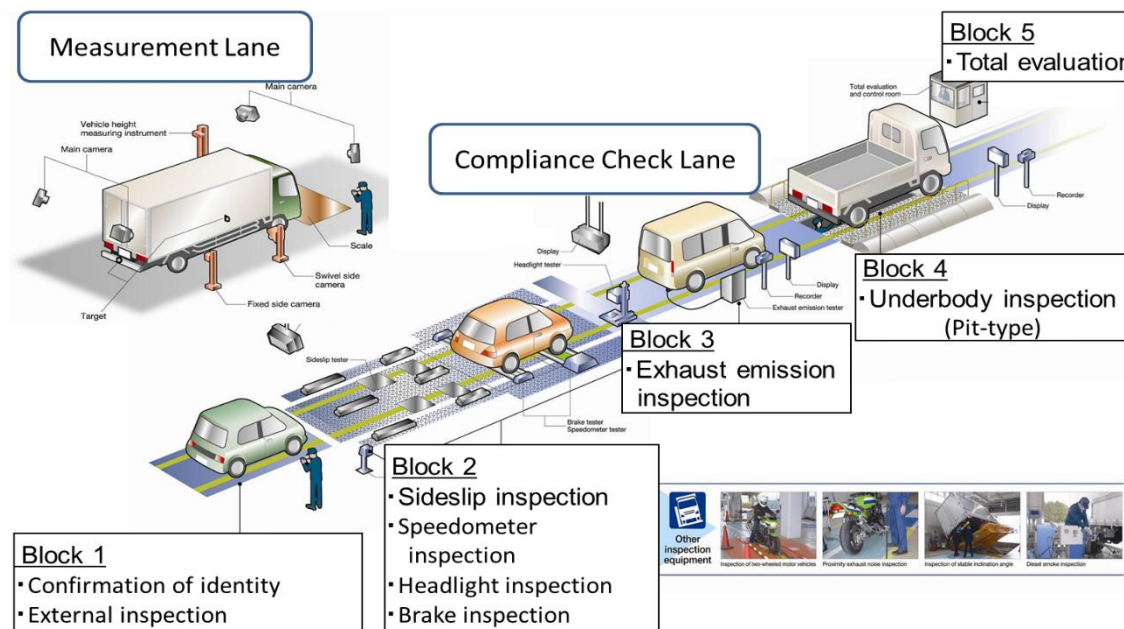
Transition of Number or vehicle owned
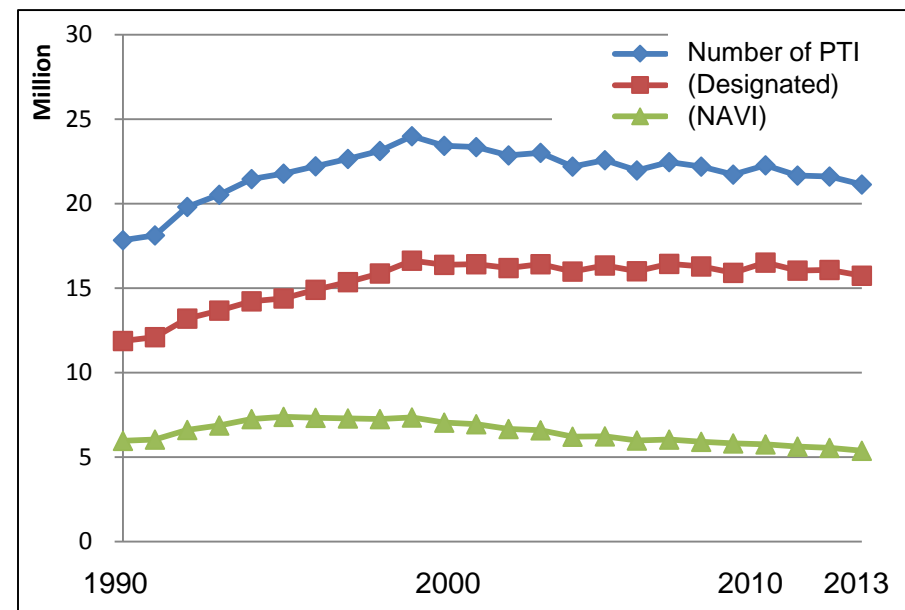
Transition of number of registered car PTI
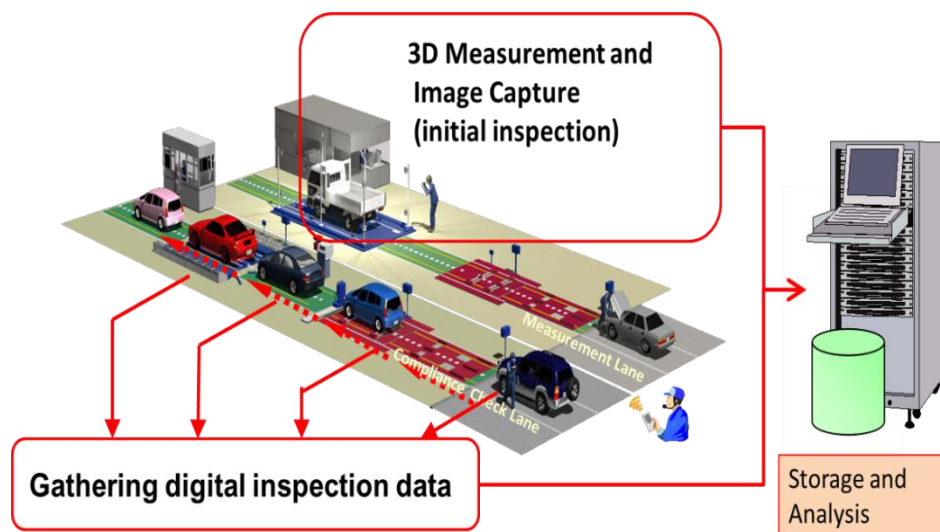
(3)Outline of Inspection Flow at NAVI

➢NAVI have two types of lane. One is measurement lane to confirm the vehicle specification for initial inspection or modification inspection. And other one is compliance check lane to confirm the conformity to the technical standards.

➢In measurement lane, we measures the weight and several kinds of dimensions to confirm the spec of the vehicle.

➢Compliance check lane is set as factory lane to conduct inspections in series of flow. We inspect 120 vehicles in a day and 30 thousands in a year per a lane.

➢Compliance check lane is part form 5 blocks. In first block, confirmation of identities and external inspections. In second block, we check the speedometer, brake and head light. In third block, exhaust emission inspection. In fourth block, we conduct underbody inspection. And last, we have total evaluation.

Measurement Lane

Compliance Check Lane

Block 5
· Total evaluation

Block 4
· Underbody inspection
(Pit-type)

Block 3
· Exhaust emission inspection

Block 2
· Sideslip inspection
· Speedometer inspection
· Headlight inspection
· Brake inspection

Block 1
· Confirmation of identity
· External inspection

(4)Digitalization of Inspection at NAVI

> In order to prevent unauthorized body-building after inspection and fraudulently changing inspection result sheet , NAVI are tackling the digitalization of inspection.

> Previously, inspector wrote the inspection result to paper, now inspector input the result to mobile terminal and digitalization facility conducts measurement of dimensions or capture of vehicle photos automatically and stores the inspection results electrically.

> By analyzing these inspection data, we are tackling the selection and concentration of PTI items.

Digitalization facility

Vehicle photo sample

National Agency of
Vehicle Inspection

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2. **Future plan of Vehicle Inspection in Japan**
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    (2)Enhancement of Recall Related Activities
    (3)Utilization of Inspection and Maintenance Data
    (4)Merger between NAVI and NTSEL
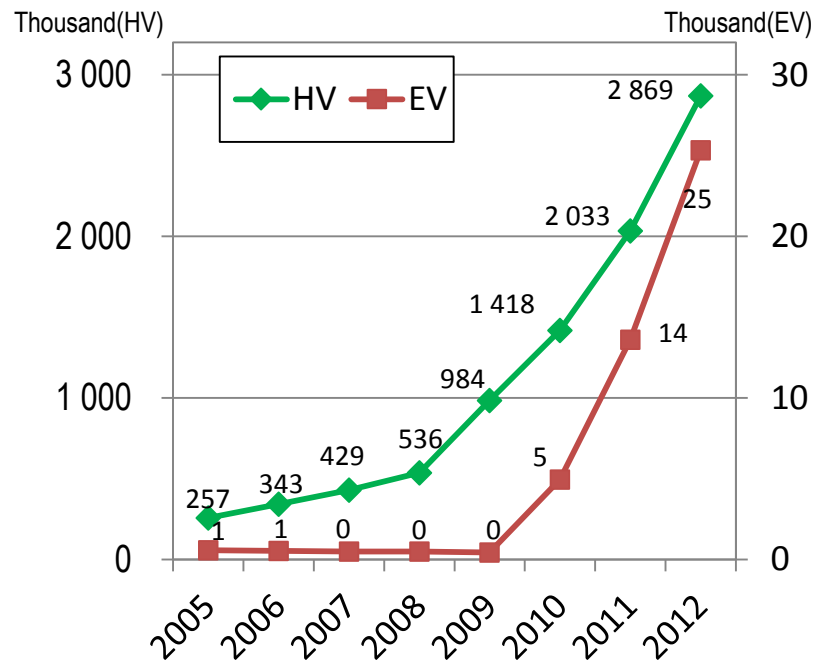
3. **Summary**

4. **Other**

(1) Adaptation to the New-technology

1) Development and dissemination of next-generation vehicles

In Japan, government set a target that the percentage of next-generation vehicles * in the number of sales would be brought to between 50% and 70% in 2030 . Therefore Japan addresses the development and dissemination of next-generation vehicles in the entire country.

As a result, in recent years, hybrid vehicles and electric vehicles etc. has been increasing rapidly, expected to increase continuously in the future. In addition, at the end of last year, the world's first fuel cell vehicle "MIRAI" was sold from Toyota Motor Corporation.

* Next-generation vehicles includes hybrid vehicle(HV), electrical vehicle (EV), plug-in hybrid vehicle (PHV) and fuel cell vehicle(FCV.)

Thousand(HV)

| HV | 257 | 343 | 429 | 536 | 984 | 1 418 | 2 033 | 2 869 |

Thousand(EV)

| EV | 1 | 1 | 0 | 0 | 0 | 5 | 14 | 25 |

2005 2006 2007 2008 2009 2010 2011 2012

Transition of number of next generation vehicle owned

NISSAN LEEF（EV）

TOYOTA MIRAI（FC）

NISSSN LEEF＆TOYOTA MIRAI
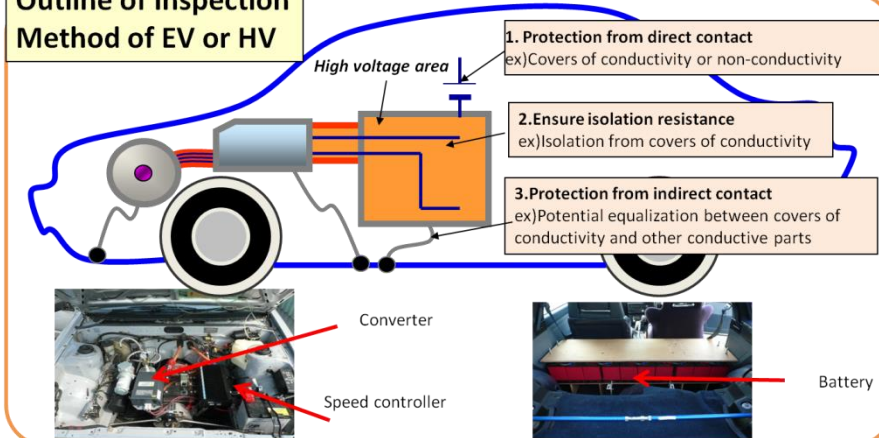
(1) Adaptation to the New-technology

2) Establishment of inspection methods for electric vehicle

➢ In July 2008, corresponding to electric vehicle increase, NAVI developed the inspection method for high voltage site.

➢In march 2013, by creating guidebook for inspecting EV, NAVI enhanced the system to implement accurately inspection for EV.
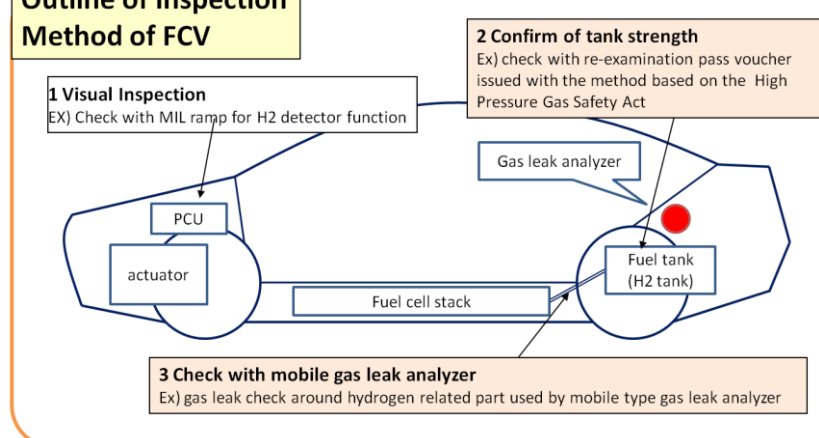
3) Establishment of inspection method for fuel cell vehicle

➢In March 2014 NAVI developed the inspection method for fuel cell vehicle which has compressed hydrogen gas fuel systems for the first time in the world

(1) Adaptation to the New-technology

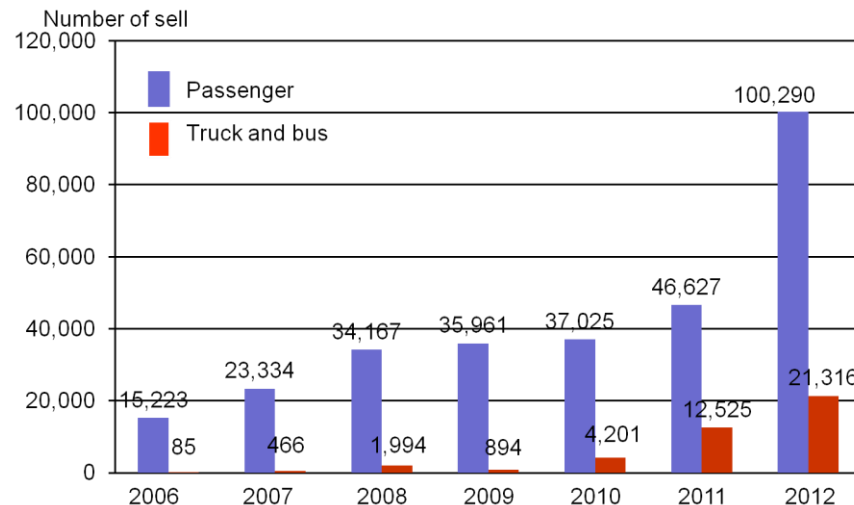**4) Development and dissemination of advanced safety technology**

By Minister statement of 2010, of cabinet office in charge of traffic safety, the number of traffic fatalities be reduced to less than 2,500 in 2018 was targeted.

However, the number of traffic fatalities of 2014 is 4113, further strengthening of preventive safety measures are required . Therefore the Government decided that some sort of driver assistance technology should be equipped with in all vehicles by 2030.
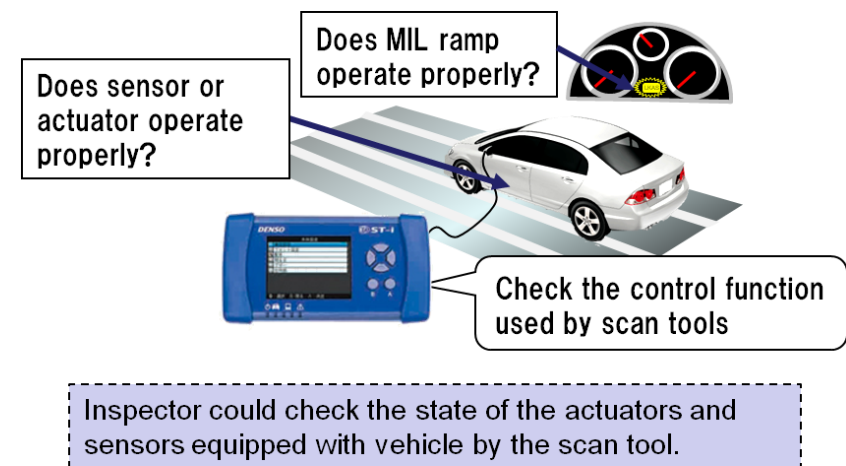
As a result, in recent years, the number of vehicles which equip with the advanced safety technology (ESC, AEBS, LKAS etc. And ECSS includes advanced safety technology system.) is increasing rapidly.

5) Consideration of inspection method utilizing OBD and scan tools corresponding to the advanced safety technology

In accordance with dissemination of the electronic control safety systems (ESC, AEBS, LKAS etc.) or installation of the environmental technology such as OBD-II to the vehicle, NAVI is considering the inspection method that utilizes the OBD and scan tools.

Transition of number of vehicles equipped with AEBS (sales)

Does MIL ramp operate properly?

Does sensor or actuator operate properly?

Check the control function used by scan tools

Inspector could check the state of the actuators and sensors equipped with vehicle by the scan tool.

Concept of inspection using OBD function and scan tools

(2)Enhancement of Recall Related Activities

1)Expansion of the recall scale

By expansion of the vehicle market or the progress of communization of parts, in recent years, the scale of recall has expansion trend. In addition, due to an increasing the cases where the same type of vehicles and parts are sold in many countries and regions, once the failure occurs, these problems are easily developing to global level issues.

> EX : TAKATA air bag recall

### 2) Contribution to the recall detection activities by inspection organization

Based on above situation, NAVI believes that inspection organizations should more deeply contribute to the recall detecting activities. Already, NAVI has started scheme to report to the MLIT , if analyzing the inspection results and the same problems are often found in a particular type of vehicle. In future, by using inspection date stored in the digitalization facilities, we build up to contribute to the recall detecting activities.

<TAKATA   air bag recall Overview>

By the manufacturing management deficiencies of Air bag inflator, when the airbag is deployed, inflator internal pressure rise often abnormally and the container of inflator is damaged. And as a result, there is a possibility that the occupant is injured.
The number of recall target vehicle is more than 13 million in the whole world.

MLIT implement the following initiatives
1) Request to the vehicle manufacturers and parts manufacturers to investigate occurrence situation and to specify cause promptly.
2) Request to the vehicle manufacturers and dealers to set the system to follow the recall.
3) Collecting the inflator related information when the vehicle are scrapped or demolition.
4) Well-known to the user to receive promptly recall treatment
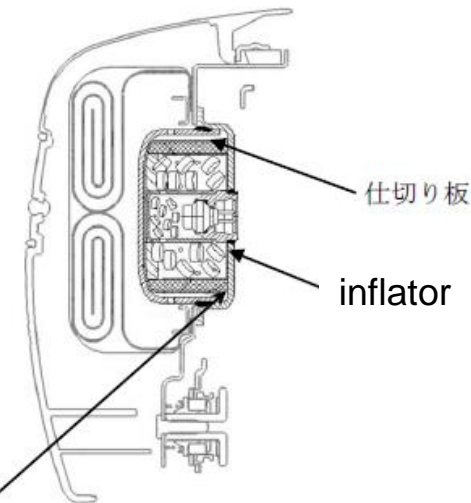
仕切り板

inflator

defect occurrence area

(3)Utilization of Inspection and Maintenance Data

1) Discussion about BIG DATA in Japan

➤In the automotive field, there is good sample. In the Great East Japan Earthquake of 2011, the vehicle manufactures have provided real-time driving data of the car without charge, and it makes easier to grasp the situation of the affected road, and it become possible for rapid assistance to affected areas.

➤Based on such situation, Japanese government set "the world's most advanced IT nation creative declaration" (2013) and decide to use BIG DATA for economic growth.

2) Utilization of inspection and maintenance information

➤Based on the background of the above, MLIT established a meeting relating to the utilization of automobile-related information in 2014. The purpose of the meeting is to discuss the possibility of new business creation through the use of automobile-related information.

➤In the meeting, it is proposed that in the view of effective utilization of the data related inspection, inspection and maintenance information should be collected and analyzed integrally.

Road w/t traffic record

closed road
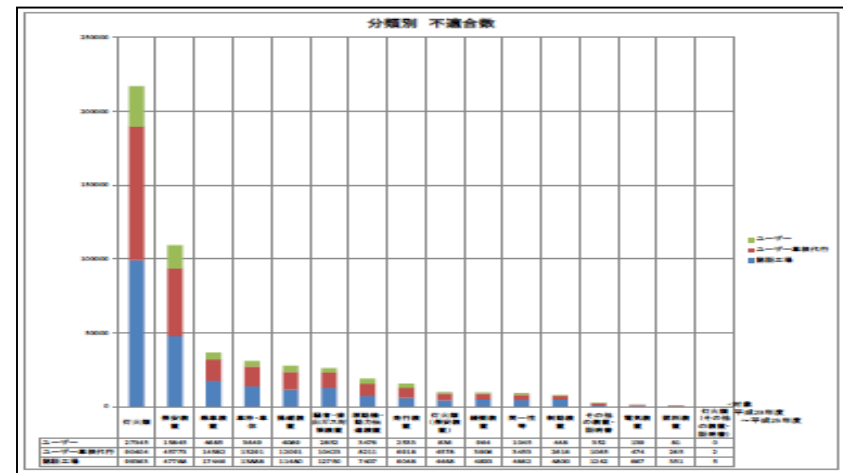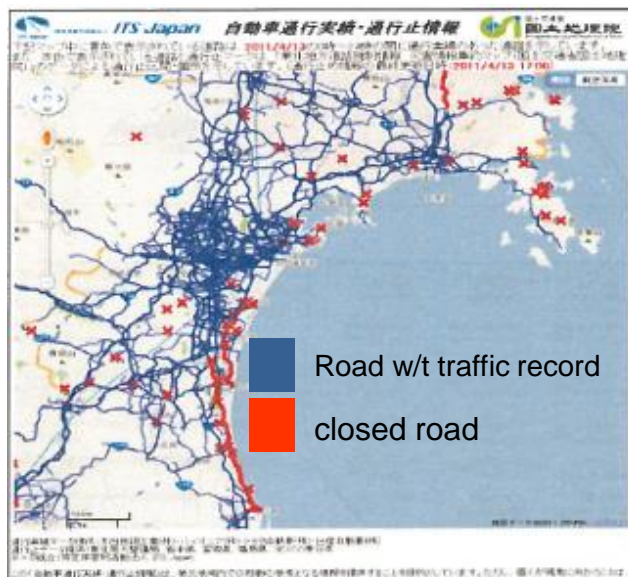
Number of defects by parts or equipments

(4)Merger between NAVI and NTSEL

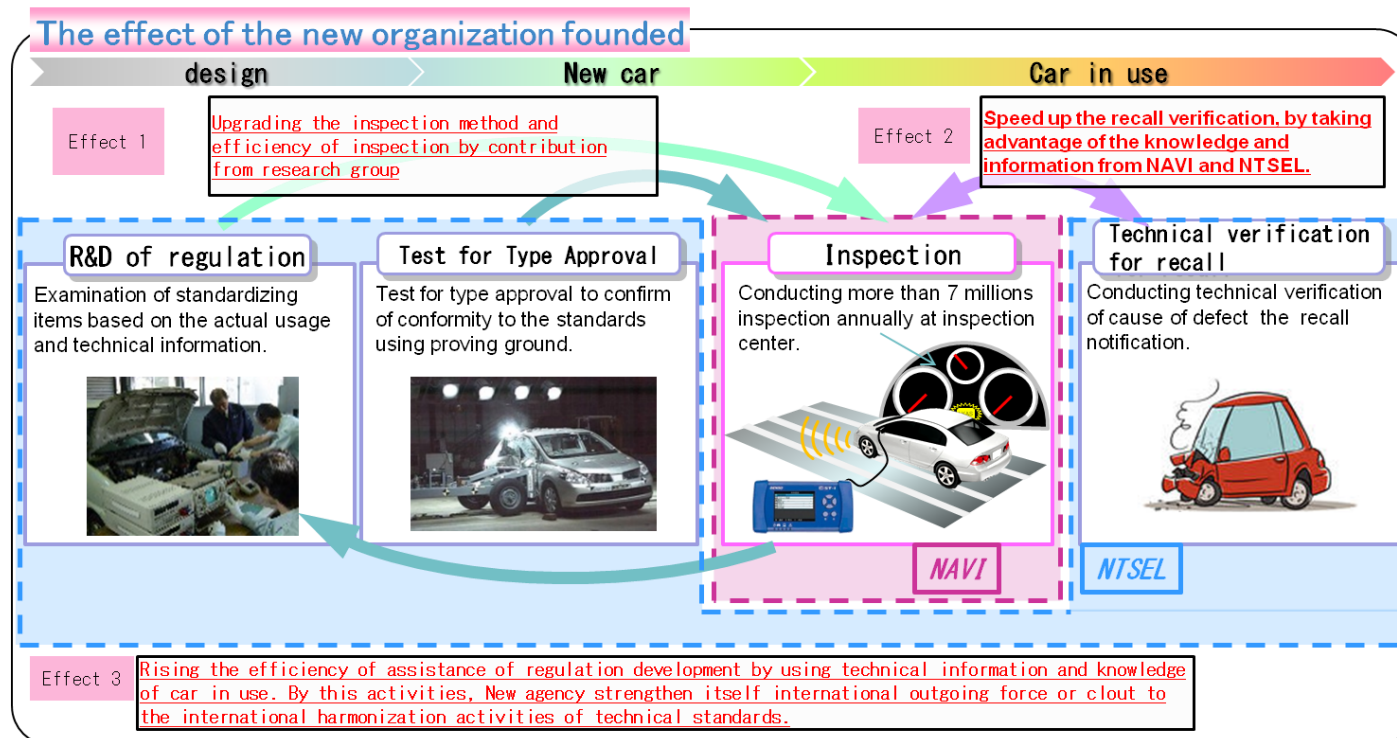> NTSEL(National Traffic Safety and Environmental Laboratory) is an independent administrative institute as same as NAVI and has a role of conducting test for type approval and contributing to develop regulations etc..

> Two years ago, the government decided to merge NAVI and NTSEL.

> New agency would have roles of support to develop regulations, conducting test for type approval, vehicle inspection and verifying automotive recalls technically.

> Through the merger, we would develop the comprehensive function from new car to .car in use and archive quick response to the introduction of new technology or detecting defects, and we are to support the automotive industry development.

> The merger is performed in April 2016 .

The effect of the new organization founded

design → New car → Car in use

Effect 1 Upgrading the inspection method and efficiency of inspection by contribution from research group

Effect 2 Speed up the recall verification, by taking advantage of the knowledge and information from NAVI and NTSEL.

R&D of regulation
Examination of standardizing items based on the actual usage and technical information.

Test for Type Approval
Test for type approval to confirm of conformity to the standards using proving ground.

Inspection
Conducting more than 7 millions inspection annually at inspection center.

NAVI

Technical verification for recall
Conducting technical verification of cause of defect the recall notification.

NTSEL

Effect 3 Rising the efficiency of assistance of regulation development by using technical information and knowledge of car in use. By this activities, New agency strengthen itself international outgoing force or clout to the international harmonization activities of technical standards.

National Agency of
Vehicle Inspection

> NAVI and LMVIO play an important role in Japan's inspection system.
> We, in the future, through the following initiatives, strive to enhance the value of inspection.
  - Aggressive response to new technologies(EV, FCV or ECSS..)
  - Further contribution to recall activities
  - Aggressive use of inspection and maintenance information
> Trough merger between NAVI and NTSEL, we enhance to support the automotive industry.
> NAVI will continue with CITA members, we are working to enhance the value of the inspection.

CITA-RAG-AA in TOKYO 2015

OUTLINE

Date :   June 19th (FRI), 2015

Venue: Tokyo (meeting room :TBD)

Schedule(tentative):

　　　　AM CITA-RAG-AA

　　　　PM Technical Visit
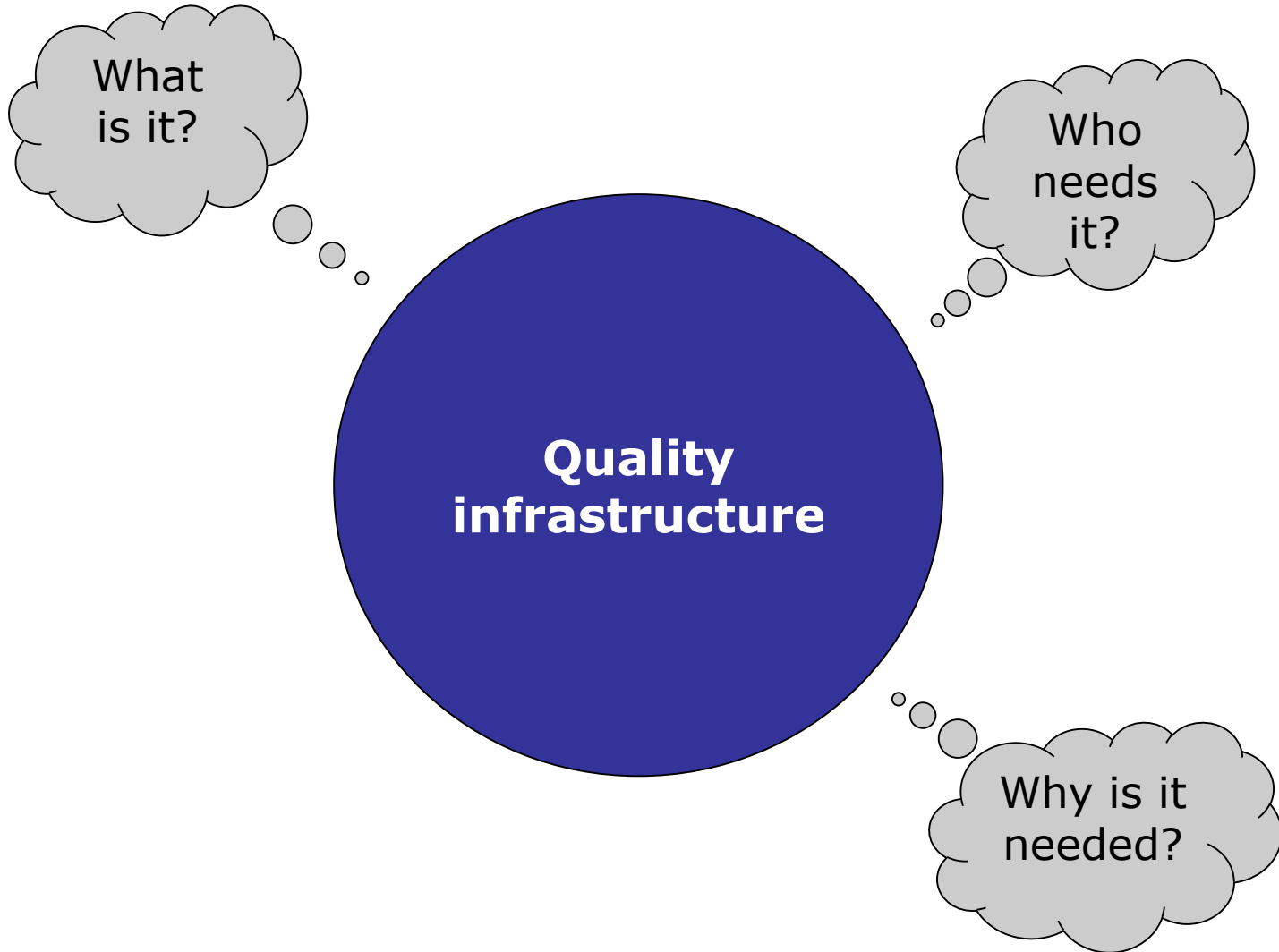
Thank You !

National Agency of Vehicle Inspection

http://www.navi.go.jp

SWEDAC

About 40,600,000 results (0.40 seconds)

Quality infrastructure - Wikipedia, the free encyclopedia
en.wikipedia.org/wiki/**Quality_infrastructure** ▾
Quality infrastructure relates to all fields of metrology, standardization and testing, of quality management and conformity assessment, including certification and ...

Images for quality infrastructure   Report images

More images for quality infrastructure

Quality infrastructure - Chartered Quality Institute
www.thecqi.org › Knowledge › Body of Knowledge › Concepts of quality ▾
The **quality infrastructure** provides the underpinnings that enable UK businesses to compete nationally and internationally, meet customer requirements and ...

[PDF] **Quality Infrastructure - unido**
www.unido.org/fileadmin/user_media.../What.../5_QI_highres.pdf ▾
Overview. **Quality Infrastructure** is generally understood to be the totality of the institutional framework (public and private) required to establish and implement ...

Standards & Quality Infrastructure - Southern African ...
www.sadc.int/themes/economic.../standards-**quality-infrastructure**/ ▾
Standards & **Quality Infrastructure**. In order to engage in international trade effectively, trading partners need mutual assurance that their goods and services are ...

[PDF] **Quality infrastructure Develop ment in Support of ... - Sweda**
www.swedac.se/.../304_MENA_**Infrastructure**_World_Trade_2013_Mar... ▾
AdVANCEd. INTERNATIoNAL. TRAINING. PRoGRAMME. ITP: 304 MENA. **Quality infrastructure** Develop ment in Support of World Trade. MEna www.sida.se/itp.

Quality Infrastructure Development in Support of ... - Sida -
https://itp.sida.se/itp/...nsf/0/07761F9EBB29909EC12578F5004AE9B0?... ▾
276 **Quality Infrastructure** Development in Support of International Trade. Duration. Part 1: April 15 to May 11, 2012. Part 2: October, 2012. Location.

[PDF] **Mid-Term Review for the Quality Infrastructure and ... - Sida**
www.sida.se/.../mid-term-review-for-the-**quality-infrastructure**-and-stand... ▾
Nov 2, 2012 - **Quality Infrastructure** and. Standards Programme. (QUISP) in

The quality infrastructure is a highly integrated network of organizations, systems and methods that have to be available nationally and internationally to assure that products and services are safe, reliable and fulfilling function and quality requirements

Policy makers - regulators	Supervising authorities	Market surveillance authorities	Metrology institutions
Standardisation bodies			Accreditation bodies
Testing, calibration and certification bodies		Inspection bodies	
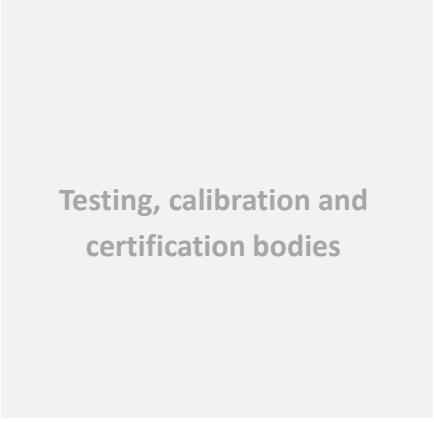
Increased
competitiveness

Increased
business and
trade

Safe citizens

Confidence that products and services are
safe, reliable and fulfil function and quality
requirements

Elements of a Quality infrastructure

The actors within the quality infrastructure can be categorised into two groups:

(1) The policy makers and specifiers, i.e. those that set up the requirements and draw the policies

❑ Legal framework defining the rights and obligations of the institutions and the economic operators involved in quality and safety.
❑ Legal framework for law enforcement on safety of products and services
❑ Regulators which issue technical regulations on safety of products

Elements of a Quality infrastructure

The actors within the quality infrastructure can be categorised into two groups:

(1) The policy makers and specifiers, i.e. those that set up the requirements and draw the policies

(2) The performers, i.e. those who help show compliance with the requirements

❑ Metrology institutions providing primary measurement standards and traceability
❑ Standards institutes which develop and issue voluntary standards
❑ Accreditation bodies for third party attestation of the competence of conformity assessment bodies
❑ Conformity assessment bodies providing services for conformity assessment on the market
❑ Market surveillance authorities which will make sure that the economic operators market products and services which are safe and do not endanger human and animal life and which contribute to a sustainable environment.

Accreditation in the European Union

➢ **European policy on accreditation is set out in the Regulation (EC) 765/2008**

➢ Last level of public control in the European conformity assessment system

➢ **Preferred means of demonstrating the competence of conformity assessment bodies**

➢ Accreditation of conformity assessment bodies compulsory in certain EU legislative measures

➢ Key in providing confidence
      ➢ Competence of conformity assessment bodies
      ➢ Certificates, inspection and test reports
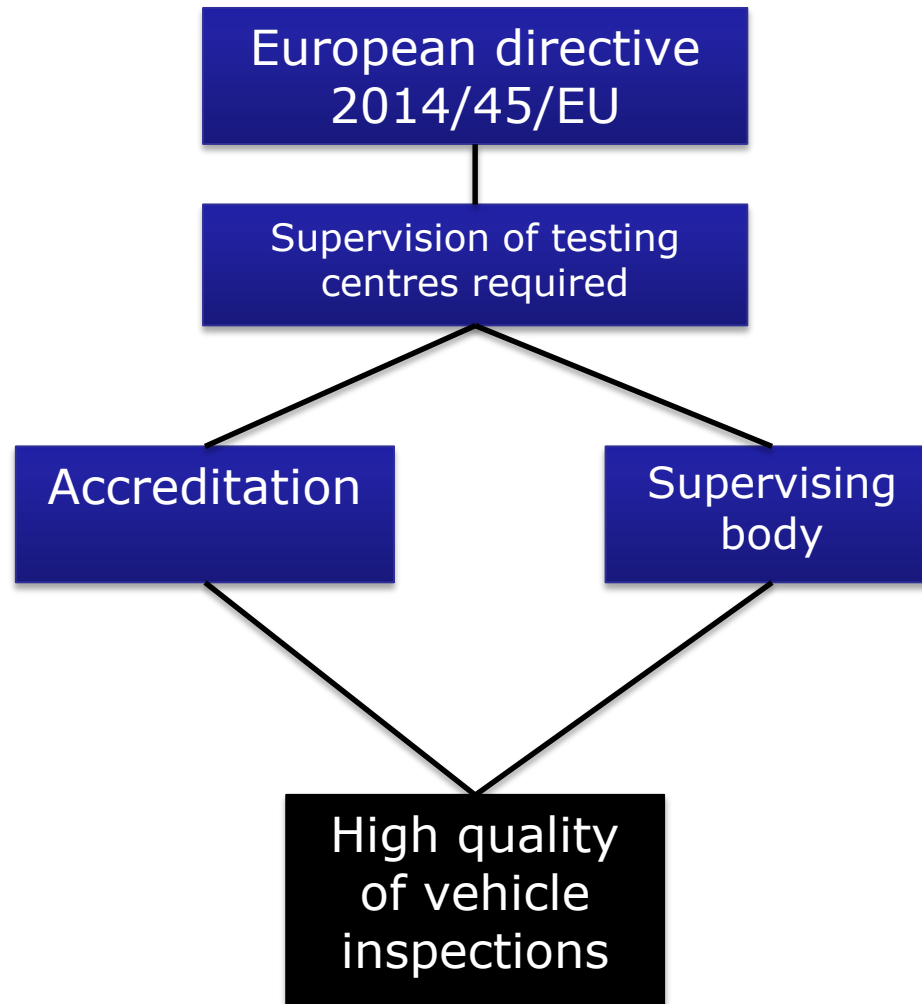
Accreditation internationally

Conformity assessment

Confidence in quality of inspection bodies and inspection reports/certificates

Rigorous assessment of competence of inspection bodies by
ACCREDITATION

Confidence in accreditation

International cooperation and arrangements (ILAC): robust peer evaluation, uniform rules and international standards

International standard ISO/IEC 17020

- ✓ Independency issues, according to the required independency level
- ✓ Management of impartiality
- ✓ Management of information related to the inspections, from a confidentiality point of view
- ✓ Organization and management structure, for example the technical management
- ✓ Competence of personnel, for example
  - ▪ Identifying competence requirements
  - ▪ Procedures for selecting, training, authorizing and monitoring personnel

- ✓ Equipment, for example identification, maintenance, traceable calibration and in-service checks of equipment, and management of defective equipment
- ✓ Inspection methods
- ✓ Quality measurement methods to monitor the quality of the inspections
- ✓ Inspection reports and certificates
- ✓ Handling of complaints and appeals
- ✓ Corrective and preventive actions, and
- ✓ Performing internal audits and management reviews of the management system

SWEDAC

The quality infrastructure is a highly integrated network of organizations, systems and methods that have to be available nationally and internationally to assure that products and services are safe, reliable and fulfilling function and quality requirements

Policy makers - regulators

Supervising authorities

Market surveillance authorities

Metrology institutions

Standardisation bodies

Accreditation bodies

Testing, calibration and certification bodies

Inspection bodies

Increased business and trade

Increased competitiveness

Safe citizens

Confidence that products and services are safe, reliable and fulfil function and quality requirements

It is all about trust !

SWEDAC

European directive 2014/45/EU

Supervision of testing centres required

Accreditation

Supervising body

High quality of vehicle inspections

SWEDAC

International standard ISO/IEC 17020
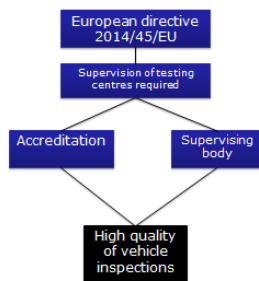
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Vehicle Inspection Station in Portland USA 1930

...an inspection atmosphere *without any risk of fraud*.

Is this a utopia?"

What is Internal Fraud?

Internal fraud, also called *occupational fraud*, can be defined as: "the use of one's occupation for **personal enrichment** through the deliberate misuse or misapplication of the organization's resources or assets."

Simply stated, this type of fraud occurs when an employee or executive commits fraud **against** his or her **employer.**

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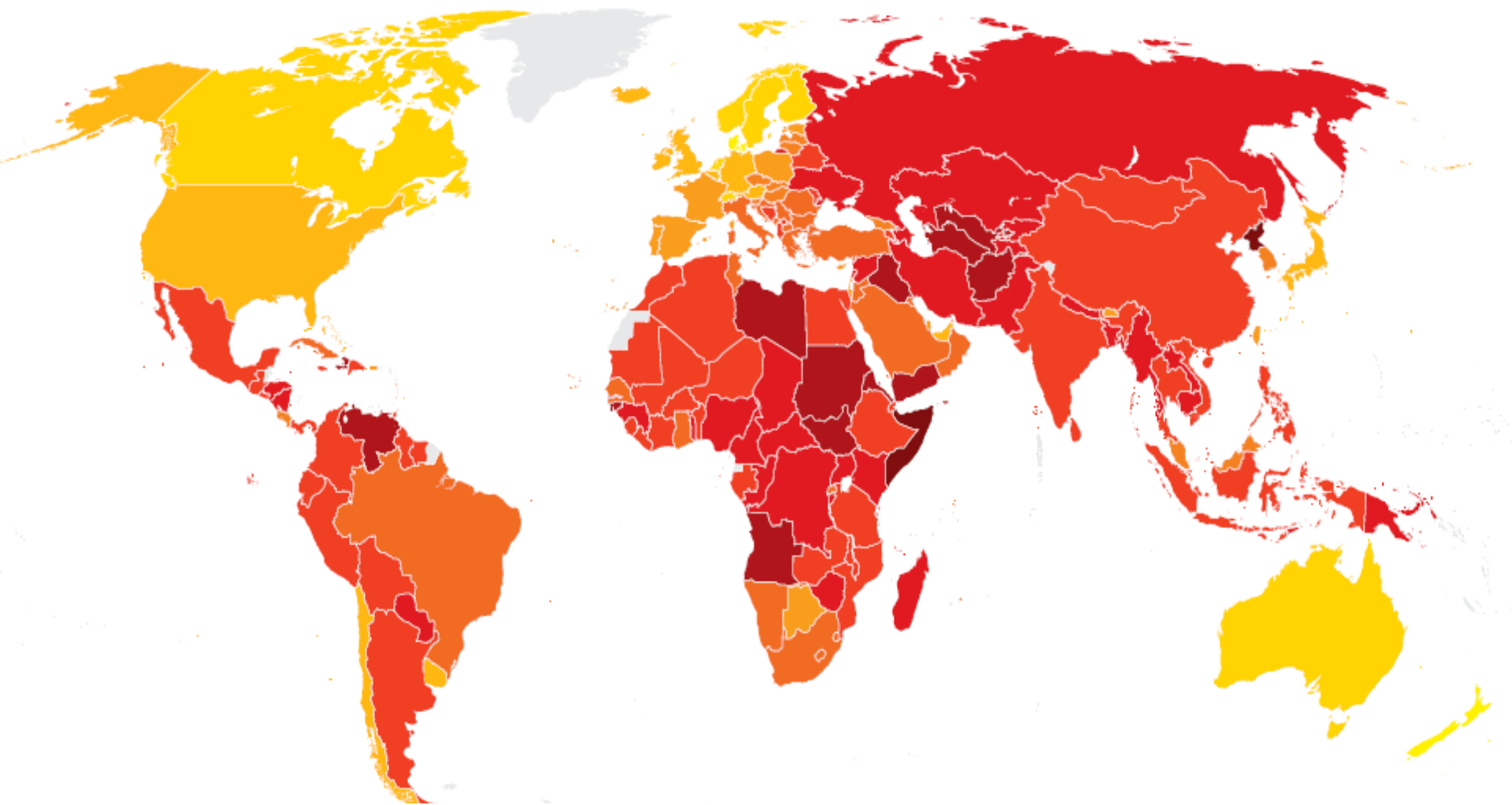
Reported global fraud rates
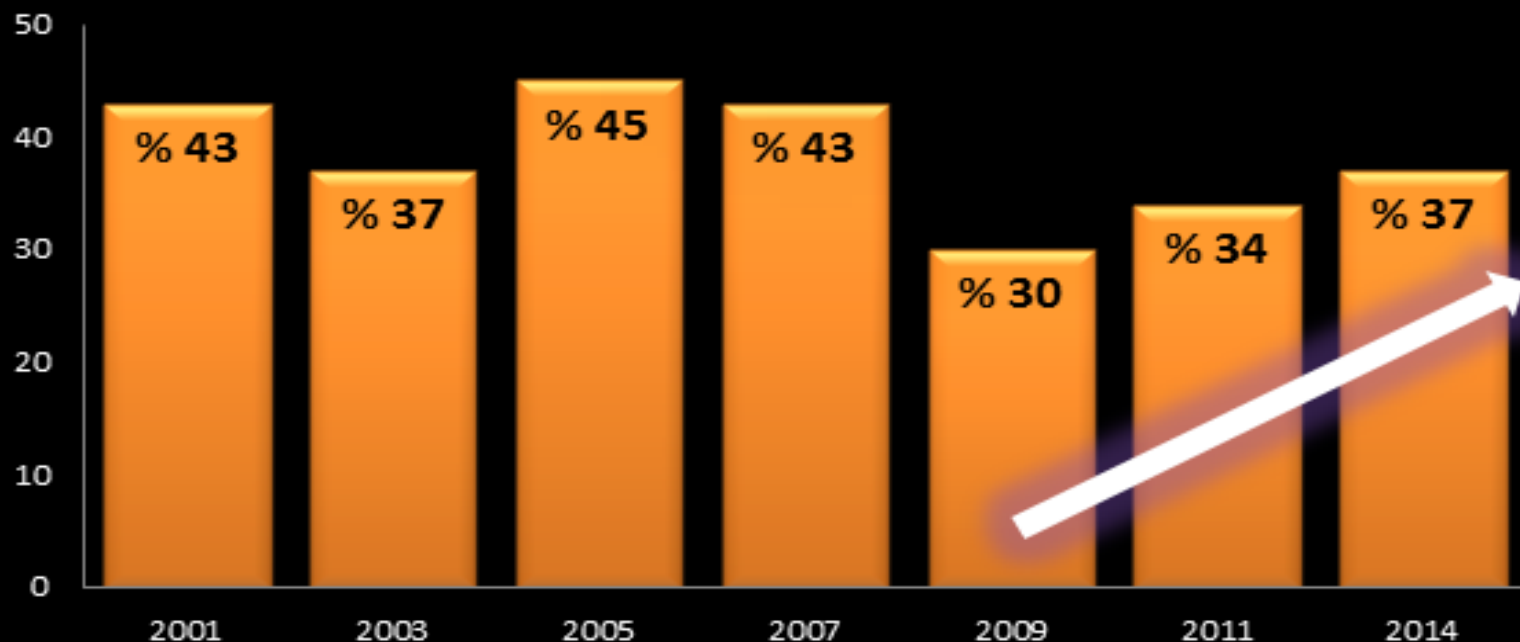
2014 Global Economic Crime Survey

Companies are losing

5 %

of their annual turnover because of fraud.

Benefits of Fraud Prevention

- **financial status**

- **reputation**

- **internal motivation**

If not effectively prevented, the main goal of achieving
public interest
will be lost!

We lose everything we have!

Way of thinking

Is it really crime?

I'm not the only one!

I deserve more income!

Who can find it out?

They will forgive me..

The Fraud Triangel

Case Analysis

Prevention Methods
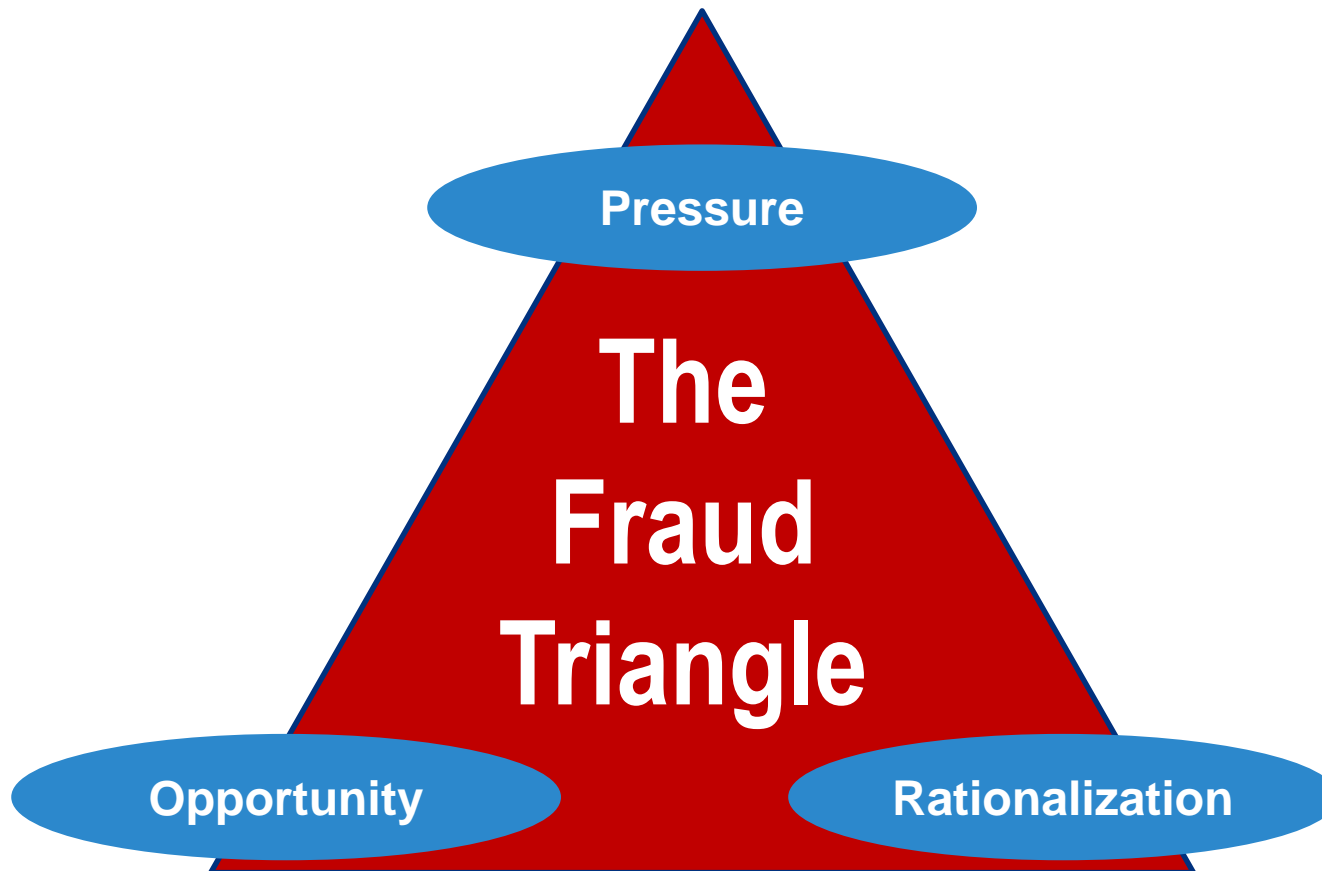
- Management Philosophy

- Risk Management

- Sustainability

- HR

- Communication and Monitoring

- Training

- Performance Management System

- Cooperation

- Technology

- Fraud Prevention Specialist

Management Philosophy

The way of thinking that

«all types of moves towards financial targets are proper»

produces more **pressure** and

normalizes fraud

Culture of «CORRECT BEHAVIOR»

Risk Management

- Business processes

- ❑ Roles
- ❑ Approval processes
- ❑ Process line
- ❑ Vehicle groups
- ❑ Inspection results

- Employees

- Physical conditions

Sustainability is achieved by means of

continious auditing

- ✓ Flexible

- ✓ Unexpected on all levels

- ✓ Regularly renewed

- ✓ Central and local

- ✓ Process and data evaluation

Multidimensional Reference Control

Knowledge
Ability
Communication capability
Personality
Behaviour
Compliance with ethical values

Communication and Monitoring

Effective Communication

Closely Monitoring

Continuous Observation

Open Door Culture

Internal Hotline for whistleblowers

Training

- **Basic Concepts**

- **Suspicious Circumstances**

- **Corruption Cases**

- **Prevention Tools**

- **Regulations**

- **Corporate Ethical Values**

Performance Management System

Measurable, fair and sustainable...

Cooperation

- Public Bodies

- Private Institutions

- Employees

- Customers

- Security Forces

- Non Governmental Organizations

- Professional Associations

- **CITA**

For the sake of everyone
noone should ever be alone...

Technology
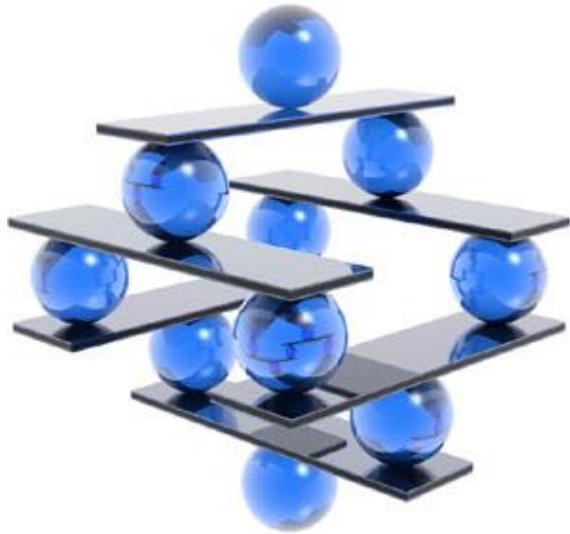
- Data mining

- Random assignments

- Avoiding human factor

- Electronical self assessment

- Camera systems

Fraud Prevention Specialist

- Fraud research

- Working on claims

- Prevention measures

- On site audits and drills

- Experienced in PTI operations

A specialist concentrated fully on fraud investigations and prevention measures...

Proactive Fight

management philosophy	way of thinking	technology	cooperation
opportunity	Pressure – Conflict of interest	fraud prevention specialist	performance management system
Audit	education about fraud prevention	communication and monitoring	HR

an inspection atmosphere without any risk of fraud...

...utopia?

Fraud in PTI:
Absolutely Unstoppable
Constantly Fightable

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Thank You

Plenary Session Four

Presentation 4

ENHANCING THE VALUE OF VEHICLE INSPECTION – EUCARIS FOR PTI

Dr. Detlef Marek

Acting Chairman EURCARIS, Kraftfahrt-Bundesamt (KBA), Germany

Agenda

- ❑ **What is EUCARIS**
    - ❑ **Introduction**
    - ❑ **The system**
    - ❑ **Services**

- ❑ **EUCARIS for Periodical Technical Inspection (PTI)**
    - ❑ **The Vehicle Information Platform (VIP)**
    - ❑ **exchange of information for PTI**

EUropean CAR and driving licence Information System

Initiative of some EU registration authorities* in the early nineties, aimed to prevent vehicle and driving licence fraud and crime

Legislation

Organisation

Application

* NL, DE, UK, B, LUX

What is EUCARIS?
Aims

❑ **Original aims of EUCARIS:**

  ❑ **Prevention of fraud and crime related to the import / export of vehicles and the exchange of driving licences**

  ❑ **Facilitation of the registration process of vehicles and driving licences**

  ❑ **Quality improvement national registries**

❑ **Nowadays:**

  ❑ **Facilitation of the <u>exchange of all transport related data</u> between authorities of both EU Member States and non-EU countries by the operation of a generic system**

  ❑ **This system may be used by registration authorities (of vehicle and driving licence data) and other authorities, e.g. police and <u>PTI inspection centres</u> (based on a separate legal basis)**

What is EUCARIS ?
Legal basis

```
                    ┌─────────────────┐
                    │   Legal basis   │
                    └─────────────────┘
           ┌────────────────┼────────────────┐
           ▼                ▼                ▼
  ┌─────────────┐   ┌─────────────┐   ┌─────────────┐
  │  Bilateral  │   │   EUCARIS   │   │     EU      │
  │ agreements  │   │   Treaty    │   │ legislation │
  └─────────────┘   └─────────────┘   └─────────────┘
         │                 │                 │
         ▼                 ▼                 ▼
```

National Authorities including Third Parties

Any information (transport related)

Registration Authorities Parties to the Treaty

Vehicle information
Driving Licence information

National Authorities including Third Parties

Vehicle information
Driving Licence information
Transport Undertakings
Owner / Holder data
Insurance information

What is EUCARIS?
Organisation

- ❑ **Cooperation of (the Registration) Authorities of a large number of (European) countries**

- ❑ **Highest Authority is the Assembly of participating countries**

- ❑ **Nominated parties for**

  - ❑ **Secretariat and Finances**

  - ❑ **Operations**

    - ❑ **Development of new services**

    - ❑ **Support, Help Desk and monitoring**

- ❑ **Only governmental organisations and entities with a public mandate have access**

What is EUCARIS?
Finances

- ❑ **EUCARIS is strictly non-profit; all activities are carried out by national (public) authorities**

- ❑ **Costs are shared between the participants**

- ❑ **Overall budget is around € 750.000 (2015)**

- ❑ **Basic fee is € 15.000 (2015) per <u>connection</u>; next to that MS only pay for functionalities that are used; in 2015: € 20.000 - € 40.000 per MS**

- ❑ **Developments are sometimes pre-financed by a limited number of MS; late adopters pay an entrance fee;**

- ❑ **Information is for free: Member States do not charge any costs for provided information**

Status EUCARIS System installation

Legend:
- Interested states
- Installing
- Testing with NL
- Production
- Production (outbound only)

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EUCARIS Architecture

Police

Municipalities

PTI companies

NL

F

Closed Network

D

UK

LV

S

72
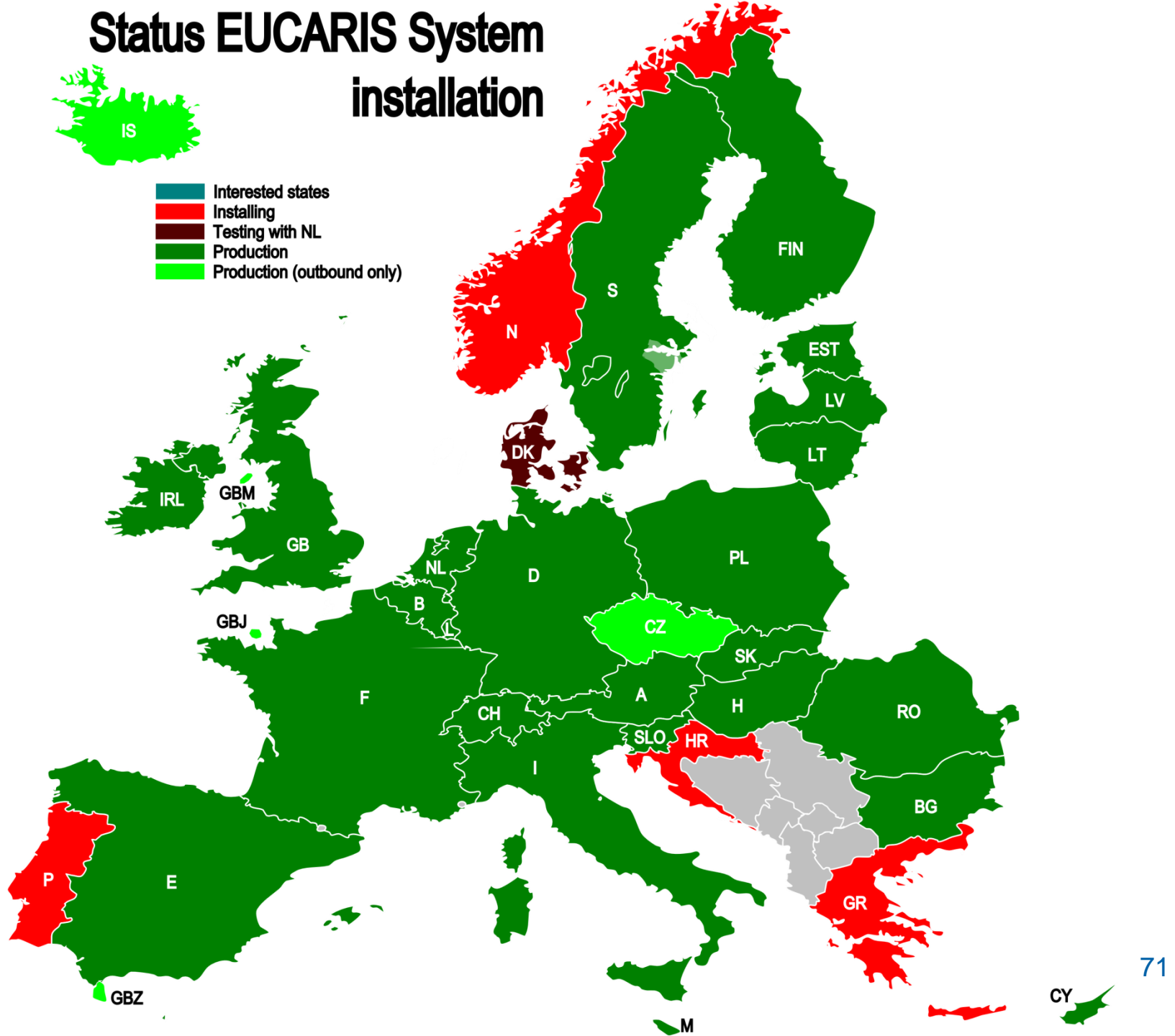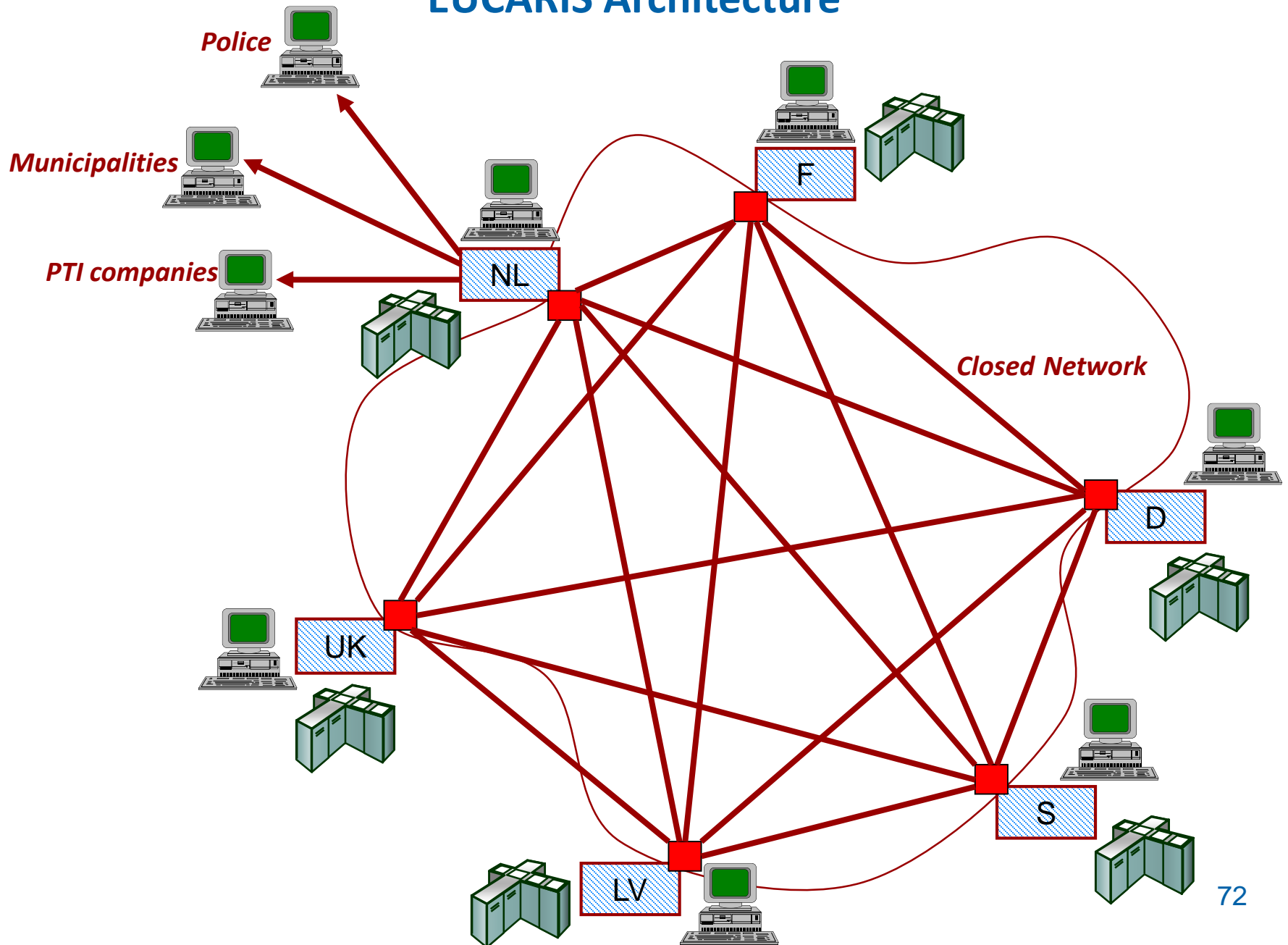
Application: one generic technical framework different services

EUCARIS Treaty	Prüm/ Council Decisions	Bilateral treaties/ File transfers	eCall	TACHO ERRU	RESPER	CBE	Mileage	PTI/CoC/ Re-registr
Vehicle & Driving licence data	*Vehicle & Owner-Holder & Insurance info*	*Vehicle & Owner-Holder info*	*Technical vehicle data*	*Tacho-graph cards & Transport Under-takings*	*Driving licence data*	*Vehicle & Owner-Holder info*	*Odometer readings*	*Technical Vehicle Data Inspection Results*

EUCARIS generic framework/technology/basic system:
authorisation, encryption, signing, logging, routing, MCI, queuing, retry, help files, translation, statistics

Possible use of EUCARIS for the international exchange of technical vehicle data and inspection results in context of PTI

Essentials of the VIP for the RAs

❑ **The RAs aim for European harmonization of data exchange for vehicle registrations**

❑ **The electronic U̲nderline Vehicle I̲nformation P̲latform (VIP), as meant in Art.16 of Directive 2014/45/EU should consist of the National Registrations of the MS with vehicle data and/or inspection results, interconnected via the existing EUCARIS system.**

❑ **All technical data relevant at the level of the individual vehicle (VIN), including data needed for vehicle inspections or (risk based) supervision should be delivered by the vehicle manufacturers via electronic CoCs and stored in the national Base Registries.**

❑ **The National Vehicle Registration Authorities play a role as provider of technical vehicle data and as National Contact Point (NCP) between the National Authorities of a MS (e.g. Inspection Centres) and other countries.**

❑ **Supporting the vehicle inspection process (PTI) by providing needed data.**

Data flows

❑ **The VIP should be used for the (international) exchange of the following data:**

  ❑ **Technical vehicle information supporting PTI. The international exchange allows for full mutual recognition of PTIs in the future.**

  ❑ **Technical vehicle information supporting RSI (road side inspections).**

  ❑ **The results of inspections, supporting enforcement, re-registration after export and suspension or cancellation of registrations in case of very serious defects.**

❑ **The use of EUCARIS means an efficient re-use of an existing system.**

❑ **EUCARIS could be combined with national systems linking test centres with national authorities and also with access to websites of vehicle manufacturers providing more general information (not at individual vehicle level).**

Distributed European Vehicle Information Platform
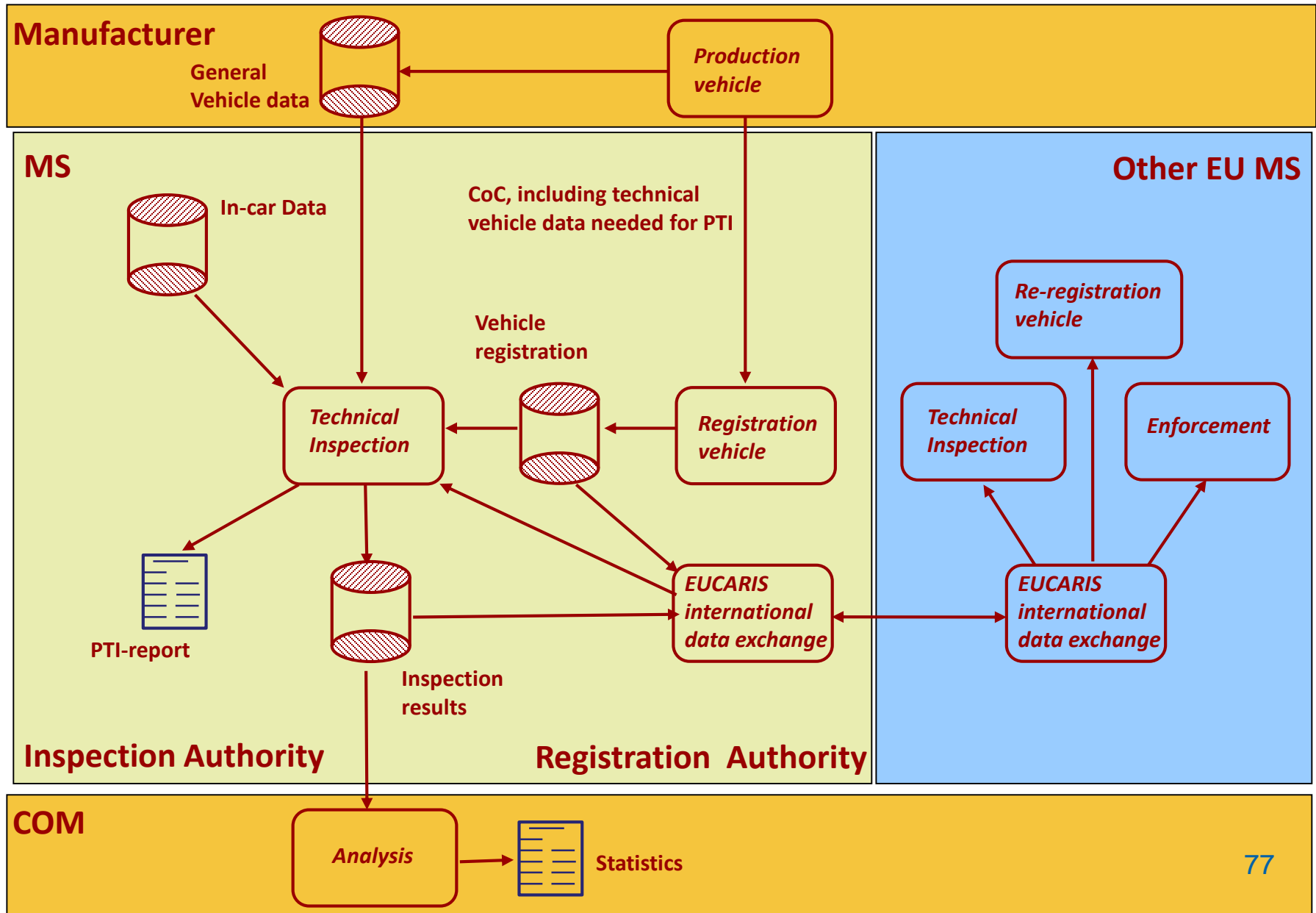
Architecture VIP
distributed registrations connected via EUCARIS

PTI/RSI Authorities

PTI/RSI Results

Test centers

Vehicle Registration

Vehicle Registration

Vehicle Registration

Vehicle Registration

Vehicle Registration

TESTA Network

NL

F

D

UK

E

S
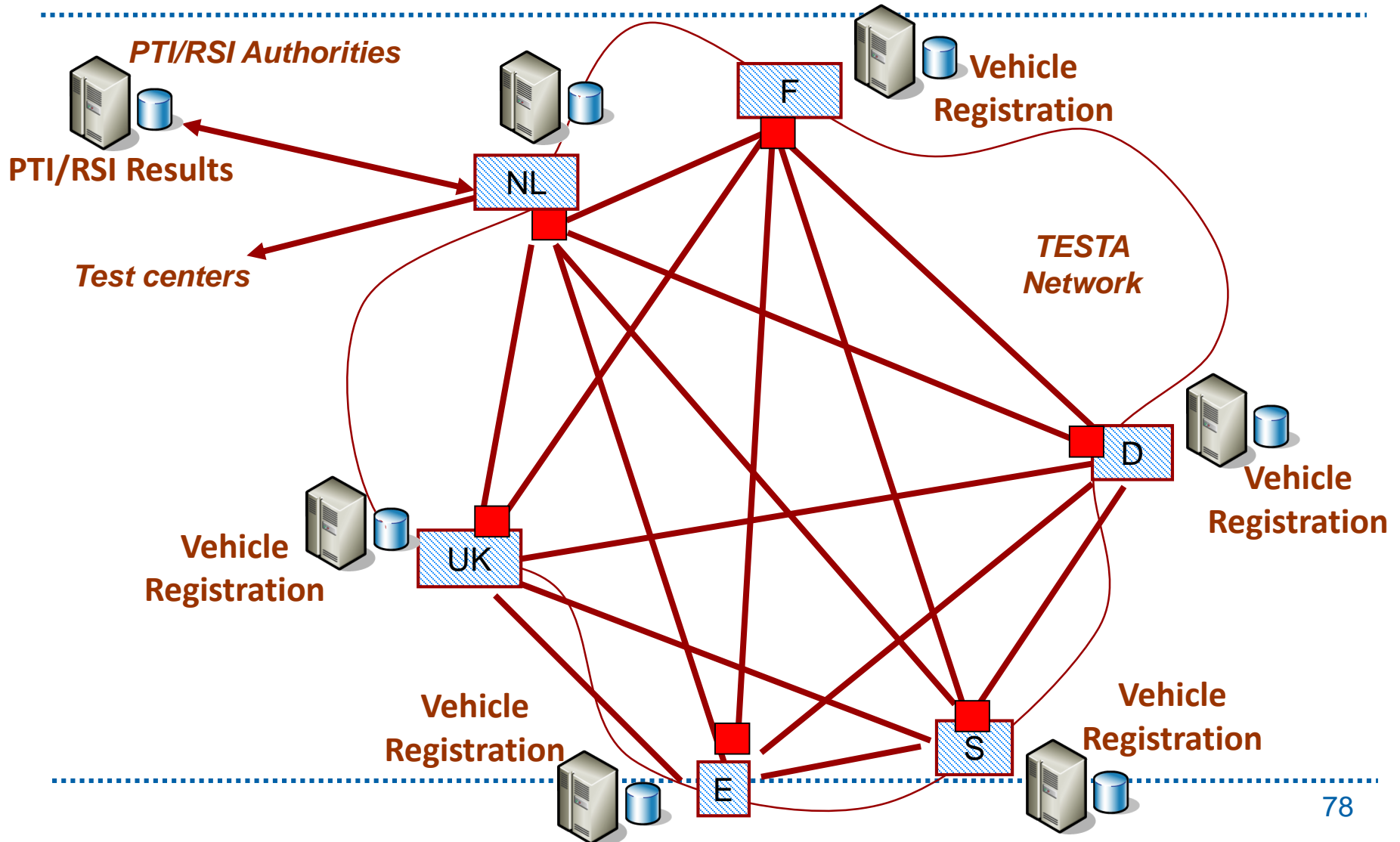
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Any questions ??

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Question 1:

Is this a classification system and approach that would be appropriate for other countries?

Answer Choice:

A. Highly appropriate and relevant

B. Worth considering

C. Not appropriate or relevant

D. I need to know more about the reasons behind this classification

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Question 2:

Do you think that this approach should be recommended as best practice to be considered by other countries?

Answer Choice:

A. Highly important

B. Moderately important

C. Low importance

D. Not worth considering

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Question 3:

Do you think that this approach is relevant to other regions of the world?

Answer Choice:

A. Very Relevant

B. Moderately Relevant

C. Not Relevant

D. There are more effective approaches

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Question 4:

How should we as a PTI community work to combat fraud in our own organisations and beyond?

Answer Choice:

A. Put more priority and resources into developing recommended international best practice

B. Build more effective relationships with other key stakeholders

C. Research better evidence to show the benefits of roadworthiness inspection

D. Become more effective at lobbying key policy makers and politicians to combat fraud

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Question 5:

Is CITA providing a quarterly communication letter on developments in different regions important for your organisation?

Answer Choice:

A. Very Important

B.   Somewhat Important

C.   Neither Important nor Unimportant

D.   Somewhat Important

E.   Not at all Important

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Question 6:

How effective are these management systems in controlling impartiality?

Answer Choice:

A. Highly Effective

B. Moderately Effective

C. Low Effectiveness

D. Not Effective

E. There are more effective tools available

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Question 7:

How important is this initiative achieving sustainable mobility?

Answer Choice:

A. Highly Important

B. Moderately Important

C. Low Importance

D. Not Worth Considering

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Question 8:

How effective will new technology be as an anti-fraud tool?

Answer Choice:

A. Highly Effective

B.   Moderately Effective

C.   Low Effectiveness

D.   Not Effective

E.   There are more effective tools available

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