



EUCARIS Brochure

WHAT?

What is EUCARIS?

EUCARIS - the European CAR and driving licence Information System - is a unique system that provides opportunities for countries to share their car and driving licence registration information and other transport related data within multiple judicial frameworks.

The origin of EUCARIS

EUCARIS has been developed by and for governmental authorities.

EUCARIS started in 1994 as a co-operation among national registration authorities to fight international vehicle crime and driving licence tourism by means of exchanging vehicle and driving licence information between its members. This co-operation has been formalised in the multi-lateral EUCARIS Treaty.

EUCARIS has been a success as up to 6.000 stolen vehicles have been retrieved yearly and the administrative load for Member States has been relatively low.

The success story extended

The success of EUCARIS was extended when the EUCARIS system opened up for other forms of information exchange between countries. The legal framework of the Prüm Treaty and EU Council Decisions 2008/615/JHA and 2008/616/JHA on cross-border co-operation in combating terrorism and cross-border crime have offered EUCARIS an opportunity to widen its action.

Additionally EUCARIS offers countries that have concluded bilateral treaties related to road safety the possibility to exchange information on traffic violations.

In 2010 the European Commission agreed Member States could use the EUCARIS technology for the exchange of information on tachograph cards, transport undertakings (ERRU) and driving licences based on (the Third) Driving Licence Directive 2006/126/EU (RESPER).

Also, the EUCARIS team is fully involved in the development of the Commission's new eCall platform that facilitates information exchange between national emergency centres and vehicles involved in an accident.

In 2012 EUCARIS was appointed by the Member States as the official platform to facilitate the cross-border exchange of information on road safety related traffic offences as described in the so-called CBE Directive 2011/82/EU.

The recent discussions about internationally providing data for the execution of the periodical technical vehicle inspection (PTI), the international information collection about inspection results and supporting the exchange of Certificates of Conformaty (CoC) and mileage data will benefit from the economies of the EUCARIS technology.

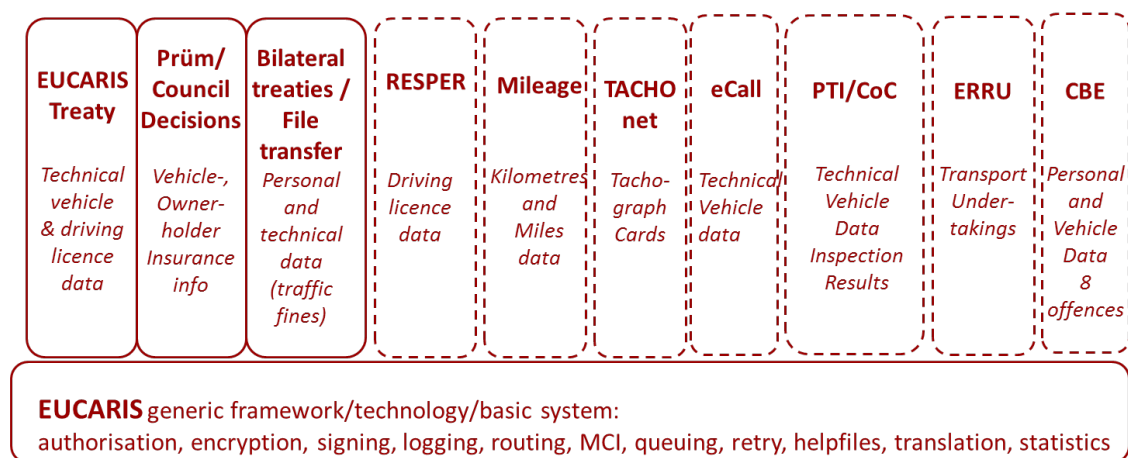
One basic system for international data exchange

EUCARIS is ready to facilitate more forms of international information exchange within the transport and mobility sector. New applications running on the existing EUCARIS technology can be developed,

as long as they fulfil the goals set out in new legal frameworks - whether bilateral, multilateral, European Directives or Council Decisions. This prevents Member States from investing in building new systems and creating new networks. It also allows Member States to anticipate rapidly in new developments and extend their data exchange with other countries in a secure, cost efficient and centralised manner.

EUCARIS wants to avoid that a new system has to be developed every time a new agreement, treaty, directive or any other measure comes into force, or whenever a new user group or functionality is created.

This prevents re-inventing the wheel, investing more money and having a 'spaghetti' of connections between countries. One basic, simple but innovative technology should be the basis for information exchange within the European transport sector. EUCARIS provides this possibility.



HOW DOES IT WORK?

A central role for national registration authorities

EUCARIS does not make use of a central European database. Instead, each country is responsible for its own register and registration procedures. As such, other governmental institutions should request vehicle related information from other countries to their national registration authority.

The national registration authority therefore becomes a central hub in the information exchange with other EUCARIS member states. EUCARIS only facilitates communication between national registration authorities and therefore helps coordinate the international demand for information from and for public instances such as police, customs, tax offices, registration offices, among others.

A member state can, for example, check in EUCARIS if an imported vehicle has been reported stolen in another country; or if the vehicle should not have been scrapped, or have another colour. Likewise, when exchanging a driving licence in another country, it is possible to determine via EUCARIS whether this driving licence has been suspended abroad.

The main advantages of EUCARIS:

- Combating vehicle crime and driving licence tourism since 1994
- A proven system that operates very well
- Central role for registration authorities on national and international level
- One basic system facilitating different flows of information
- System in use in all 27 EU member-states as from 2013
- A secure system that can easily be implemented in new Member States
- Low investments to join
- New applications and functionalities are easy and fast to deploy
- Through joint peer development EUCARIS offers a lower cost route to capability than other options

The technical side of the system

EUCARIS facilitates and secures all exchange of information through different applications that run on one basic technology. A multilingual web client enables administrative personnel, police officers, and others to send their enquiries to other countries via their web browser. It is also possible to make a customised application which can, for example, be directly built in police cars.

The so-called core application of EUCARIS is responsible for the secure handling and communication of the messages. EUCARIS makes use of the European Union's sTESTA network and is compliant with the European Commission IDABC requirements.

Organisation

Within the EUCARIS organisation the Participants' Board is the highest authority. The Participants' Board reassembles high representatives of national vehicle and driving licence registration authorities like ministries and government agencies. The Participants' Board determines the policy to be pursued, endorses the annual accounts, the budget and annual contributions and makes arrangements for system management.

The Board appoints the EUCARIS Secretariat and the responsible party for the execution of the operational system management, which are chosen from among the Member States.

The EU Council Working Party on Data Protection and Information Exchange (DAPIX) decides about the so-called Prüm application based on the EU Council Decisions 2008/615/JHA and 2008/616/JHA in close co-operation with the EUCARIS Participants' Board. Probably in future more committees or working parties will be installed for other and new applications. Decision making will go the same way.

ACTION

How to join EUCARIS

As from 2013 all 27 Member States of the European Union will be using EUCARIS within the framework of Council Decisions 2008/615/JHA and 2008/616/JHA and will therefore already dispose of the basic EUCARIS technology.

In order to join the initial EUCARIS co-operation between national registration authorities wishing to fight international vehicle crime and driving licence tourism, a country should sign the Treaty of Luxembourg of 29 June 2000, also called the EUCARIS Treaty. Since the process of signing and ratifying a treaty can take quite some time, EUCARIS allows its member states to sign a Declaration of Endorsement which will enable the country to take part in the co-operation until the national ratification procedure has been finalised.

Countries wishing to use EUCARIS for international information exchange within a different legal framework can ask the EUCARIS Participants' Board to allow them to use EUCARIS technology. For example within the framework of a bilateral treaty on the exchange of traffic fine information, TACHOnet, RESPER (driving licences) or ERRU (transport undertakings). New applications can be added to the basic EUCARIS system. The unique, joint funding of new developments guarantees users a lower cost solution than can otherwise be obtained. Late adaptors will have to pay an entrance fee when early adaptors have financed the development of an application.

Efforts needed

The installation and configuration of EUCARIS can be done in one day. However, much will depend on the necessary hardware, network connections and expertise already available in a country. Connecting EUCARIS to the national legacy takes some more time, again much depending on the national (web) services already in place. The EUCARIS organisation however can provide the necessary assistance. There is a help desk available by phone and e-mail (eucaris2help@rdw.nl). The EUCARIS organisation can also give on-site workshops to provide national ICT experts with all the skills needed.

More information

For more information on EUCARIS, you can visit our website eucaris-reg.info or contact the EUCARIS Secretariat:

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