

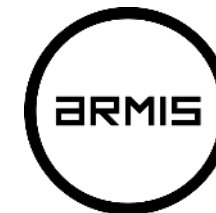


UVAR Exchange

UVAR Exchange Project

Improving information to drivers & cross-border data sharing in Urban Vehicle Access Regulations

Final Workshop
18 October 2022, Brussels





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Cross-border data sharing

Objectives

- Identification of **legal, administrative** and **technical barriers** to cross-border sharing of data
- Recommendations to overcome barriers

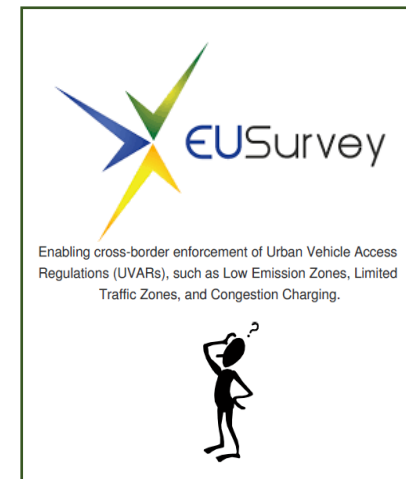
Demonstration of solutions

- Vehicle technical data supporting compliance check
- Vehicle owner/holder/driver data supporting compliance check and penalty/fine collection communication

Cross-border data sharing

Main challenges

- ✓ **Foreign vehicle owner/holder/driver data is not available.** Due to lack of harmonization and updates.
- ✓ **Cities don't have access to technology/technical tools commonly used for sharing data.**
- ✓ Different authorities-entities need vehicle owner/holder/driver data and there is an **asymmetric relation**: from city (in country A) to country B
- ✓ **Absence of a legal basis** to exchange vehicle data between countries



Cross-border data sharing solution models



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MODELS	
Authority centric	<ul style="list-style-type: none">➤ Connecting vehicle registration authorities directly (not cities)➤ Sharing of data takes place via national focal points➤ No registration required and vehicle owner/holder do not have to do anything➤ Using existing solutions such as EUCARIS & IMI
Driver centric	<ul style="list-style-type: none">➤ Similar to the EU approach on the issuance and verification of individual COVID -19 related certificates➤ Issuing of digital statement/verifiable credential containing UVAR relevant data on the request of the driver and readable by all without needing to connect with a foreign authority➤ The digital statement can be issued once and be valid for all EU cities➤ Solution explored with IN Groupe
Vehicle centric	<ul style="list-style-type: none">➤ Sharing in-vehicle data with city authorities to check compliance with UVARs➤ Connected vehicle can be the direct source for relevant information required by city authorities, through trusted platforms.➤ Use of short range radio communication devices for communicating data from vehicles (solution explored in relation to the smart tachograph for commercial vehicles)

Cross-border solution demonstrations



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Objectives

- **Showcase benefits of potential solutions** and how do they support and add value to cross-border data exchange
- **Learning by doing** while testing the solutions in different local contexts and identify practical shortcomings and challenges
- **Practical recommendations** to overcome encountered challenges during practical experiences, towards future European wide deployment

Demonstration phases



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1. Preliminary meetings

- Collect local information on current process and roles in cross border exchange
- Assess and define demonstration next steps

2. “Dry run” demonstration of potential solutions

- “Walkthrough” local enforcement steps with city/national agencies & solution providers
- Testing applicability and potential operation of solution models

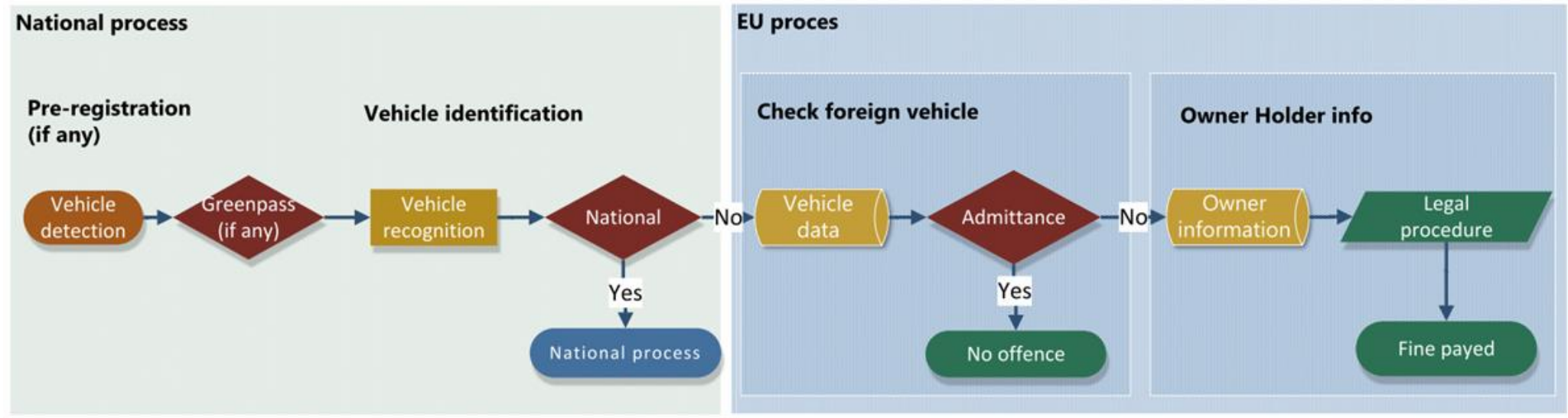
3. “Real live” demonstrators

- Testing solutions for data exchange (based on dry run results)
- Semi-controlled scenarios: real or simulated situations
- Assessing data exchange, systems and operation performance

UVAR LEZ enforcement reference model



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Actors

- Driver and vehicle
- UVAR authorities: cities, regional or national
- Vehicle registration agencies
- (Fine collecting agencies)

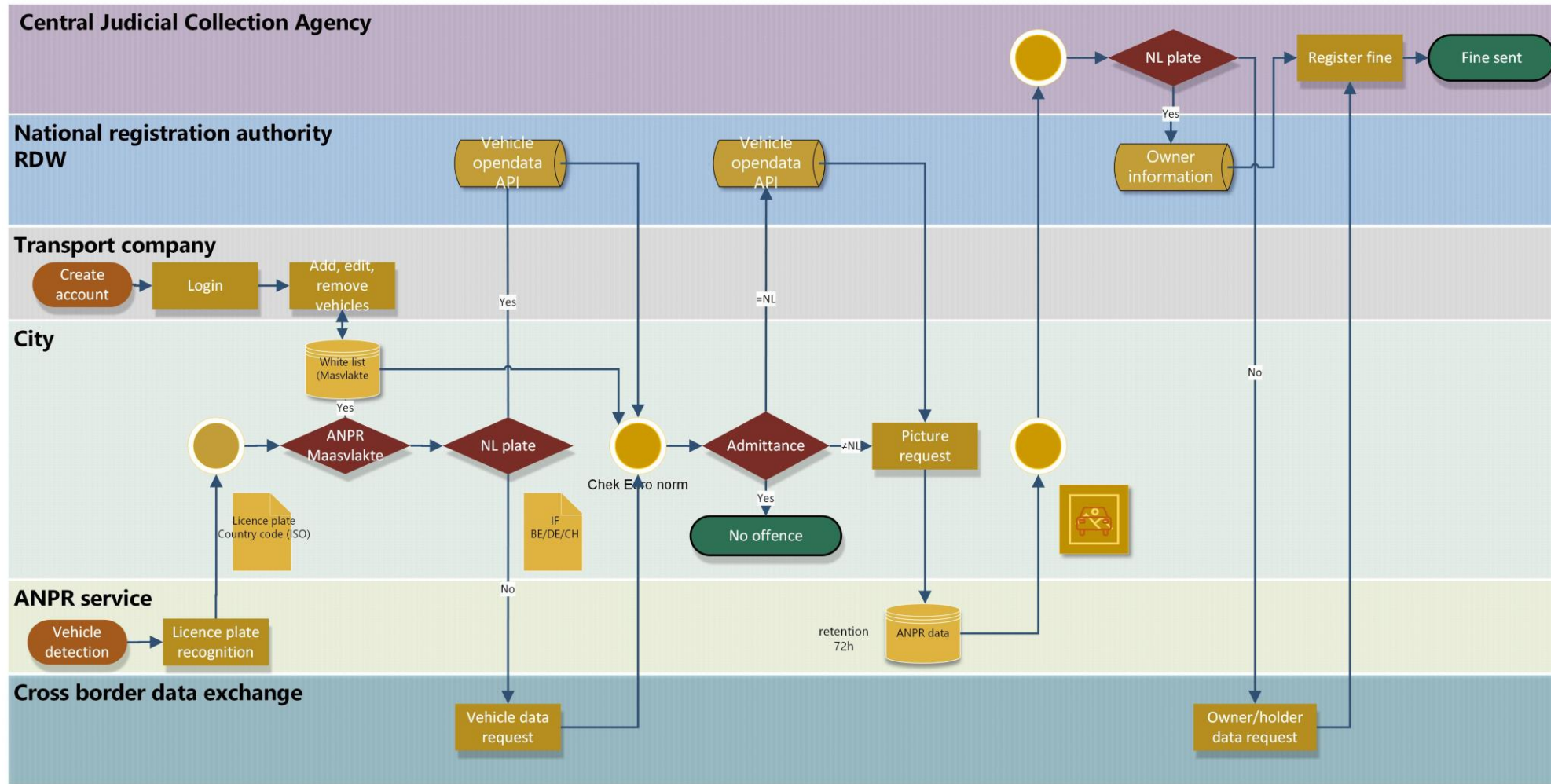
Steps

- Pre-registration
- Foreign vehicle detection
- Foreign vehicle technical data collection
- Foreign vehicle owner/holder/driver data collection

UVAR LEZ enforcement Rotterdam, NL



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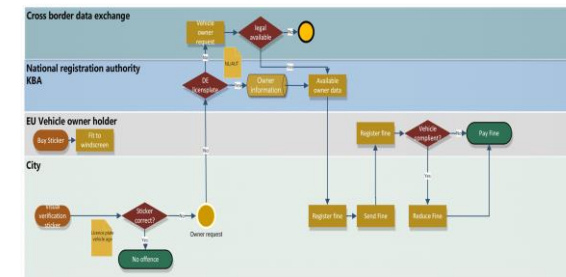
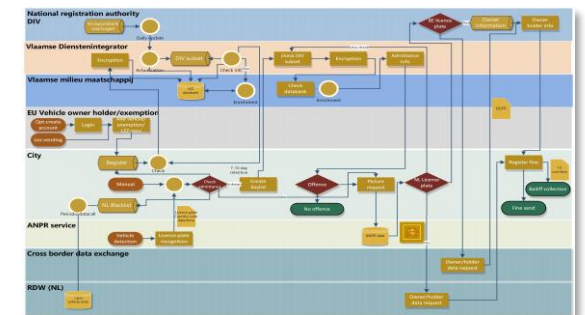
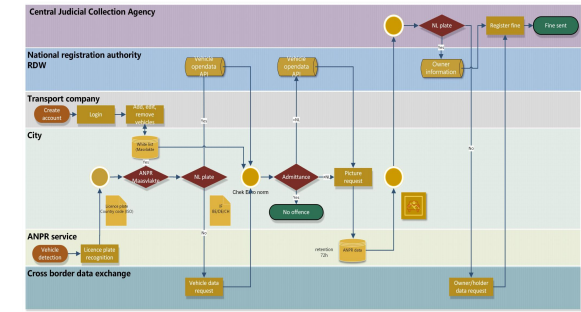


Preliminary meetings with cities



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City	Country	Stakeholders
Aachen	Germany	City of Aachen, KBA
Antwerp	Belgium, Flanders	City of Antwerp, Flemish Environment Agency, Flemish digital, Dienst Inschrijvingen Voertuigen
Barcelona	Spain, Catalonia	Area Metropolitana Barcelona, Ministerio d'Interior - Dirección General de Tráfico
Brussels	Belgium, Brussels	City of Brussels (Environment, Mobility, IT, Fiscal), CIRB, Dienst Inschrijvingen Voertuigen
Rotterdam	The Netherlands	City of Rotterdam, RDW, CJIB
Verona	Italy	City of Verona, City Police





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Cross-border data sharing

Towards "Real live" demonstrators

Authority centric model: EUCARIS demo

- In a simulation and/or real-life demo (with Verona, Barcelona, Rotterdam, Antwerp, Brussels)

Driver centric model: demo with IN Groupe

- Simulated demo showcasing all components of a verifiable credential based solution

Cross-border data sharing



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Demonstration insights and achievements

- complex enforcement mechanisms (technical/procedural)
- Multiple local/regional/national stakeholder involvement
- Multiple UVAR regulations schemes and strategies for similar policy goals
- Vehicle data quality harmonisation: vehicle databases completeness and standardisation
- Creating more awareness and momentum for cross border enforcement even between city departments

EUCARIS



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UVARwallet



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Q&A



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Thank you for your attention!

<https://uvarbox.eu/uvar-exchange/>

