

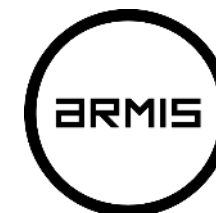


UVAR Exchange

UVAR Exchange Project

Recommendations on improving data sharing to enforce UVARs in a cross border context

18 October 2022, Brussels (Belgium)



Recap



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- Focus of the project was how to **improve data sharing** for **cross border enforcement of UVARs**.
- We considered the most popular and common UVAR in Europe – **Low Emission Zones (LEZ)**.
- Main questions considered were –
 - **How can a city authority gain access to vehicle data (e.g. emission standards) to check if a and vehicle is compliant or not?**
 - **How can a city authority gain access to vehicle owner/holder data to be able to issue fines and warnings?**

Recap



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- To answer the two questions, we looked at different technical and legal options that can help cross-border data sharing to enforce UVARs.
- We considered 3 data sharing models and technical solutions under each model:
 - **Authority Centric data sharing (A2A)** – where city enforcement authorities can seek relevant data from vehicle registration authorities of the country where the vehicle is registered. For this model we looked at EUCARIS and IMI.
 - **Driver Centric data sharing (D2A)** – where city enforcement authorities can seek relevant data from drivers or owners of a vehicle. For this model we looked at Verifiable Credential based solution.
 - **Vehicle Centric data sharing (V2A)** – where city enforcement authorities can seek relevant data from the vehicle itself or devices fitted in the vehicle. For this we looked at connected vehicle-based solution and tachograph/DSRC technology-based solution.

Recap



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- ✓ **Data quality is lacking** – recording and updating of vehicle & vehicle owner/holder data not harmonized across EU and this data is not fully digitalized.
- ✓ **Data is being shared across border** between authorities at the national level to enforce regulations other than UVARs (e.g. CBE/EETS). But this data is often not available to cities for UVAR enforcement. Due to absence of national processes/lack of awareness/absence of a legal basis etc.
- ✓ **Absence of a legal basis** to exchange data between countries for enforcing UVARs.
- ✓ **Lack of harmony on sensitivity of vehicle data** some countries share vehicle data publicly, while others do not.

Recommendations to help UVAR Enforcement



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Strengthen authority to authority data sharing

- This data sharing approach is relevant for enforcement as it does not require registration by vehicle owner/holders and can thus provide a comprehensive mechanism to enforce UVARs in a cross-border context.
- Improve the quality of data available with national vehicle registration authorities, though the ongoing EU initiative to revise Directive 1999/37/EC of roadworthiness package.
- Establish an EU wide legal basis for cross-border data sharing specifically for UVAR enforcement through. Different options available:
 - CBE Directive – include UVARs in scope, allow *ex ante* sharing of data
 - EETS Directive – already covers fee based UVARs, scope should be extended to include also fine based UVARs
 - Single Digital Gateway Regulation – include UVAR as a procedure for which evidence can be exchanged b/w countries
 - Climate Action Regulations – extend the use of data available through these regulations also for enforcing UVARs
- **Inform city authorities how to connect to EUCARIS** for enforcing UVARs. Share practices from cities that already use EUCARIS as guidance.
- **Explore the use of Internal Market Information (IMI) system** for direct administrative cooperation between city authorities and foreign national vehicle registration authorities.

Recommendations to help UVAR Enforcement



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Empower Citizens to share their data and prove compliance:

- Evolution of technology (such as verifiable credentials) and **EU initiatives** (e.g., EU Digital Wallet and European Blockchain Service Infrastructure) **are empowering citizens** to easily and securely share their data in a cross-border context.
- Such data sharing solutions have been used during the COVID pandemic and can also be leveraged in the context of UVARs.
- This data sharing approach could compliment A2A data sharing and reduce its burden, as only non-compliant vehicle would be checked using this authority centric approach.
 - ❑ Support changes foreseen to the Regulation (EU) No 910/2014 (eIDAS regulation v.2) and introduction of EU digital wallets.
 - ❑ Support changes foreseen to directive 1999/37/EC to digitize vehicle registration certificates and mandate their electronic storage in national databases.
 - ❑ Leverage the provisions of Single Digital Gateway Regulation, according to which the commission can set up an automated system to help citizens for cross-border procedures.
 - ❑ Establish a pilot for the UVAR enforcement use-cases which can be linked to EBSI and EU digital wallet initiatives.

Recommendations to help UVAR Enforcement



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Use vehicle connectivity and evolution of devices for UVAR enforcement

- Vehicles are becoming increasingly connected and devices fitted in vehicles are also evolving. They could relay relevant data to enforcers, helping them detect non-compliant vehicles.
- This data sharing approach could also compliment the authority-to-authority data sharing, reducing its burden, as only non-compliant vehicles would be checked through authority centric approach.
- To implement this approach, following actions could be taken:
 - ❑ Leverage the provisions of climate action regulations to facilitate access to vehicle data for checking compliance with UVARs (such as low emission zones).
 - ❑ Use ongoing initiative of the European Commission on Access to vehicle data, functions and resources, within the framework of the proposed Data Act to seek vehicle data for enforcing regulations such as UVARs.
 - ❑ Establish collaboration with Vehicle Manufacturers to develop a UVAR enforcement ecosystem like SRTI ecosystem.
 - ❑ Leverage evolution of smart tachograph and the adoption of DSRC technology by member states. Smart tachographs are already used for enforcement purposes, they are soon also going to be fitted in Light Commercial Vehicles and could provide an opportunity to also enforce UVARs.



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Thank you for your attention!

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Final workshop to show results
18 October 2022.
Join us in Brussels or online

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

