



Focus Group VRD Results

**Extending the vehicle data exchange (VRD) and introducing
the exchange of driving licence data (DL)**

IXIM, 20-4-2021

**RDW – The Netherlands
Vehicle Authority**

« waakzaam en dienstbaar »

Contents

1. Introduction
2. Guiding principles, prerequisites and conditions
3. Improvements and additions
4. Ranking
5. Recommendations



Introduction

1. Focus Group VRD – AT, DE, DK, ES, FI, IT, NL, PT
2. Three meetings in total; in May, June and September 2019
3. Finalized report after the last workshop



April 20th, 2021
IXIM

Guiding principles, prerequisites and conditions

1. The improvements eventually should support police work in the broadest sense and therefore support common police activities
2. The scope of the legislation should therefore also be broadened to be able to support this
3. No 'Big-Bang' implementation, but backward compatibility of new services
4. Regulations on data protection are leading → data minimization
5. In case the scope will be broadened to new personal data categories → need for a regular periodic evaluation especially related to the data protection part and safeguards
6. We recommend to further specify the definition of 'mandatory' to:
'available in a national register at one of the Member State's authorities'



Overview of suggested improvements

The Focus Group proposes the following improvements:

Vehicles (VRD)

1. Extension of the VRD data set
2. New VRD search mechanisms:
 - a) "Broadcasting requests on Vehicle Licence Number"
 - b) "Multiple vehicle inquiry"
 - c) "Wildcards"
 - d) "All vehicles owned/held by a person"
3. Signal previous VRD inquiries on a requested vehicle

Driving licences (DL)

4. Provide Driving Licence information
 - o Search by DL number
 - o Search by name and date of birth of the DL holder

Other interoperability solutions in the area of Justice and Home Affairs

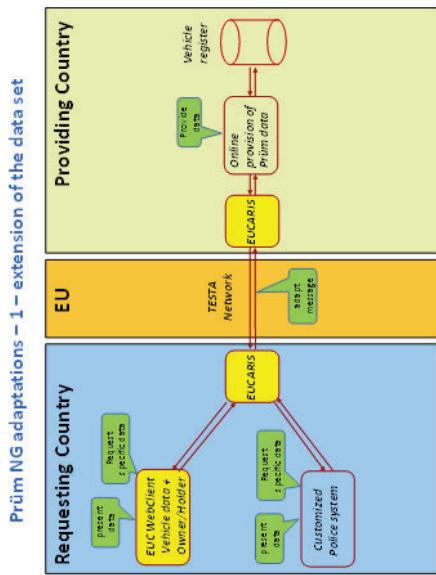
5. Integration of new stakeholders in the Prüm landscape
6. Connection to the Schengen Information System (SIS)
7. Prüm integration with ESP (European Search Portal)



Description of improvements

We have described all improvements in the following manner:

- Introduction
- Reference to the Deloitte Study
- Preconditions
- Development: description + effort estimation
- Legal impact and data protection
- Long-term developments



Improvements - VRD

Extension of the data set

1. Vehicle colour → useful for the identification of the vehicle (even though not reliable in some MS)
2. Mileage → to give an indication of the age of the vehicle and moreover mileage tampering is often associated to vehicle fraud



We would like to underline that the existing exchange of VRD data could be improved, if all Member States would deliver the data that are optional under the current Prüm legislation (especially insurance data).



Improvements - VRD

New search mechanisms

A. “Broadcasting requests on Vehicle Licence Number”

- To first find the relevant Country of Registration

B. “Multiple vehicle inquiry” (batch mode)

- To obtain information concerning a number of vehicles

C. “Wildcards”

- To find information on a vehicle when one character of the License Number is unknown

D. “All vehicles owned/held by a person”

- Two-step approach where the owner/holder’s name is first obtained using the existing Prüm application



Improvements - VRD

Signal previous inquiries on a requested vehicle



A history of searched vehicles will be logged in EUCARIS (limited to Prüm inquiries). Users will get the option to suppress registration of their inquiry. EUCARIS will check the search history at the moment a response on a new inquiry is about to be sent and include the additional data in case of a hit in the response message (date/time of the inquiry and the requesting Member State. No user-id is provided, however the relevant NCP can be contacted). By this the requesting officer can contact the other Member State (-s) to coordinate investigations.



Improvements – Providing Driving License Info



Recently the 3rd Driving Licence Directive 2006/126/EC (3rd DLD) was changed in conjunction with the amendment of Directive 2003/59 on professional drivers training. Article 15 on Mutual assistance has been amended to allow for the use of RESPER for control purposes. On request of the European Parliament the *Police and other authorities are therefore now allowed to use RESPER for traffic enforcement*, mainly to verify the validity of driving licences and to check the professional competence of the driver, possible sanctions and restrictions (the photograph is not exchanged via the current RESPER services).

Because the use of the RESPER messages for purposes of ‘criminal investigation’, including the exchange of the photograph, is still **not possible**, it is suggested to develop specific Prüm DL services, to be used next to the already existing RESPER services (which are to be used only for traffic enforcement).

Searches by: *driving license number, name of the driving license holder*



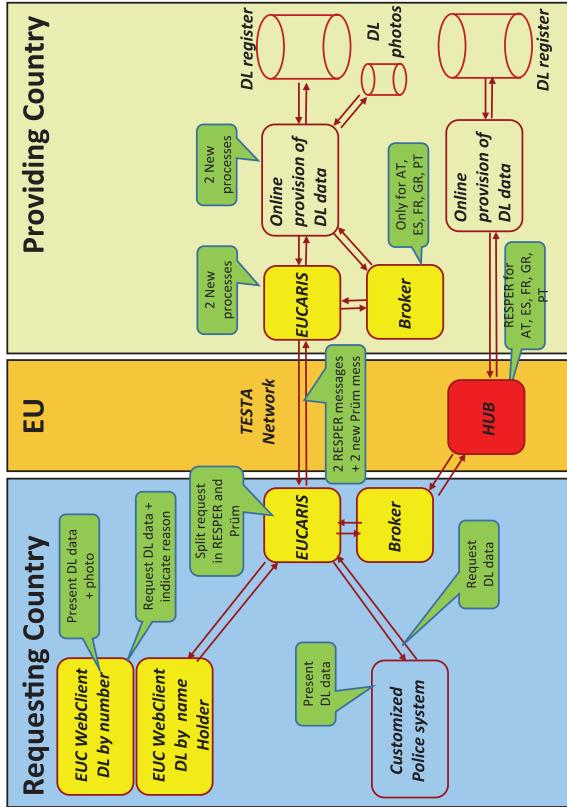
Improvements – Providing Driving License Info



Remarks:

1. The exchange of data from other categories of ID documents has been considered, but was not described in more detail by this Focus Group; it would be outside the scope of the vehicle and driver registration authorities and other channels than EUCARIS would have to be used.
2. In practice not all Member States will have the opportunity to exchange the photograph because no register is in place on a national level.

Prüm NG adaptations – 4 – Driving Licence information





Improvements - Linking the Prüm network to central EU information systems

Connection to SIS

- An interesting option is to connect the Prüm VRD Services to the (central) Schengen Information System (SIS) and to always consult the registration of stolen vehicles in SIS and vice versa.
- To avoid unnecessary bothering of citizens it might be helpful to have information from two sources, a 'stolen-SIS' signal next to a 'Stolen-VRD' signal.



Improvements - Linking the Prüm network to central EU information systems



Integration of new stakeholders

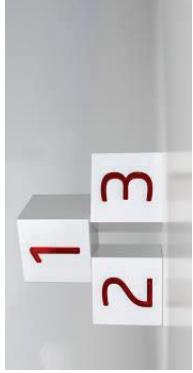
- The Focus Group awaits further discussions on this topic and has not elaborated on this topic

Integration in ESP

- For now the Focus Group has decided not to perform any further investigations. This topic is seen as possibly relevant in the longer term (when the ESP is fully operational).



Ranking proposals



Proposals	Legal impact	Possible technical implementation	Added value	Priority
Vehicles (VRD) – operational changes (1,2)	Low	Short term	High	High
Vehicles (VRD) – signaling of earlier searches (3)	Medium	Medium term	Medium	Medium
Driving Licences (DL)	Medium	Medium term	High	High
Connection SIS	Low	Medium term	Low	Low



Recommendations

- Short-term recommendations can be effectuated without any legal changes in the Prüm Council Decisions.
- For the mid-term recommendations, relatively small changes in the Prüm Council Decisions are needed, but the aims and scope of the current legislation remain unaltered.
- For the long-term recommendations the aims and scope of the Prüm Council Decisions have to be broadened.



Recommendations: short-term



1. The existing exchange of VRD data could already be improved, if all Member States would deliver the data that are defined as optional under the current Prüm legislation (although the data may be available, it is not mandatory to deliver them to other countries); insurance data for instance could be made available by more Member States.
2. The Member States and the Council are advised to take the access of EU institutions such as Europol to the Prüm VRD functionality into consideration.
3. The Member States and the Council are advised to take into consideration to give the Member States access to the central SIS, via their EUCARIS platform used to exchange VRD data. In each country there should be one register serving as the source for information on stolen vehicles, plates, and driving licences. There should be as few copies as possible. The central/national copies of SIS should be kept in line with the content of the national source registers.



Recommendations: mid-term



1. The Council Decision 2008/616/JHA has to be actualized and technical details, not related to requirements of the system but only describing the technical solution, should be removed from the legislation.
2. In addition, the structure of the Council Decision 2008/616/JHA should be designed in such a way that the dataset in the Annex, Chapter 3, can be extended more easily via an implementing act, e.g. by including the data in an appendix.
3. The term 'mandatory data element' in Chapter 3 of the Annex of Council Decision 2008/616/JHA, should be defined more exactly in order to set clear the obligation for Member States to deliver the relevant mandatory data if these data are available in a registration of any authority of the Member State concerned.
4. The Council Decision 2008/616/JHA has to be adapted to the extended VRD data set and new search methods.
5. The Council Decisions 2008/615/JHA and 2008/616/JHA have to be adapted to the fact that previous VRD inquiries will be signaled.
6. The Council Decisions 2008/615/JHA and 2008/616/JHA have to be adapted to include the exchange of the driving licence data.
7. To maximize the benefits of the new DL functionality, the photograph of the holder of the driving licence (when available) has to be included in the exchange.
8. From a police perspective it is very likely that driving licence data exchanged via RESPER for the purpose of traffic enforcement, based on the amended Driving Licence Directive, will also be used for criminal investigations. Therefore, it is the recommendation of the Focus Group to include a legal base to use driving licence data for criminal investigations in the Prüm legislation as soon as possible and the 3rd Driving Licence Directive will not be misused for criminal investigations.
9. It should be considered to introduce an (recurring) evaluation procedure for Member States that have implemented the new Prüm functionalities, especially related to the data protection requirements.



Recommendations: long-term



1. The Prüm Council Decisions should be redrafted more fundamentally covering not only the prevention and investigations of criminal offences but all types of Police work (e.g. law enforcement, traffic enforcement, criminal prevention, incident management, public order and safety etc.). The broad use of (technical) vehicle data and driving licence data has to be supported (also for traffic enforcement).
2. For the long-term, the legislation should be adapted in such a way that it will keep track with the changing vehicle technology and the increasing availability of in-car data, for instance by not listing the exchanged data explicitly, but by indicating reasons for and conditions to the exchange. Such a new approach could possibly already be reflected in a new version of the Prüm legislation (see also point 2 mid-term), supporting a high adaptability of the data set.
3. Integration of the Vehicle and Driving Licence services with ESP should be considered after the ESP has become operational.
4. It is advised to consider the information of the DL and the photograph of the holder of the DL as one of the sources that can be used to check the identity of the person. For sake of the protection of personal data, the photo could be exchanged only on specific request. Synergy with other checks of the personal identity using sources like passport-and ID cards registrations should be considered.



A large, colorful word cloud centered around the word "thank you" in various languages. The word "thank you" is written in red at the center. Surrounding it are numerous other words in different colors, each representing a different language or dialect. The languages include English, Spanish, French, German, Italian, Portuguese, Dutch, Swedish, Danish, Norwegian, Finnish, Polish, Czech, Hungarian, Russian, Chinese, Japanese, Korean, and others. Each word is repeated multiple times in the cloud.

