

Speech Johan Hakkenberg

Date: 20-03-2013

Location: Hearing European Parliament – Regulation on the Transfer of Motor Vehicles within the European Union

Outline 10 minutes:

- 1) 1-3 min: Introduction, explanation of RDW
- 2) 4-8 min: Movie EUCARIS
- 3) 8-10 min: Conclusion why EUCARIS

1 Introduction

Good morning, my name is Johan Hakkenberg, General Manager of the Dutch Road Transport Authority. First, I would like to thank the rapporteur Mister Toine Manders for his kind invitation to be in this hearing. Also many thanks to the chair of the IMCO committee,

Mr Harbour and the other Members of Parliament here today. It is an honor to be here in this impressive building of European Democracy.

The Dutch Road Transport Authority is a public organization, responsible for three activities. First, the registration of vehicles and driving licenses. Second, the type approval of vehicles (testing and certification) and Third the supervision of roadworthiness checks (PTI) in the Netherlands. We have a lot of knowledge of the whole vehicle chain; you can say: from the birth or 'conception' of a vehicle, during his whole life until end of life.

But today we are focusing on the Transfer of Motor Vehicles in the European Union. As a registration authority I must underline the importance of this issue. The inter-European trade of cars is getting more and more important. From the 500.000 cars we yearly

registrate for the first time in the Netherlands –this can be new cars or second hand cars- , 20% (100.000) comes from other countries, most of all from other European countries. Our main concerns are: to keep a pure and clean registration, to combat fraud and car criminality and to contribute to road safety. But also, because we are a public agency, low costs (efficiency) and a high quality level of service to our citizens are very important challenges. This new Regulation on the transfer of Motor Vehicles can help us to realize these both objectives. Therefore, I'm very happy with this initiative.

It is very important that this registration in other EU-countries is made easier – not only for us as registration authority – but also for the citizen who travels more and more within the borders of the European Union, or buys a car in another Member State. These two things – more convenience for the

citizens and simple processes and procedures for the registration authorities- are easy to combine. Even I would like to say: They reinforce each other.

The simplification of transfer of vehicles to other EU Member States is only possible when it is a digital process. The electronic exchange of vehicle data is the basis for a smooth and easy re-registration of vehicles. Today it is not the first time we talk about this exchange of vehicle data. For 20 years now, the European Member States exchange information on vehicles within the context of stolen cars, traffic fines and of course transfer of vehicles from one country to another.

For this electronic exchange of vehicle data, we use the system EUCARIS. The Dutch Road Transport Authority is one of the founding members of EUCARIS. It would be a very good idea to use this unique system within the

context of the regulation we are discussing today. To explain the EUCARIS system, I would like to show you all a short movie.

2 [....FILM...]

3 Conclusion

Ladies and Gentlemen, as you have seen, it is important to use EUCARIS in this regulation. EUCARIS is a proven concept for many years, it is cheap and easy. It has been used for different European directives and regulations already. In the proposal of the European Commission, it is not mentioned so far. There is only a mention of a 'software application', but why develop something new if it exists already? Cost reduction in the public budget is at this moment a very high topic within the policy of the dutch government. And not only in the Netherlands but I think in all European counties as well as European organisations. Reuse of

existing infrastructure and existing facilities seems for me the most easiest way to realize this cost reduction. Other arguments for the reuse of EUCARIS are: the great support among member states for this system, the simple proven technology, the flexibility to change the functionality and to add new functions and the low costs and good performance during almost twenty years. The use of EUCARIS could be mentioned in the Annex of the regulation.

We should also look at the kind of data that should be used for the transfer of information. The data-items mentioned in Annex I, comes mostly from the directive 99/37/EG. This directive is at this very moment under scrutiny by your colleagues in the transport committee, as part of the Roadworthiness package. As a registration authority I am very much in favour of creating one single point of EU legislation to define and describe all vehicle information that has to be

registered by the Member States in support of their legal obligations and needs for tax collection, enforcement of road safety, vehicle inspections and – of course – our issue of today transfer of motor vehicles.

This data exists and is mentioned on the Certificate of Conformity of every vehicle. It is the ‘birth certificate’ of the vehicle, which contains the DNA of the vehicle. In our opinion the regulation we are discussing today only needs a reference to this data and add the data related to the status of a vehicle in its life-cycle, like the mileage, the date of the next roadworthiness tests and so on.

Concerning the ‘mileage’ of the vehicle; in the Annex this is mentioned as part of the data which should be transferred IF AVAILABLE. But let’s make it available from now on! If every Member State registers the

mileage of the vehicles exported to another country, this would avoid a lot of fraud. The total damage every year on fraud with 'odo-meters' is estimated in the Netherlands on 150 million €. It happens a lot that the 'odo-meter' of a vehicle is altered when a vehicle is transferred to another country. Our estimation is that 25% of the cars imported from Germany to the Netherlands do not have the right 'mileage'. The citizen who buys the car thinks it is only used for 12.000 km, but in fact it may be 120.000! This regulation gives us the opportunity to combat that kind of fraud.

Thank you very much!