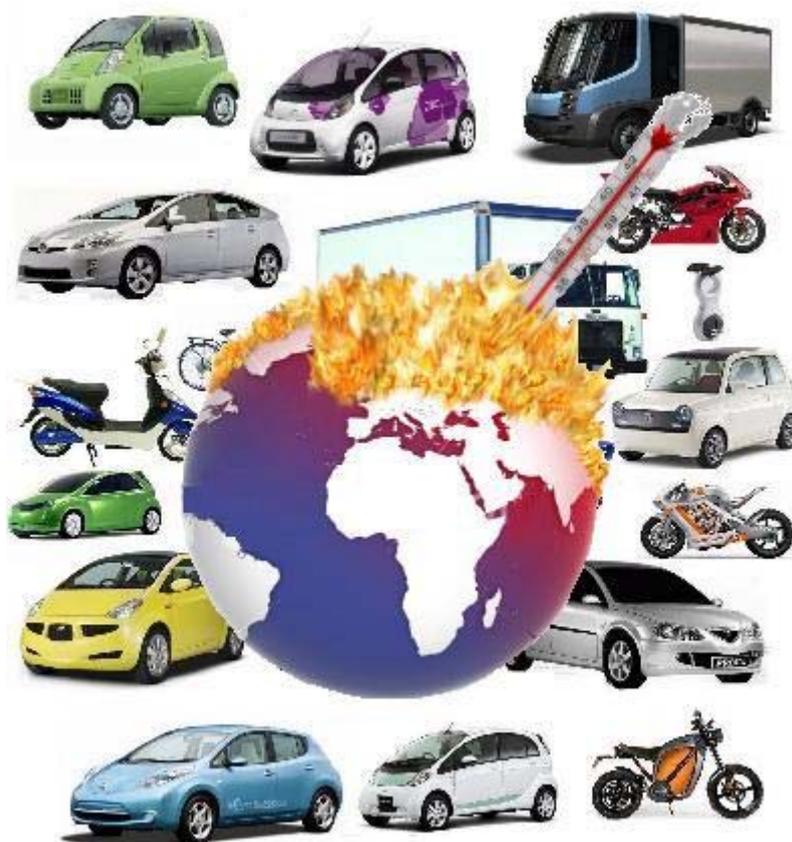


FINAL REPORT

EReg Topic Group IX on CO2 Data Monitoring



1. Action Plan

Topic Group	IX. CO2 Data Monitoring													
Presiding member	The Netherlands													
Chairman Topic group	Mr Peter Striekwold													
Participating members	BE	CY	DK	EE	FI	DE	GI	HU	IS	IE	IM	LV	LT	
	LU	MT	IA	NO	PL	RO	SK	SI	SE	CH	NL	UK	...	
Reading members	BE	CY	DK	EE	FI	DE	GI		IS	IE	IM	LV	LT	
	LU	MT			PL	RO		SI		CH	NL		...	

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Date/version	20 January 2011 – Draft version 1 7 April 2011 – Draft Version 2

I. Problem definition	
<i>Description of the actual situation and the current state of affairs, including a description of the problem(s) and the needed changes.</i>	
Short historical description	In accordance with Directive 1753/2000/EC, as from 2001, all Member States annually have had to deliver CO2 Monitoring to the European Commission. The new Directive 2009/443/EC requires that - as from 2010 - Member States are obliged to report CO2 emissions to the European Commission.
Actual state of affairs	At the EReg Annual Conference in April 2009, Mr Peter Striekwold from the RDW in the Netherlands presented the way the Netherlands perform the CO2 Monitoring. Several Member States indicated to be very interested in jointly taking up the subject of CO2 Monitoring. In addition it was established that another new Directive (2009/33/EC) also has a lot in common with the mentioned problems. Furthermore, in several Member States measures have been taken to fight the polluting emissions of vehicles. Most of the times, these measures also apply for vehicles with a foreign licence plate. In several Member States, for instance, environmental zones have been established and there are developments on differentiation of parking fees and road pricing at the basis of environmental characteristics.
Current problems/ bottlenecks	1. At the moment, only a few Member States are able to fulfil the requirements of CO2 Monitoring. This is mainly caused by the fact that most Member States do not have a complete registration of environmental characteristics and/or because the registration is not correct. In addition, there is hardly any exchange of environmental data between Member States.

I. Problem definition

2. The requirements and standards that are applied for environmental measures differ strongly between the Member States. At the execution and enforcement of environmental measures it appears to be problematic to receive sufficient information of vehicles with a foreign licence plate.

II. Action Plan

Description of the intended goal(s), the suggested approach in order to achieve the desired results, including the planning of the topic group and a concrete description of the products and the deadlines.

Intended goal(s)	<p>1. All Member States have to be able to fulfil the requirements of CO2 monitoring. To achieve this, measures have to be taken so that Member States can develop a complete and correct registration of environmental characteristics.</p> <p>2. For the execution and enforcement of environmental measures, it should be able to internationally exchange environmental characteristics of vehicles.</p>
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Approach/ description of the activities	<p>1.</p> <ul style="list-style-type: none"> - Make an inventory of the problems with CO2 Monitoring - Analyse possible solutions CO2 Monitoring - Realise a complete and correct registration of environmental characteristics - Make agreements with regard to information exchange <p>2.</p> <ul style="list-style-type: none"> - Make an inventory of and share knowledge about used environmental measures and the requirements and standards in Member States - Make an inventory of and share knowledge about registered environmental characteristics and the ways this is implemented in the Member States - Exchange of environmental characteristics (possibly by using EUCARIS)
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Planning	<p>July 2009: Send out Topic Group proposal</p> <p>November 2009: Questionnaire</p> <p>December 2009: First workshop</p> <p>April 2010: Follow-up workshop</p> <p>September 2010: Follow-up Questionnaire</p> <p>May 2011: Final presentation at the EReg Conference</p>
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Results

<i>Description product</i>	<i>Deadline (dd/mm/yyyy)</i>
Report, containing the most practical method for CO2 monitoring, including the requirements and consequences	May 2011

III. Organisation		
Topic group members		
<i>Country</i>	<i>Organisation</i>	<i>Level of participation</i>
The Netherlands	RDW - Centre for Vehicle Technology and Information	Active member
Finland	AKE - Vehicle Administration	Active member
Norway	Vegvsen - Norwegian Public Roads Administration	Active member
Romania	RAR - Romanian Automotive Register	Active member
Slovakia	Ministry of the interior, Documents and registers section	Active member
Sweden	Transportstyrelsen	Active member
United Kingdom	DVLA - Driver and Vehicle Licensing Agency	Active member
Belgium	DIV - Vehicle Registration Service	Active member
Denmark	SKAT - Tax Administration	Reading member
Estonia	ARK - Motor Vehicle Registration Centre	Reading member
Germany	KBA - Kraftfahrt-Bundesamt	Reading member
Latvia	CSDD - Road Traffic Safety Department	Reading member
Luxembourg	SNCT - Société Nationale de Contrôle Technique	Reading member
Northern Ireland	DVA - Driver & Vehicle Agency	Reading member
Slovenia	Ministry of Transport	Reading member
Reporting progress		
<i>Reporting on (dd/mm/yyyy)</i>		
A summary of each meeting will be available within two weeks after the meeting		

III. Results

Description of the goal(s), the suggested approach in order to achieve the desired results.

Recommendations

Monitoring COC quality and registration of deviations.
This is difficult to do as a 100% check is only possible when the vehicle is present. Chance for deviations will be larger with Non-M1 vehicles than with M1 vehicles. An administrative check is easier to do. A Central COC database would be a great help in having this check. CoP audits will be necessary to make sure to have a reliable COC database.

The Netherlands has started a COC check for individual imports.

The topic group was started to assist countries with problems in CO2 data monitoring. But very few countries applied for the topic group and those who are present do not have problems with the new regulation.

Results

In ANNEX 1 you can find the results of the first questionnaire. The answers to the additional questions can be found in ANNEX 2.

Generally there are 2 ways to register: Usage of the CoC or usage of WVTA-database. Therefore the CO2 data in some countries comes from the CoC in other countries the WVTA-database is used. The quality / correctness of the data cannot be guaranteed in most countries.

Next to the problem of correctness, collecting the different data that leads to the CO2 data that must be in the reports seems to be the greatest problem.

★ **ANNEX 1** ★

Questionnaire EReg Topic Group IX. CO2 Data Monitoring

Combined answers from:

- Belgium (BE)
- Finland (FI)
- Netherlands (NL)
- Northern Ireland (NI)
- Slovakia (SK)
- Sweden (SE)

CO2 related:

1. Do you already have a method in place to provide the EC with CO2 monitoring data (ex §3.3 of directive 1753/2000/EC). If not, when will you have this process in place?

BE: Yes

FI: Yes we have.

NL: -

NI: DVA will start capturing CO2 data with effect from 1/1/2010

SK: The Slovak Republic is providing CO2 emission data in compliance with the decision 1753/2000/EC since 2005 in cooperation with Oekopol GmbH - Institut für Oekologie und Politik, represented by Ms. Stephanie Schilling. Member states were granted an application in form of MS Access and we put all the vehicle registration data from our information system into it. The data were yearly consulted with the aim to make the values mutually acceptable. According to the Decision 1753/2000/EC the year 2009 is the last one, when the data are being processed in this way. From 2010 the information will be gathered and provided in a different way compliant to the EP and Council Regulation 443/2000, which will repeal the former Decision.

SE: yes, we have already a method in place regarding directive 1753/2000/EC. We have a good quality on the data we collect.

2. Where does the data come from? (i.e. EC member or producer)

BE: The data come directly from the official importers

FI: The data comes from EC members.

NL: The data comes from EC member states

NI: The primary source of data will be the Manufacturer but, in a small number of cases, the data will be supplied as a result of vehicle inspections.

SK: In 2007 Slovakia introduced a modern vehicle registration system that is centralized with uninterrupted access to all users including producers and representatives of foreign producers, who automatically send information on each vehicle sold to a final user. All technical data are being submitted and subsequently utilized for reporting in accordance with the Decision 1753/2000/EC.

SE: The data comes from Representatives of the manufacturers when they send us a file with all the data we have in our register. The Representatives send us data from CoC, but we don't take care of all the data as describe in CoC. In Sweden we have decided what data we are interested of to describe a vehicle in our register.

3. Please describe the method you (will) use to provide the EC with CO2 Monitoring data.

BE: data coming from the COC of most of the cars imported by official importers are collected by the professional association and transmitted to the Belgian authorities before the effective registrations of the cars (so called “pre-registration procedure”)

FI: The data is based on type approval documents (Vehicle Administration receives the type approval data from NorType) and the data is gathered from Vehicular and Driver Data Register kept by Finnish Vehicle Administration. The register contains all the vehicles registered in Finland.

Finnish vehicle traffic data system contains on one hand operational systems such as registration system and type data system and on the other hand information service system. Data is replicated from operational systems to information service system in real time. Material for CO2 Monitoring data is extracted automatically from information service system and after that Statistics Finland aggregates the data. After checking Vehicle Administration delivers CO2 Monitoring data to Commission.

NL: A report is a combination of the RDW vehicle registration system and the RDW type approval database

NI: A report will be extracted from the Northern Ireland Vehicle Information System (NIVIS) and forwarded to the Department for Transport, which will create a single data file for the whole of the UK. Details of the method of supplying the UK data to the EU will be dealt with by the return from DVLA.

SK: As above mentioned, to fulfil the requirements of Decision 1753/2000 the application in MS Access system is being used, into which the processed output from the IS vehicle registration is being transmitted. Control mechanisms that are considered to be a part of the application, do provide maximum quality data subsequently processed by the Commission.

SE: In the Nordic countries we have a system that all EC type approval of cars registers in a database as we have on Iceland. Every night we bring home data from this system NorType. We store data in a database in our office and when the Representatives of manufacturers send us the data from CoC related to a car we check about 17 fields against EC type approval and compare this kind of data. If data not agree with each other, we don't register the car. If data is okay we register the car. Some examples of the fields we check are the value of emissions and the value of the fuel consumption.

4. Please elaborate on the quality and accuracy of the CO2 monitoring data you provide to the EC (ex §3.3 of directive 1753/2000/EC).

BE: All COC data transmitted by importers by VIN numbers should be accurate.

CO2 values of about 97 % of the total cars registrations are collected

FI: Using type approval data for the CO2 causes some accuracy problems.

NL: The working method is ISO certificated and based on the “four eyes” principle. RDW only use official type approval information coming from EG member states

NI: Quality and accuracy of the data is dependent on the Manufacturers. Manufacturers are subject to quality control procedures governed by the Vehicle Certification Agency, an agency of the Department for Transport

SK: Introducing the vehicle register IS we in stages succeeded to provide for very exact data, eliminating missing or obviously inexact data. Partial problems were handled by the producers, where a communication with the Ministry of Transport and Telecommunication of the Slovak Republic, that is the institution approving technical roadworthiness of a car, is going on.

SE: See answer on question 4 and we check all these data against EC Type Approval

5. What yearly effort (man-hours) does it take you to assemble and aggregate the CO2 Monitoring data?

BE: About 300 hours/man

FI: It has been taken yearly about 3 days (almost all of that is the work made by Statistics Finland).

NL: about 50 hours/year

NI: It is estimated that around 560 man hours of additional effort per annum will be required to capture the additional CO2 data at the first registration of a vehicle. The aggregation and transmission of the data will be fully automated.

SK: In cooperation with an external vehicle register IS supplier semi-automated steps were processed to set up databases, that subsequently make up an input into MS Access. Even if the time needed to data processing, cannot be determined exactly and unambiguously, we assume, that the whole data processing takes 3-4 weeks; within that time one expert about 5-6 hours a day provides for data preparation.

SE: Regarding delivery directive 1753/2000/EC it will take about 40 man-hours.

6. What are the most prominent problems you have with assembling the CO2 monitoring data?

BE: Collecting data needed to calculate the footprint (74 % received)

Collecting data for small registered volumes

Collecting data of cars imported outside official networks

FI: -

NL: Collecting information about cars imported with a not regular method

NI: Ensuring that the information is recorded accurately from the data supplied by manufacturers

SK: As aforementioned the reporting obligation in line with the Decision 1753/2000 has been performed to an acceptable standard.

SE: The problem we have is data about Manufacturers because we don't have these information in our register. We have made and we have translated that to a system with Manufacturers. Now we can delivery even Manufacturers and we think we have solved this problem we have had a lot of years in the beginning of delivery data regarding directive 1753/2000/EC.

7. What plans do you have to solve these issues and what is your timeframe to have these issues solved?

BE: Within months a new "pre-registration procedure" should solve problems about the footprint calculation.

Data collection of cars imported outside official networks should be resolved by new legislation concerning the new vehicle registration database (MOBIVIS). From that moment (2011) parallel import is also liable to the pre-registration procedure.

FI: -

NL: From early 2010 it is possible to file CO2 data into the RDW register from cars imported with a not regular method

NI: The IT system has in-built verification processes that reject meaningless data. However, this can only ensure that data input is within acceptable ranges.

SK: In regard of the fact, that the data pursuant to the Decision 1753/2000/EC will be transmitted in 2009 for the last time, we presume keeping the standard of performing all the subsequent obligations.

SE: See answer on questions 7.

8. What (if any) problems does the new directive 2009/443/EC present to your country?

BE: -

FI: We use mainly type approval documentation data as a base for our vehicle registry data. This causes a problem to get the CO₂ and mass values from the CoC of the individual vehicle. The CO₂ and mass gathering system is currently under development.

Also averaging the track width is a problem because we have only minimum and maximum values of the track width. The regulation is not very exact regarding to the track width of the vehicle.

Also the calculation of the E85 fuel stations is a bit problematic. We have made co-operation with Union of the Oil and Gas to gather the number of the stations.

NL: At this moment RDW does not see very much problems

NI: Need to ensure that manufacturers are able to supply accurate and comprehensive data.

Additional effort when registering a vehicle for the first time

SK: According to the EP and Council Decision 443/2009 a completely new way of data capturing is being introduced inclusive a different technical solution in data reporting based on using an **xml** format. To master the innovated way of collecting and providing data we organized a meeting in November 2009, where representatives from the EC were present together with experts from the company providing vehicle registration. We treated technical details as well as the expectations regarding the time horizons in meeting the requirements within the year 2010, with the aim to finish all the testing to make the procedure completed and prepared till the end of the year.

SE: At the moment we can't see any problems with the new directive.

Polluting emissions related:

1. What national/regional/municipal measures with respect to polluting emissions are - at the moment or in the near future - in effect in your MS (e.g. environmental zones, taxes, road pricing, parking fees)?

BE:

Firm car

Fiscal deductibility for clean fleet vehicles will henceforth vary between 50 and 100% according to the CO₂-emissions, in stead of 60 to 90% until now. The social security tax on firm car is based on the CO₂ emission (some adjustment is made according to fuel type)

It is planned to vary the taxation of the owner of firm car according to CO₂ emission.

For employers, vehicles with less than 1gr /CO₂/KM, like electric cars, 120% tax cut

Private car

Fiscal incentives for purchase of new vehicles with low CO₂emissions:

- a reduction of 15 % of the purchase price for new vehicles with CO₂ emissions lower than 105 grams per km, with a maximum of € 4540
- a reduction of 3 % of the purchase price for new vehicles with CO₂ emissions of between 105 and 115 grams per km, a maximum of € 850
- Fiscal incentives for electric cars: tax cut of 30 % of the acquisition value of an electric car for private buyers with a maximum tax reduction of 8990 euro

- ★ - a reduction of € 200 of the purchase price for new diesel vehicles equipped with a soot filter and emitting less than 130 g per km CO₂

For 2010 the Walloon government has decided to revised his bonus - malus system has follow:

For the buying of a first car

Citizen received a bonus (from 100 EUR to 1200 EUR) for car which emit less than 126 CO₂/g (before 146 g CO₂)

Citizen must pay a malus (from 1000 EUR to 1500 EUR for car which emit more than 225 CO₂/g

For the replacement of an old car

The bonus-malus system is also applied for there placement of old car

In this case, the bonus-malus is computed on basis of the emission difference between the old and new car.

The bonus-malus system is adjusted in order to take into account the fact that family with many children must have bigger car.

The Flemish government plans to reform the annual vehicle tax and the vehicle registration tax. The new taxation system will be based on the Ecoscore, a value between 0 and 100 that's takes into account well to wheel pollutants (e.g. CO₂, CO, PM NO_x, HC, and SO₂) and noise.

FI: There are some plans in Helsinki and in Helsinki Metropolitan Area Council (YTV) to stipulate environmental zones based on motor vehicle emissions and to promote the use of low-emission vehicles for example by abolishing parking charges and granting other benefits for low-emission vehicles. Any decisions about these actions are not yet made.

NL: -

NI: This section will be completed in the DVLA return for the whole of the UK

SK: **Questions 1 to 3** are not part of our competencies; this issue is in our opinion a responsibility of the Slovak Ministry of the Environment, or Economy.

SE: At the moment we have environmental zones in the biggest cities in Sweden regarding the heavy vehicles and it is a discussion in Sweden to also have these kinds of zones in some more cities and also it will be for the passenger cars. For passenger cars we have a system from the 1st of January 2010 that the passengers cars will been tax free on 5 year from the date then the car have been put in road traffic. In some municipals they have free parking fees if the car is a environmental car.

2. What specific emission data is applicable for these measures (e.g. NO_x, PM₁₀, EURO-class) and how does your MS make this data available for enforcement activities?

BE: CO₂-emissions based on the emission data in the vehicle registration database.

FI: Emission level is in the system and is available.

NL: -

NI: This section will be completed in the DVLA return for the whole of the UK

SK: **Questions 1 to 3** are not part of our competencies; this issue is in our opinion a responsibility of the Slovak Ministry of the Environment, or Economy.

SE: In our register we have all the data as you can find in CoC excluding number of PM and all these kind of data are available for all the authority who have connection to our register.

3. How do the authorities in your MS enforce these measures for:

a. Domestic cars?

BE: Based on the emission data in the vehicle registration database

FI: -

NL: -

NI: This section will be completed in the DVLA return for the whole of the UK

SK: **Questions 1 to 3** are not part of our competencies; this issue is in our opinion a responsibility of the Slovak Ministry of the Environment, or Economy.

SE: For the domestic cars the authorities have connection to our system and they can check all the data they need.

b. Foreign cars?

BE: Measures only apply to domestic cars

FI: -

NL: -

NI: This section will be completed in the DVLA return for the whole of the UK

SK: **Questions 1 to 3** are not part of our competencies; this issue is in our opinion a responsibility of the Slovak Ministry of the Environment, or Economy.

SE: For the foreign cars the authorities don't have to check these cars because these cars don't have for example free parking fees and at the moment they don't have to pay road pricing and so on.

4. What needs does your MS have for (digital) exchange of this emission data between Member States and what are your preferences on how to implement this data exchange?

BE: Because the measures only apply to domestic cars, actually no special needs are necessary

FI: -

NL: -

NI: This section will be completed in the DVLA return for the whole of the UK

SK: we will cooperate and consult the issue within the preparation process to the implementation of EP and Council Regulation No. 443/2009.

SE: At the moment we don't need exchanges of this emission between Member States but I think it can be needs to exchanges in future. It is more possible to check foreign cars if we can exchange this kind of information. I think EUCARIS-system can be the system to have this kind of exchanges of this kind of data.

General remark Sweden:

I send you a overview of our system to collect data from Representatives of Manufacturers and also a overview to delivery data to the European Commission. The Commission also called us that they would like to have a bilateral discussion with Sweden and they would like to know more about the Swedish system to collect the data and also how we can be sure that the data are of high quality. I send you also this presentation.

ANNEX 2

Country	How is the correctness of data on the CoC checked in your country?
Iceland	Visual check of CoC only.
Slovenia	Check of COC based on Type Approval Database
UK and Northern Ireland	Visual check of CoC. If CoC appears real than this is accepted. In few cases a check on validity is done.
Estonia	Visual check of CoC. In some cases the Type Approval Database is checked. If CoC and Type Approval database differ than producer or its representative is contacted.
Hungary	Visual check of CoC. In some cases the Type Approval Database is checked. If CoC and Type Approval database differ than producer or its representative is contacted.
Luxemburg	Visual check of CoC. In all cases the Type Approval Database is checked and compared to CoC.
Switzerland	Do not use COC. WVTA is used for data.
Latvia	Do not use COC. WVTA is used for data.
Slovakia	Visual check of CoC. If CoC appears real than this is accepted. In case of doubt the producer is contacted through the Ministry of Transport. After this the only way to register is through Ministry of Transport or Police.
Belgium	Producers send needed data to registration Authority. No check is being done with the WVTA- Database.
Finland	Part of the info comes from the WVTA-database additional info comes from CoC. In case of a mismatch the Producer is contacted. CoC is visually checked.

Question 2	What are the general findings on this check with regard to for instance the percentage of CoC's correct or the type of data field where faults appear?
Iceland	No incorrect of false CoC found.
Slovenia	No check done because registration is possible only based on check of CoC to WVTA-database.
UK and Northern Ireland	Few incorrect of false CoC found.
Estonia	Very limited check of COC against WTA. Limited number of incorrect COC's found
Hungary	Check CoC versus WVTA-database is minimal. Few deviations found.
Luxemburg	Some CoC contain incorrect data. Lately the numbers seem to increase.
Switzerland	Not applicable since CoC is not being used.
Latvia	No information about incorrect or false CoC
Slovakia	No information about incorrect or false CoC
Belgium	No information about incorrect or false CoC
Finland	Few incorrect of false CoC found.