



**COUNCIL OF
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NOTE

from :	German delegation
to :	Police Cooperation Working Party
Nos. prev. docs. : 11222/01 ENFOPOL 85, 14049/01 ENFOPOL 131	
Subject :	Vehicle crime
	– Opinion on 11222/01 ENFOPOL 85

In principle Germany supports the statements in the document and thanks the Netherlands delegation for its work. Germany has already implemented many of the requirements at national level and will also continue giving active support in international cooperation to the implementation of the requirements.

There is a need to supplement/amend the following points:

1. The comments on police cooperation with the car manufacturers (p. 6, point 3) have already been put into practice in Germany to a large extent, where the police and all seven German manufacturers have been exchanging information within a national working group for many years. In France data is exchanged between the police and French manufacturers via the ARGOS firm (representing insurers, manufacturers and the police). A working group of this kind does not exist at international level. That would, however, be useful.

2. The manual "How to Investigate Motor-Vehicle Crime" (p. 9, point 4) has already been distributed to the EU Member States by Europol, in cooperation with Germany, and can therefore be used for training purposes too.
3. Germany rejects the use of the complete version of the EuVid CD-ROM in general police training (also p. 9, point 4), since the information it contains was aimed at *expert bodies*. The basic version of the EuVid CD-ROM – also available – is suitable for general use in teaching units on combating vehicle crime, backed up by information from experts. In this context, we would also draw attention to the Interpol project "FORMATRAIN" (Formation and Training), the purpose of which is to standardise and extend training measures, and is already running, with intensive participation by Germany and using the documentation prepared by the working group on the European Vehicle Identification Database.
4. Contrary to the information in the working document (p. 24, above Section II), the EuVid CD-ROM was created by the working group on the European Vehicle Identification Database (Bavarian Bureau of Criminal Investigation, Federal Bureau of Criminal Investigation, and Austrian Ministry of the Interior). In agreement with the working group, Europol was responsible for the translation for the international version and for its distribution within the EU Member States (correct information on p. 33).
5. Monitoring the accounts of scrap merchants and salvage firms by the police (p. 12, point 2) puts a great strain on human resources and is of questionable benefit for investigations. Any scrap vehicles with papers involved are not sold at such high prices that they would really stand out in controls to that effect. Furthermore, measures of this kind are probably only possible as part of judicial investigation proceedings. D therefore suggests deleting this requirement.
6. The call to fit immobilizers in older vehicles (p. 14, point 1) does not seem very realistic and makes little technical sense, since immobilizers which can be fitted do not achieve the standard of safety of modern-day immobilizers and the resulting financial cost is disproportionate to the value of the vehicle. This point should therefore be deleted.

7. The training and further training of police officers from third countries (p. 17, under third heading) is pursued actively in Germany. Each year the Federal Bureau of Criminal Investigation runs a number of courses abroad on "Combating vehicle crime/Identifying vehicles". Additionally, exchanges are organised with specialist bodies abroad. Germany is already involved in such exchanges, although it would like to intensify these activities further. This would require the participation or increased involvement of other countries and institutions, such as Europol.
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