



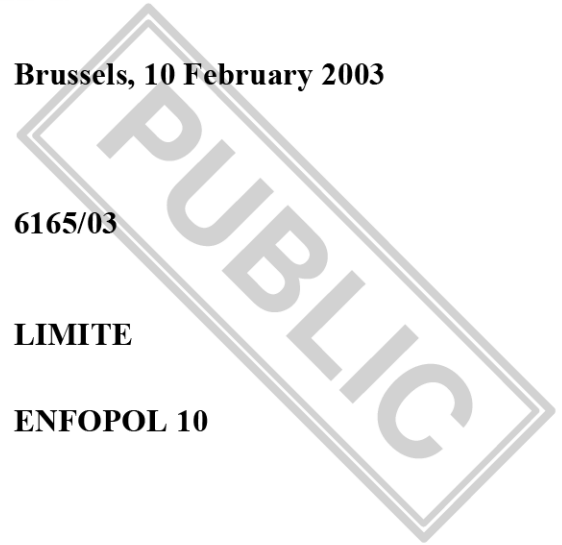
**COUNCIL OF
THE EUROPEAN UNION**

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LIMITE

ENFOPOL 10



NOTE

from : Europol services

to : Police Cooperation Working Party

No. prev. doc. : 12629/02 ENFOPOL 122

Subject : Vehicle crime
 – Recommendations to combat vehicle crime

12629/02 ENFOPOL 122: RECOMMENDATIONS TO COMBAT VEHICLE CRIME

| <i>Recommendations</i> | <i>Main Actors</i> | <i>Current Stage / Further Development</i> |
|--|---|--|
| 1. PREVENTION OF THEFT AND MISAPPROPRIATION OF VEHICLES | | |
| 1.1. Implement techno-preventive measures | | |
| 1.1.1 Make Directive 95/56/EC concerning immobilisers mandatory not only for passenger cars (category M1), but also for light commercial vehicles (category N1) and lorries | European Commission | Further steps to be taken by the Directorate General of JHA in co-operation with the 1st pillar in order to consult the vehicle manufacturers representatives as well as the ACEA ¹ |
| 1.1.2 Ensure the involvement of law enforcement interests in the development of an EU standard for tracking and tracing systems of vehicles and develop after alarm procedures for the private security branch and the police (currently this subject is discussed in the CEN) | CEN | Report (ATSVR - After Theft Systems for Vehicle Recovery) should be finalised at the end of the first quarter 2003 by the Working Group CEN/278/WG14 |
| 1.1.3 Oblige vehicle manufacturers to install tracking and tracing equipment in theft-prone vehicles | European Commission and relevant Private Sector | Further steps to be taken by the Directorate General of JHA in co-operation with the 1st pillar in order to consult the ACEA |
| 1.1.4 Oblige insurance companies to impose to their customers markings of essential vehicle parts as a condition to accept coverage against theft (e.g. windscreen engravings, microdots on motor-block, gear-box, chassis and body-parts) | European Commission and relevant Private Sector | Further steps to be taken by the Directorate General of JHA in co-operation with the 1st pillar in order to consult the ACEA and CEA ² |

¹ ACEA: Association Constructeurs Européennes Automobiles

² CEA: Comité Européenne Assurance

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| 1.1.5 Investigate the possibility to introduce an Electronic Vehicle Identification chip in each vehicle which would make it easier to detect stolen vehicles | European Commission and relevant Private Sector | Further steps to be taken by the Directorate General of JHA in order to consult the ACEA |
| 1.2. Prevent ringing of vehicles | | |
| 1.2.1 Insurance companies must establish a database on total loss vehicles. They must notify the vehicle registration authorities when vehicles are total loss (so that VINs/registration documents of the wrecks can not be misused; NB some 15% of stolen vehicles are ringed) | European Commission and relevant Private Sector | Further steps to be taken by the Directorate General of JHA in co-operation with the 1st pillar in order to consult the CEA. The Centralised database could be established at the CEA with direct access for LEA's of the EU MS as well as the EU - MS Registration authorities in order to make a query prior to the re-registration of vehicles. |
| 1.2.2 It is recommended that all EU MS adopt Eucaris | Member States | The following EU MS are already participating in EUCARIS ³ - The Netherlands, Belgium, United Kingdom, Germany, Luxembourg. The following Accession States already actively participate in EUCARIS - Estonia, Latvia, Lithuania and Hungary. Romania also joined EUCARIS in an active role. |
| 1.2.3 All relevant authorities (registration authorities, police, customs) must inform each other via Eucaris when vehicles are total loss | Member States | Currently discussed within the PCWG as mentioned in Enfopol 122. Acces to EUCARIS on national level must be granted to all parties involved in the fight against motor vehicle crime |

³ EUCARIS: European Car and Driving License Information System

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| 1.2.4 To ensure the continuity of the EuVID ⁴ , the European Vehicle Identification Database as well as to liaise with vehicle manufacturers related to an eventual online access | EuVID Working Group / Europol / Vehicle manufacturers | The annual updates of EuVID have to be ensured by the EuVID working group and Europol - AGIS funding will be applied for in 2003. Furthermore negotiations should be made with the vehicle manufacturers to get online access (possibly via a central server to be installed at Europol - with a connection to the relevant LEA's in the EU-MS) to their databases for final identification of vehicles - AGIS funding should be applied for in 2004.. Training has to be given to experts in the MS and Accession states by the EuVID working group. |
| 1.3 Raise the risk awareness of the vehicle owners | | |
| 1.3.1 Promote means to prevent vehicle theft (car key handling, safe parking, installation of immobilisers in older cars) at all levels (EU, national and local, public as well as private) | Member States and EUCPN ⁵ | Preventive risk awareness programmes to be arranged by the relevant LEA's in all the MS of the European Union and the EUCPN. |
| 1.3.2 Make vehicle owners aware of the need to rapidly inform police/insurance companies of theft | Member States | Preventive risk awareness programmes to be arranged by the relevant LEA's as well as insurers in all the MS of the European Union |
| 1.4 Avoid abuse of blank vehicle registration forms | | |

⁴ EuVUD: The European Vehicle Identification Database

⁵ EUCPN: European Crime Prevention Network

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| 1.4.1 MS to assure adequate protection of storage/handling of blank forms | Responsible LEA's and Vehicle Registration Authorities of the Member States | To ensure adequate protection of storage/handling of blank registration documents. Measures to be taken by the relevant LEA's and Vehicle Registration Authorities in the MS. |
| 1.4.2 Report stolen blank registration forms to the SIS | Relevant LEA's / Sirene Bureaus | New SIS application for stolen blank vehicle registration documents exists since September 2001. Decision was taken by the SIS Working Group in July 2001. SIS - MS have to use this application and to keep it as up to date as possible |
| 2. MAKE SURE THAT STOLEN VEHICLES DO NOT LEAVE EU TERRITORY | | |
| 2.1 Border control services (police, customs, border-police) should have access to relevant databases if vehicles, leaving EU territory, are stolen | All relevant LEA's of the Member States | Should result in a check before vehicles leave the EU territory |
| 2.1.1 Border control services should have access to and make use of SIS ⁶ , ASF ⁷ (Interpol's Stolen Vehicle Database), Eucaris (European Car and Drivin License Information System) and Euvid (European Vehicle Identification System) | Member States / SIS Working Group / Interpol General Secretariat / EUCARIS / Europol / EuVID Working Group | Currently discussed in all relevant organisations and/or authorities. Decisions have to be taken and agreements to be signed in order to give access to the relevant border control services. |
| 2.1.2 Establish procedures on which action is to be taken by whom when vehicles at border control are identified as stolen | Member States and European Commission | Legislative EU wide rules to be established as far as the repatriation of the seized vehicles to the legal owner is concerned. |

⁶ SIS: Schengen Information System

⁷ ASF: Automatic Search Facility (Interpol's stolen Vehicle Database)

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| 3. IMPEDE THE TRADE IN STOLEN VEHICLES | | |
| 3.1 Ensure the full and quick implementation of Directive 99/37 on vehicle registration documents | Member States | Member States shall bring into force the laws regulations or administration provisions necessary to comply with the Council Directive by 1st of June 2004. MS shall notify the Commission thereof immediately |
| 3.2 MS should do a pre-registration control via Eucaris in the country of origin of the vehicle to prevent the registration of stolen vehicles and the use of forged or invalid documents | Member States | Member States, Accession States as well as Third States are urged to join EUCARIS as soon as possible |
| 3.3 Prevent the registration of stolen vehicles outside the EU | | |
| 3.3.1 The EU should promote the use of ASF and Eucaris in third countries to prevent the import and re-registration of vehicles that were stolen in the EU | Interpol General Secretariat / Member States / Commission / Europol | As far as ASF is concerned pilot projects are going on at Interpol level related to the ASF access of the registration authorities. As far as EUCARIS is concerned Romania is already actively using EUCARIS. Other third States should follow asap. |
| 3.3.2 The EU should make arrangements with third countries about clear and explicit procedures regarding stolen vehicles such as how and whom to inform that a stolen vehicle has been recovered; a clear procedure for the recovery of the vehicle and costs involved; the registration of the vehicle in the third country, in case the former owner decides not to repatriate the vehicle | European Commission | Multilateral agreements to be signed with third countries |

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| 4. ADDITIONAL CONTROLS AND MORE EFFECTIVE LAW ENFORCEMENT | | |
| 4.1 Improve controls to detect if vehicles are stolen | | |
| 4.1.1 Amend the 1996 EC Directive (96/96) on the Approximation of the laws of the MS relating to roadworthiness tests for motor vehicles and their trailers to include verification of the identity of the vehicle by checking VIN, vehicle documents and (certain information in) the vehicle registration database | European Commission and relevant Private Sector | Necessary arrangements to be made by the European Commission |
| 4.1.2 Ensure the interconnection of databases on the registration of vehicles with databases on stolen vehicles | Member States / Interpol General Secretariat / SIS / Eucaris / Europol | Registration authorities have to get access to the relevant databases like SIS, ASF, EUCARIS, EuVID in order to prevent re-registration of vehicles stolen abroad |
| 4.2 Improve the intelligence on vehicle crime in the Union so as to more effectively dismantle criminal networks | | |
| 4.2.1 MS' law enforcement services should feed information into and consult the Europol Information System (in a decentralised way, to provide incentives to local police forces to deliver information to the EU level); third countries' liaison officers at Europol must also provide information | Europol / Member and Accession states | The implementation of the EIS ⁸ is expected to be done in 2003 and from that implementation date onwards MS and Accession States are urged to actively use the EIS in order to share intelligence about motor vehicle crime. |

⁸ EIS: Europol Information System

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| 4.2.2 An AWF on vehicle crime should be opened at Europol and MS should feed it with the necessary information | Europol / Member and Accession States | The project plan, the Opening order and the necessary intelligence collection template was finalised by Europol at the end of January 2003. Intelligence will be put into the analysis system from 1st of March onwards. Intelligence will be collected and analysed as far as the new modi operandi carjacking / homejacking / domestic and commercial burglaries in order to obtain the original car key are concerned. |
| 4.2.3 MS and Europol should hold regular joint operations focusing on criminal networks (e.g. at the Union's external borders, to disrupt trafficking and improve intelligence; intelligence must be transmitted to Europol for further analysis) | Europol / Member and Accession States | Joint operations to be carried out with Accession States and MS. A joint operation should also be carried out with regard to the recommendations of the project Triangle at the major sea ports related to the illicit trafficking in stolen vehicles |
| 5. ENHANCE THE OPERATIONAL VALUE OF INFORMATION ABOUT STOLEN VEHICLES | | |
| 5.1 Ensure that databases are up to date (SIS, ASF, national vehicle registers) | | |
| 5.1.1 Databases should be updated within two hours after reported theft/recovery of stolen vehicles/registration forms | Member and Accession States / Sirene Bureaus / Interpol NCB's / Interpol GS | Rules to be implemented at all Member States LEA's and Organisations concerned |
| 5.1.2 Insurance companies must directly notify the police about theft and recovery of vehicles | CEA | Database to be established by the Insurance industry with direct access to the LEA's and registration authorities of the MS and Accession States. |

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| 6. ENSURE A CO-ORDINATED IMPLEMENTATION OF THE ABOVE MEASURES IN EACH MS AND IN THE EU | | |
| 6.1 Establish a national platform in each MS of relevant public and private actors in the fight against stolen vehicles (police, customs, vehicle registration authorities, insurance companies, manufacturers) | Authorities of Member States and relevant Private Sector involved | To establish a national platform and to meet regularly in order to discuss and to solve the existing problems on national level. |
| 6.2 Organise twice a year within a Council Working Group a meeting of representatives of the national platforms, report about the progress made and to exchange experiences | Member States / European Commission / Europol | To establish an international platform and to organise meetings of representatives of all national platforms in order to implement strategic procedures on international level |