

ICRV 2006

International Convention for the Recovery of stolen Vehicles



Preamble

The ICRV agreement as it has been assigned on 29th October 1990 in Paris is still valid concerning its aim, cooperation between participating countries in tackling vehicle crime.

The availability of data, the kind of information needed and technology since rectification have been rapidly changed. Therefore the initial agreements are updated and in this replacing convention.

On political level there is great willingness in the European Union to tackle vehicle crime via public private partnership and recognition that information exchange is essential. Therefore the ICRV update 2006 provides an alignment with the political view on the needed structure as decided by the European Committee in AU 5123 (Enfopol).

Essential element in effective cooperation to try to stop a vehicle being fraudulently exported: the speed of intervention.

The practical guide has been prepared to assist in immediate mobilization of the means available to member organizations of the ICRV. The insurance contact points were last updated in 2023.

Summary

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1 Agreement

The signatories express their mutual concern that: Estimated 1,2 million motor vehicles are stolen each year in the Member States of the European Union and 43% of these vehicles are never located and recovered. Damage control on this subject is core business of the insurance branch. These thefts involve considerable damage amounting to at least EUR 15 billion per year.

Leaders of professional insurance or insurer-supporting organisations whose responsibility it is to address these reported thefts (hereinafter referred to as the "organisation(s)") have decided to implement measures to facilitate mutual co-operation, assistance and reasonable, timely exchange of information. It is because of these concerns, that the signatories state the following principles and concepts:

Art. 1 Objectives of the convention

Each participating organisation agrees to assist in:

- assistance to locate and recover stolen vehicles
- exchange of information on total loss vehicles
- gathering and passing of information on illegally imported vehicles
- within the area of its jurisdiction in which another participating organisation has an interest and which requests such assistance;
- in countries adjacent to its jurisdiction, through liaison and co-operation with responsible officials in those countries.

Art 2 Insurance Contact Point

Each participating organisation agrees to implement a (National) Insurance Contact Point. The responsibility for the establishment of an insurers contact point will fall to the participating countries individual Association of Insurers. the services of the insurers contact point are done under responsibility of the Association of Insurers and on a non-profit base.

Art 3 Scope of the convention

The organisation operating the insurers contact point, commissioned by the Association, can also deliver services on profit base, these services are nevertheless not in scope of this convention.

Art 4 Vehicle information

The participating organisations will furnish details of reported stolen and total loss vehicles (damaged vehicles of which repair is not done due to economical or technical reasons) to one another by modern means of communication, such as telephone or fax or email, as and when situations arise.

Art 5 Commitment

The participating organisations will exercise their best efforts to obtain information needed fulfil the mutual obligations mentioned in this convention and will pass such information to the organisations in the other jurisdictions.

Art 6 Responsibility

The participating organisations are hereby united in an alliance to effectively address the international traffic in stolen vehicles and financial crimes related to reports of vehicle theft. All responsibility or liability of any participating organisation shall remain exclusively its responsibility or liability.

Art 7 Practical guide

All services mentioned in this agreement and put down in the practical guide are done on reciprocal base, not charging cost one to an other in any sense.

Art 8 Annual meeting

The heads of the participating organisations will meet annually.

Art 9 Dissociate

The agreement may be rescinded by a written statement of rescission and termination signed by the representatives of the participating organisations. Any participating organisation may dissociate and withdraw from this agreement by providing all other participating organisations with a written statement to this effect prior to the effective date of the disassociation and withdrawal.

Art 10 List of Contact Points

A list of the participating organisations showing their addresses for the purpose of making contacts in pursuance of the operation of this agreement is attached.

2 List of participants

This agreement is made by the following participating organisations.

Paris, 2006,

COUNTRY	ORGANISATION	SIGNATURE
Austria	 Verband der Versicherungsunternehmen Österreichs (VVO) Association of Austrian Insurance Companies	
Belgium	 Assuralia Assuralia	
Cyprus	 Insurance Association of Cyprus Insurance Association of Cyprus	
Czech Republic	 (CZ) Česká asociace pojišťoven (ČAP) (Czech Insurance Association)	
Germany	 (DE) Gesamtverband der Deutschen Versicherungswirtschaft (GDV) (German Insurance Industry Association (GDV))	
Denmark	 Forsikring & Pension (F&P) Forsikring & Pension (F&P)	
Estonia	 (EE) Eesti Kindlustusseltside Liit (Estonian Insurance Association)	
Spain	 Unión Española de Entidades Aseguradoras y Reaseguradoras (UNESPA) Spanish Union of Insurance and Reinsurance Companies (UNESPA)	
Finland	 (FI) Suomen Vakuutusyhtiöiden Keskusliitto (Federation of Finnish Insurance Companies)	

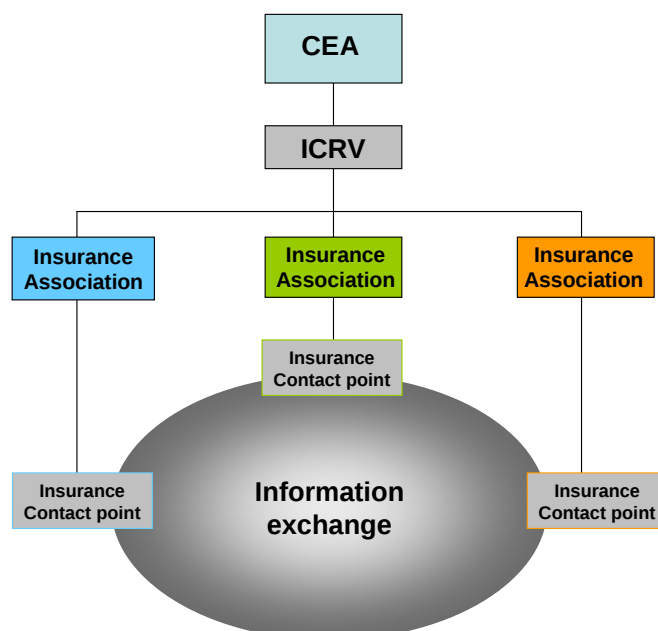
France	 Fédération Française des Sociétés d'Assurances (FFSA) French Federation of Insurance Companies (FFSA)	
United Kingdom	 (GB) The British Insurers' European Committee (BIEC) (The British Insurers' European Committee (BIEC))	
Greece	 (GR) Association des Compagnies d'Assurances-Grèce (Association of Insurance Companies-Greece)	
Hungary	 (HU) Magyar Biztosítók Szövetsége (MABISZ) (Association of Hungarian Insurance Companies)	
Ireland	 (IE) Insurance Ireland) (Insurance Ireland)	
Iceland	 (IS) Samband Íslenskra Tryggingafélaga (Association of Icelandic Insurance Companies)	
Italy	 (IT) Associazione Nazionale fra le Imprese Assicuratrici (ANIA) (National Association of Insurance Companies (ANIA))	
Liechtenstein	 (LI) Liechtensteinischer Versicherungsverband e.V (Liechtensteinischer Versicherungsverband e.V)	
Lithuania	 Lietuvos draudiku asociacija Lithuanian Insurers Association	
Luxembourg	 Association des Compagnies d'Assurances du Grand-Duché de Luxembourg (ACA) Association of Luxembourg Insurance Companies (ACA)	

Latvia	 Latvijas Apdrošinātāju Asociācija Latvian Insurers' Association	
Malta	Malta Insurance Association Malta Insurance Association	
The Netherlands	 Verbond van Verzekeraars in Nederland (VVN) Dutch Association of Insurers	
Norway	 Finansnæringens Hovedorganisasjon (FNH) Norwegian Financial Services Association	
Poland	 Polska Izba Ubezpieczeń (PIU) Polish Chamber of Insurance	
Portugal	 Associação Portuguesa de Seguradores Portuguese Insurance Association	
Sweden	 Försäkrings Sveriges Förbundet Försäkringsförbund Swedish Insurance Federation	
Slovenia	 Slovensko Zavarovalno Zdrufenje (SZZ) Slovenian Insurance Association	
Slovakia	 Slovenská asociácia poistovní Slovak Insurance Association	
Turkey	 Türkiye Sigorta ve Reasürans Şirketleri Birliği Association of Insurance and Reinsurance Companies of Turkey	

3 Operational Requirements on the ICRV agreement

Art 1 Insurance Contact Point

For the operation of the ICRV agreements every country must have an insurers contact point in place. The responsibility for the establishment of an insurers contact point will fall to the participating countries individual Association of Insurers. The Taskforce believes that no generic requirements are demanded on the way it's national organised. However the services of the insurers contact point are done under responsibility of the Association of Insurers and on a non-profit base. Due to the core principals of the ICRV i.e. reciprocity and the non-profit making ethos should be respected. Otherwise it is possible that the organisation operating the insurers contact point, commissioned by the Association, delivers also services on profit base. These services are nevertheless not in scope of the ICRV.



Nb art. 2, 3, 4 and 7 of ICRV

Art 2 Information (content)

As far as legally and technically feasible the contact point should provide data concerning:

- Stolen vehicles
- Seized vehicles
- Vehicles that are totally damaged (total loss)
- Insurance information on the above mentioned vehicles

The information on the relevant vehicles should preferably (highest standard) concern the following elements:

- **VIN**
- **License plate number**
- **Country of issue**
- **Location of the seized vehicle**
- **Authority involved**
- **Condition of the vehicle**

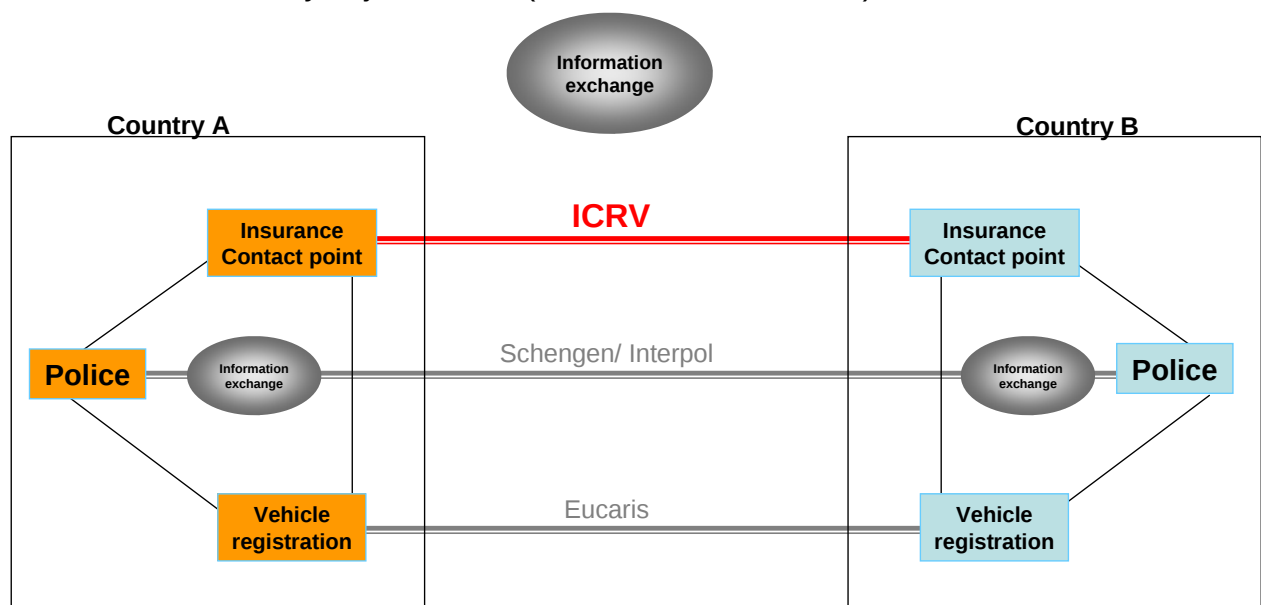
Nb art 4 and 5 of the ICRV

Standard response on a request will not take no longer than two (2) working days.

Art 3 National cooperation

The participating organisations will exercise their best efforts to obtain information on illegally imported and seized stolen vehicles from other jurisdictions which are present in their jurisdiction, and will pass such information to the organisations in the other jurisdictions.

Therefore the insurance contact point has a good cooperation with the relevant bodies in the country of jurisdiction (art 1 and 5 of the ICRV).



4. International Convention for the Recovery of Stolen Vehicles (ICRV) - National contact points

Last updated July 2026

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- Datassur SC

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- Croatia Insurance Bureau

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- Czech Republic

- Česká asociace pojišťoven (ČAP), Czech Insurance Association

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- Denmark

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- Federation of Finnish Financial Services

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- Latvia

- Latvian Insurers Association
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 - <https://www.laa.lv/>

- Netherlands

- Verzekeringsbureau Voertuigcriminaliteit (Stichting VbV)

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Second contact point:

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- Norway

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