



*European Commission*  
*Directorate-General for Energy and Transport*

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# **Introduction of the Digital Tachograph**

**Background and latest developments**

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## Historical overview

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- 1992: Commission launches Tachosmart  
*Digital tachograph with paper disks (Type 1A)*
- 1994: First Commission proposal  
*Type 1A*
- 1995: Modified Commission proposal  
*Digital tachograph with smart cards (Type 1B)*
- 1998: Council Regulation (EC) No 2135/98  
*Basic provisions*
- 2002: Commission Regulation (EC) No 1360/2002  
*Annex 1B – technical requirements*



## Council regulation 2135/98 - Objectives

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- Improve enforcement
- Enhance fair competition
- Increase road safety
- Maintain satisfactory social standards

*“Whereas blatant infringements and fraud present a road safety hazard and are unacceptable for reasons of competition for the individual driver who does respect the rules”*



## Council regulation 2135/98 – key elements

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- Amends Council Regulation 3821/85 on recording equipment in road transport
- Introduces basic provisions for a new type of digital recording equipment with mass memory (VU) and smart cards
- Mandates Tachograph Committee (CATP) to define technical requirements for the digital tachograph



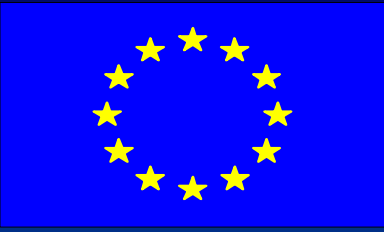
## Annex 1B – technical requirements

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1998-2001 Discussions between Commission and Member State experts (CATP)

Nov. 2001 Final proposal submitted to CATP

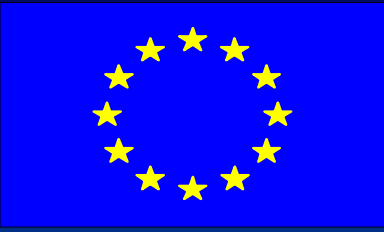
Aug. 2002 Publication of Annex 1B – requirements for construction, testing, installation and inspection of the digital tachograph  
(Commission regulation 1360/2002)



## Annex 1B - content

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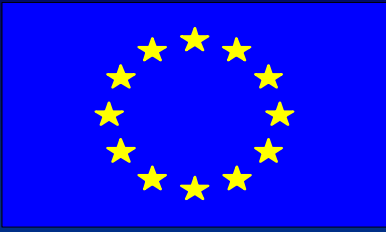
- Definitions
- General characteristics/functions for VU and cards
- Construction and functional requirements for VU and cards
- Installation of recording equipment
- Checks: inspection and repairs
- Card issuing
- Type approval
  
- Technical appendices



## Main characteristics digital tachograph

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- Records and stores drivers activities
- Is totally digital and (as a device) tamper proof
- Works with 4 types of smart cards
- Outputs data through a printer, a downloading connector and a display
- Allows drivers to enter manually some data (e.g. other work, out of scope)
- Average memory capacity of 365 days



## Basic principles digital tachograph system

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“The new equipment has been designed in such a way that the digital tachograph itself shall be considered as the memory of the vehicle in which it is fitted, whilst the driver card shall be considered as the memory of the activities performed by the driver”





## Scope

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- Trucks weighting more than 3,5 tonnes
- Buses having more than 9 seats



## Introduction deadlines – regulation 2135/98

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- 24 months from the date of publication of Annex 1B: all new vehicles must be fitted with the digital tachograph → **5/8/2004**
- 21 months from the date of publication of Annex 1B: Member States shall take measures to ensure that they are able to issue driver cards → **5/5/2004**
- In the event that 12 months after the publication of Annex 1B no EC type approval has been granted to any item of recording equipment (VU's + cards) → the Commission shall propose to the Council and the European Parliament an extension of the 24 and 21 months deadlines → **5/8/2003**



## Delays

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### Situation August 2003:

- No type approved VU and/or cards
- Statement tachograph manufacturer: *“Type approval will be obtained before the end of 2003”*
- Commission decides not to propose a formal extension of the introduction dates



## Delays

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### Situation January 2004:

- First type approved VU's and cards expected in March/April 2004
- Vehicle tests are expected to start in January 2004 and end in January 2005
- Installation of the digital tachograph in new vehicles to be expected summer 2005



## Letter European Commission April '04 – moratorium

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21 April 2004:

Letter European Commission (Mrs Loyola de Palacio)  
to the Member States

Industry will not be ready on time



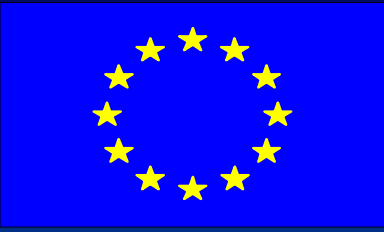
Moratorium of 12 months until 5/8/2005



## Legal deadline (I)

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- June 2004:  
Council unanimously decides to include 5/8/2005 as the new introduction date in legislative proposal on harmonisation social aspects in road transport (driving times and rest periods)
- December 2004:  
Start of discussions in European Parliament
- April 2005:  
European Parliament adopts amendments on introduction dates (*“introduction August 2007”*)



## Situation summer 2005

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- Tachograph and vehicle manufacturers are ready
- Transport operators start buying vehicles fitted with digital tachographs
- Drivers, operators and control officers receive training
- Tachonet and security key certification system is operational



## Delays at Member States level

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But.....

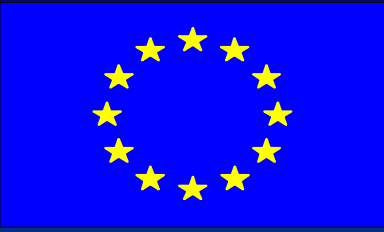
Not all the Member States are ready yet for the introduction of the digital tachograph

Certain Member States need final transitional period to put in place legislation and practical arrangements (e.g. approval of workshops, card issue)



European Commission will grant final period of tolerance until **31/12/2005** (letter Mr Barrot 22 July '05)





## Legal deadline (II) - Conciliation

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- August 2005: proposed legal deadline of 5/8/2005 overtaken by events
- 6 December 2005: New proposal of Council and European Parliament → *“mandatory introduction digital tachograph as from the 20<sup>th</sup> day following publication of new regulation on certain social aspects relating to road transport”*



## Legal deadline (III) - Conciliation

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- Joint declaration of the Council and the EP:

*“the institutions will make every effort to complete finalisation of the text (of the new regulation) to allow it to be published in the Official Journal in April and for the digital tachograph to be mandatory for new vehicles from **early May 2006**”*



## Legal deadline (IV) - adoption

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- Commission supports May 2006 as the ultimate deadline (letter Mr Barrot 12 January 2006)
- On 2/2/06 both Council and EP formally agreed with the new deadline
- New regulation, including new deadline, will be signed in March and published in April
- Digital tachograph will become mandatory for all new vehicles registered in the EU and EEA as from early May 2006



## Implementation support

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To help Member States implementing the digital tachograph, the Commission supports several projects:

- Card Issuing Working Group
- Implementation of the Digital Tachograph (IDT)
- Security key certification system (JRC)
- Tachonet
- Monitoring of the Implementation of the Digital Tachograph (MIDT) – [www.eu-digitaltachograph.org](http://www.eu-digitaltachograph.org)



## State of implementation

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Member State are regularly asked to inform the MIDT project about their position as regards the implementation of the digital tachograph system

### Key elements of implementation:

- Legislation in force
- Card issuing system
- Workshops approved

MIDT website contains overview of the situation in the Member States



## Situation in the Member States – February 2006

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Member States who are ready:

Austria

Belgium

Denmark

Estonia

Finland

France

Germany

Ireland

Italy

Latvia

Lithuania

Luxembourg

Netherlands

Spain

Sweden

United Kingdom



## Situation in the Member States – May 2006

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Member States who could be ready:

Czech Republic

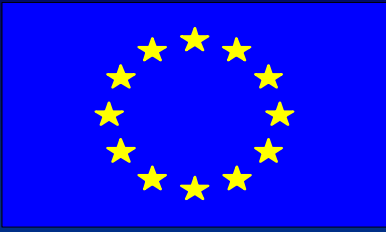
Hungary

Malta

Poland

Slovakia

Slovenia



## Conclusion

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The digital tachograph will soon become reality

Let's work together to make its introduction a success

Thank you for your attention