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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Seventy-fourth session**

Geneva, 28 February–1 March 2012

Item 9 (b) (i) of the provisional agenda

#### **Issues that need consideration and require decisions**

**by the Committee: Road transport – European Agreement  
concerning the Work of Crews of Vehicles engaged in  
International Road Transport (AETR)**

### **Implementation of the digital tachograph**

#### **Note by the secretariat**

1. In the European Union, the use of the digital tachograph is mandatory on the basis of Council Regulation (EC) n°2135/98 (that amended Council Regulation (EEC) n°3821/85 and Council Directive n°88/599/EEC). Commission Regulation (EC) n°1360/2002 has introduced technical requirements for the digital tachograph and tachograph cards. There is no retrofitting of existing (registered) vehicles with the introduction of digital tachographs. In other words, this Regulation only applies to vehicles applying for registration for the first time.
2. The introduction of the digital tachograph device, which monitors the driving and rest periods of professional drivers engaged in international transport under the Contracting Parties to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) and relevant EU Regulations, became mandatory for EU member States in June 2006. It was to become mandatory for non-EU AETR Contracting Parties on 16 June 2010 (i.e., after a four-year transition period). In spite of efforts made towards implementing the digital tachograph, by the June 2010 deadline, some non-EU AETR Contracting Parties appeared not be ready to fully implement it by the deadline.
3. This “unpreparedness” was the subject of an extraordinary session of UNECE’s Working Party on Road Transport (SC.1) held in Geneva on 22-23 April 2010 where the Contracting Parties to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport reached agreement on a six-month tolerance period for the implementation of the digital tachograph at the pan-European level. The “tolerance package” of April 2010 defined the conditions to be adhered to by the drivers of vehicles registered in countries that may fail to observe the deadline in order to be allowed

to enter the territory of complying States without being subject to fines or denial of entry. The “tolerance package” ended on 31 December 2010.

4. In 2011, great progress has been made implementing the digital tachograph in non-EU AETR Contracting Parties. Most countries have either fully implemented the measures necessary for the use of the digital tachograph or are close to their completion. Only two countries are at the beginning of the process while one country is yet to commence it. The following table provides a snapshot of implementation progress:

<b>As of 22.11.2011</b>					
“X” denotes “done”					
“O” denotes “in progress”					
<i>Country</i>	<i>Authority Identified</i>	<i>Policy for Review</i>	<i>Policy Approved</i>	<i>Start of ERCA Services</i>	<i>Card Issuing</i>
Albania	X	X	X	X	X
Armenia	X	X	X	X	
Azerbaijan	X	X	X	X	
Belarus	X	X	X	X	X
Bosnia-Herzegovina	X	X	X	X	X
Croatia	X	X	X	X	X
Kazakhstan	X	X	X	X	
The former Yugoslav Republic of Macedonia	X	X	X	X	X
Moldova	X	X	X	X	X
Montenegro	X	O			
Russian Federation	X	X	X	X	X
San Marino	X	X	X		X
Republic of Serbia	X	X	X	X	
Turkey	X	X	X	X	X
Ukraine	X	X	X	X	X
Uzbekistan	X				

*Source:* UNECE Transport Division and Joint Research Centre, European Root Certification Authority, European Commission based on information provided by the national authorities.

*Note:* No information has been received from Turkmenistan.