DIGITAL TACHOGRAPH

Preparing a new technical annex to the European Regulation (EU) 165/2014 on "smart" tachographs

EUROPEAN COMMISSION

TOWARDS INTELLIGENT MOBILITY
Better use of space
• Digital tachograph is used to check the compliance of drivers of heavy goods vehicles and buses with the EU rules on driving times
• Infringements reported by EU Member States enforcers are in regular increase
• Frauds are becoming more and more technological, with sophisticated hardwares and softwares purchased on internet
• The next slide shows photos of faked electronics installed in the trucks... and the results: motor blocked by misfitted devices, tired drivers creating accidents
From current Digital Tachograph GEN 1 To Smart Tachographs GEN 2

❖ Upgraded security mechanisms, including the driver card
❖ Daily work periods start/end records via GNSS
❖ Remote Early Detection Communication with enforcers using a DSRC interface
❖ Optional Intelligent Transport System (ITS) interface
Mobile check with DSRC

Use case 1

Use case 2

Mobile CEN-DSRC Reader
Challenges and Constraints

❖ Technical complexity and industrial implementation: new features, updated security mechanisms, migration and co-existence GEN1/GEN 2, back compatibility...

❖ Legal framework: reg. 165/14, EU privacy rules, social legislation...

❖ Specific stakeholders interests: industry markets and market rules/forces/cycles, enforcers expectations, road operators (companies, drivers), Commission objectives, National Authorities (Card Issuing Authority, Workshops)...

❖ TIMING

Regulation (EU) No 165/2014 published in **March 2014**
Entry into force: **March 2016**
Smart GEN 2 Tachographs in the market: 36 months later -> **March 2019**
PARTICIPATORY MULTI-STAKEHOLDER PROCESS, driven by the JRC, including:

❖ Studies (Security, Remote Communications)
❖ Organization in Sub-groups of experts/stakeholders (Security, New Features)
❖ CIRCABC file/documentation exchange repository
❖ Many Meetings, Audio Conferences and Stakeholders Workshops
❖ Contractors, Sub-contractors, and assigned experts
❖ Review process with industry and stakeholders (tables documented and colored)
❖ Conflict Resolution and Consensus Building
❖ Timing and Project management
RESULT: a suite of documents made of

- AN IMPLEMENTING ACT, with
  - ANNEX IC
  - 1-16 APPENDIXES

specifying Smart Tachographs for their EU deployment in 2019, while maintaining and managing co-existence with current generation of GEN 1 Digital Tachographs, best possible consensus reached with all stakeholders

To be adopted by a legal act before 2 March 2016
SOME CONSIDERATIONS

❖ An EVOLUTION more than a REVOLUTION

❖ Vehicle Units have a finite life expectancy: 15 years, then need to be replaced

❖ Old and New security mechanisms will co-exists in GEN 2 smart tachographs and cards, to ensure backwards compatibility (impact on ERCA)

❖ GEN 2 records, print-outs and equipment are clearly identifiable for enforcers

❖ Enforcement of GEN 2 Smart tachographs is possible in non-EU AETR country

❖ Drivers will be in control of their Personal Data when used for third party applications
THE COMMISSION IS THANKFUL

- All actors demonstrated collaborative spirit
- The amount of work delivered is substantial
- Some stakeholders/industry delivered spontaneously highly valuable inputs
- Contractors accepted to work and to deliver in a quite dynamic and demanding context
Thank you for your attention.