



*European Commission*

*Directorate-General for Energy and Transport*

# **Introduction of the Digital Tachograph**

**Leo Huberts, unit B4**



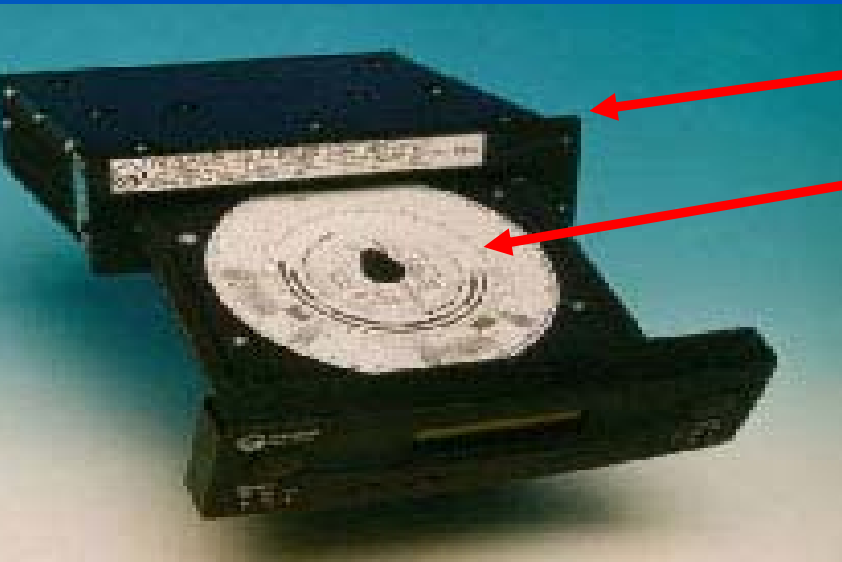
## Introduction date

The digital tachograph will become mandatory for use in new heavy goods vehicles and buses registered in the EU as from **1st May 2006**, following the publication in the OJEU of the new social package for road transport (Regulation 561/2006) on 11th April 2006



# Analogue tachograph

Experience has shown that analogue tachographs are easy to tamper (paper disc not used, destroyed, withdrawn during journeys, parameters mechanically or electromagnetically altered, etc...)



**Analogue recording equipment**

**Paper disc**



# Digital tachograph

To put an end to the most common abuses of the analogue system, the Commission proposed to introduce new advanced recording equipment, consisting of a digital vehicle unit and a personal driver card





# background

1985 Council Regulation 3821/885 – basic provisions recording equipment (analogue)

1992 Tachosmart group – development digital tachograph

1998 Council Regulation (EC) No 2135/98 - basic provisions for the digital tachograph

2002 Commission Regulation (EC) No 1360/2002 (Annex 1B) - technical requirements

2006 Council/EP Regulation (EC) No 561/2006 – mandatory introduction date 1 May 2006



# Objectives

The main objectives of the new digital tachograph is to:

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”*



# Main characteristics

## Digital Tachograph



## Tachograph Card



Data encrypted on the chip

This 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



# Main characteristics

Records and stores drivers activities

Is totally digital and tamper proof

Works with 4 types of smart cards: for the driver, workshop, company and control officer

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





# Scope

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The digital tachograph is for mandatory use in:

Trucks with a weight of more than 3,5 tonnes

Buses suitable for carrying more than 9 persons



# AETR Introduction deadlines

As of 16<sup>th</sup> June 2010, the digital tachograph will also become mandatory for new vehicles registered in the AETR countries.

Until that date, AETR countries shall accept and control on their territory vehicles registered in another country, equipped with a digital tachograph



# Implementation support

to help Member States implementing the digital tachograph, the Commission set up and supports several projects:

- Monitoring of the Implementation of the Digital Tachograph (MIDT)
- Security key certification and Interoperability testing (ERCA)
- Tachonet System used for guaranteeing the uniqueness of the driver card



# MIDT – Monitoring of the Implementation of the Digital Tachograph

The Monitoring of the Implementation of the Digital Tachograph (MIDT) project, partly financed by the European Commission, has been introduced by the Swedish Road Administration in order to support and monitor the concrete implementation measures in all 25 EU Member States



# MIDT project objectives

Inform on the use of the digital tachograph (for drivers, road transport operators, enforcement bodies, workshops)

Inform on the introduction of the digital tachograph (Member State authorities, including accession countries and AETR countries)

Support all stakeholders in their efforts to implement relevant legislation



# MIDT key activities

Setting up a website and a help desk

Providing a forum for Member States and stakeholders

Training & Communication

Special actions towards new Member States

Special actions towards AETR countries

More information on: [www.eu-digitaltachograph.org](http://www.eu-digitaltachograph.org)



# MIDT Helpdesk and FAQ

The MIDT website contains a helpdesk to which interested parties can address questions related to the digital tachograph in 3 languages (EN, F, D). The questions will be answered by the MIDT experts within 3 working days

([www.eu-digitaltachograph.org/HelpDeskHome.asp](http://www.eu-digitaltachograph.org/HelpDeskHome.asp))

The MIDT website also contains a list of frequently asked questions, organised in several categories: general issues, legal requirements, specific issues for drivers, transport companies, control authorities and workshops

([www.eu-digitaltachograph.org/FaqDisplay.asp](http://www.eu-digitaltachograph.org/FaqDisplay.asp))



# ERCA – European Root Certification Authority

DG JRC/IPSC manages in association with DG TREN – the European Authority – two major services requested by the current European legislation on the Digital Tachograph:



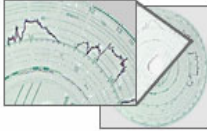


- ✓ The European Root Certification Authority (ERCA)
- ✓ The Laboratory for Interoperability Certification





# ERCA – Website

More information is available on <http://dte.jrc.it>

<p><b>Digital Tachograph</b></p>	   
<p>EUROPEAN COMMISSION</p>	
<p><i>ipSc</i></p> <p><b>Home Page</b></p> <p><b>ERCA</b></p> <p><b>Interoperability Requests</b></p> <p><b>Interoperability Status</b></p> <p><b>Interoperability Test Specification</b></p> <p><b>Manufacturer Codes</b></p>	<p style="text-align: center;"><b>Digital Tachograph</b></p> <p>European Commission Special Publication I.03.116 is the interoperability test procedure developed for digital tachograph equipment as defined in Council Regulation No. 3821/85 amended by Commission Regulation 1360/2002 of 13 June 2002 [1].</p> <p>Interoperability certification is one of three certifications required for type approval of digital tachograph equipment. The other two certifications concern functional testing, and security evaluation.</p> <p>The type approval process, including an exceptional procedure for the first type approvals, is contained in the Regulation.</p> <p style="text-align: center;">  <b>EUROPEAN COMMISSION</b>  <small>DIRECTORATE-GENERAL</small>  <b>Joint Research Centre</b> </p>
<p style="text-align: center;"><b>Contact:</b> James Bishop   <b>e-mail:</b> <a href="mailto:james.bishop@jrc.it">james.bishop@jrc.it</a>   <b>phone:</b> +39.0332.786225</p>	



# Tachonet System

A key element of the new Regulation is to ensure that a driver does not only hold one tachograph card

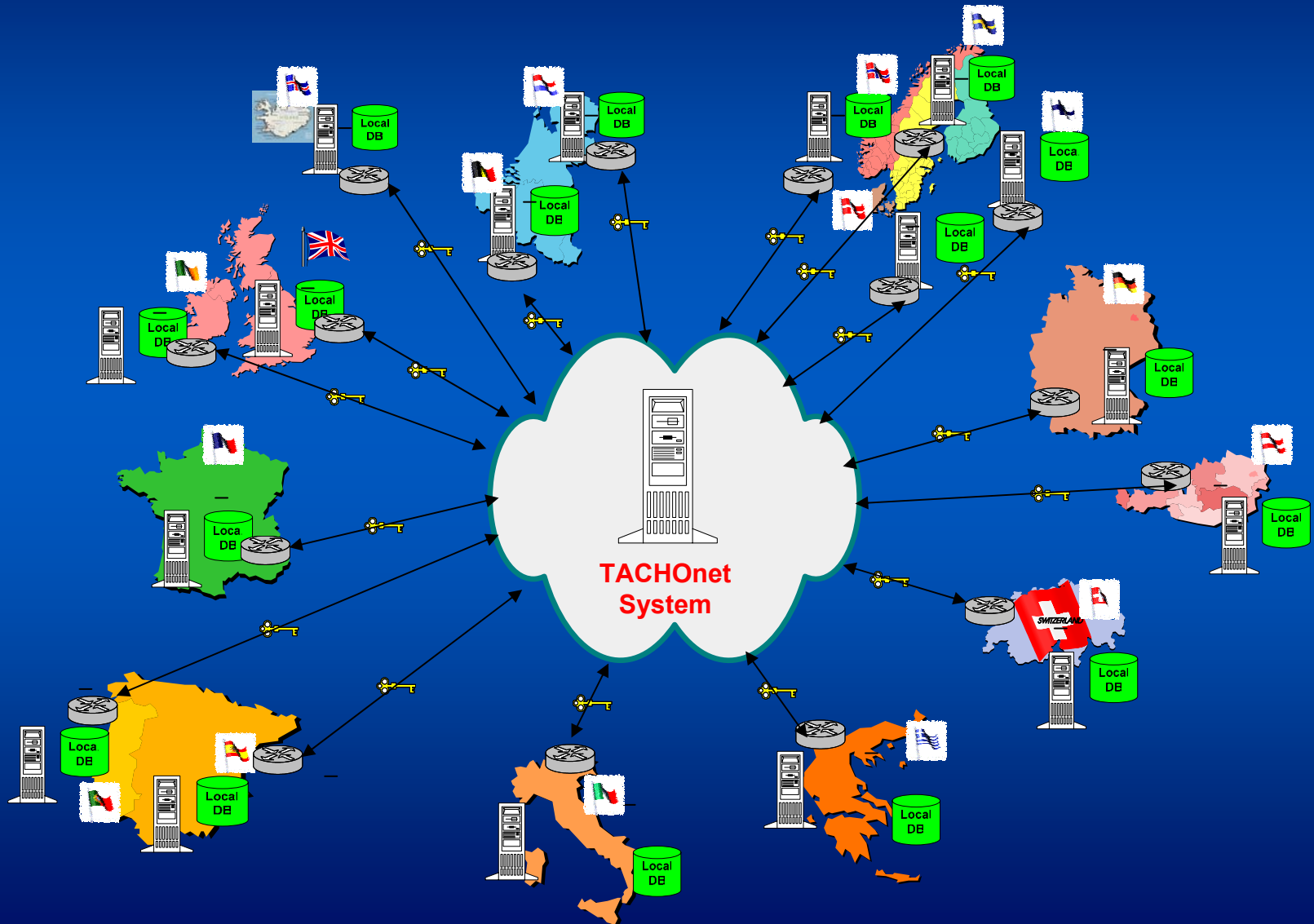
To overcome this major issue between MS, it has been decided to create a network interconnecting all the MS national administrations in charge of issuing tachograph cards to their respective truck drivers aiming at:

- facilitating the data exchange between those latter;
- guaranteeing the uniqueness of the driver card;
- ensuring that the card is valid for instance during a road check

The TACHOnet system has been developed for that purpose, its main role is to combat the fraud attempts from the drivers



# Tachonet Architecture





# questions?



**Should you need any further information about the various topics covered in this presentation, please do not hesitate to contact:**

**Leo Huberts – DG TREN/B4**