BORDEAUX 2015

22nd ITS World Congress
Bordeaux, France
5 to 9 October
2015

DIGITAL TACHOGRAPH

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

EUROPEAN COMMISSION

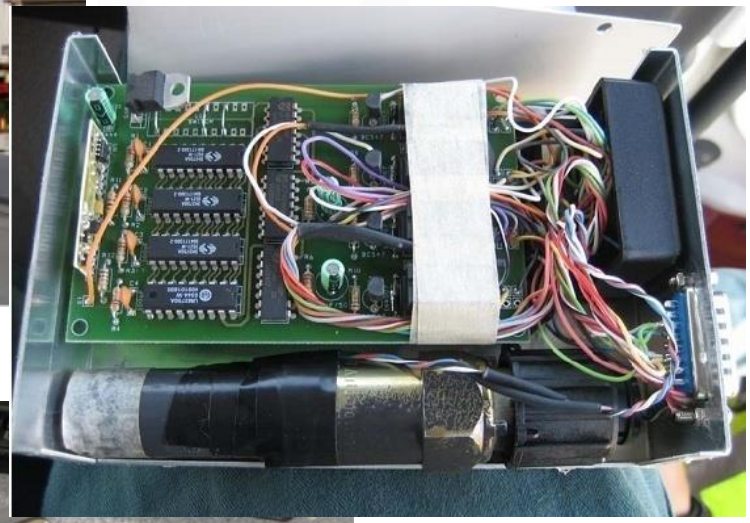
European Commission

TOWARDS INTELLIGENT MOBILITY
Better use of space

Organised by | Co-organised by | Hosted by | On behalf of | Supported by

- 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

European Commission



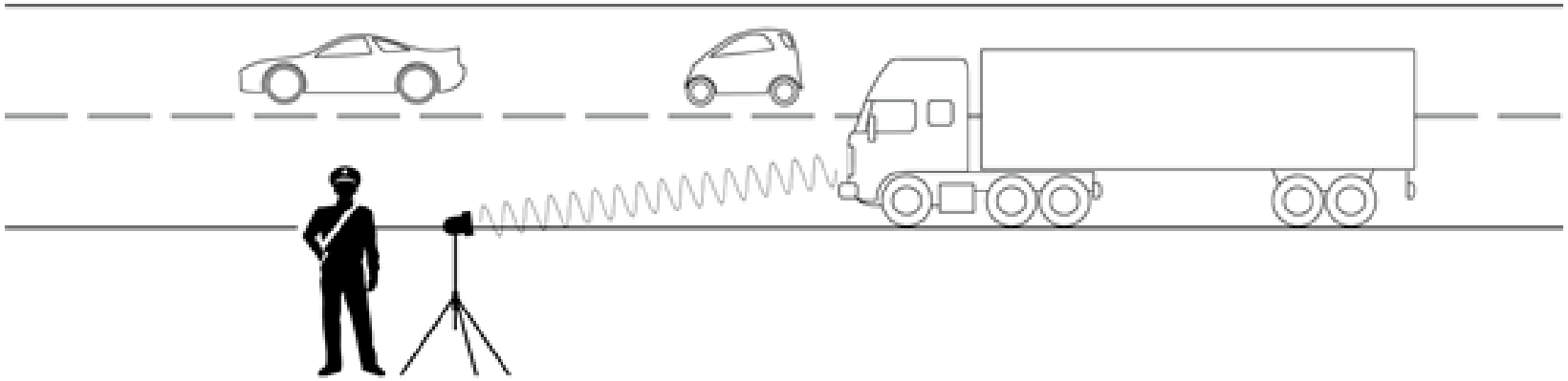
Joint Research Centre

From current Digital Tachograph GEN 1
To
Smart Tachographs GEN 2

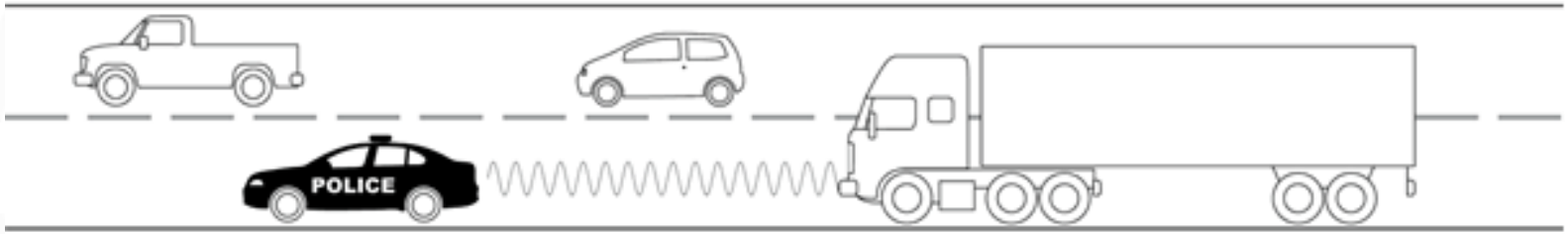
- Upgraded security mechanisms, including the driver card
- Daily work periods start/end records via GNSS
- Remote Early Detection Communication with enforcers using a DSRC interface
- Optional Intelligent Transport System (ITS) interface

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.