

## Measure 5: Introduction of the digital tachograph

### First page:

<p><i>Policy package:</i> <b>ID:</b> Road Safety, quality and environment</p>
<p><i>Measure 5:</i> <i>The introduction, by the end of 2003, of the digital tachograph, a device which will bring significant improvements in recording and monitoring of driving times and rest periods of professional drivers in road transport</i></p>
<p><i>What is the problem being addressed ?</i> Economic pressure and competition in road transport have led some drivers employed by road haulage companies to flout certain rules, particularly those concerning driving times and rest periods. These infringements and frauds present a road safety hazard and are unacceptable for reasons of competition for the individual driver who does respect the rules. Road safety would be improved by automatic recording and regular monitoring of details of the driver's activities and of the vehicle's journey. As it is difficult to monitor these details with the current mechanical equipment and paper sheets, the new legislation introduces new advanced equipment such as recording equipment with an electronic device for storing relevant information and a personal driver card, so ensuring the reliable recording of indisputable data.</p>
<p><i>Measure's costs and/or benefits:</i> It is not possible to estimate the costs of the implementation.</p>
<p><i>Legislative implementation at the EU level:</i> The legal basis for the introduction of the digital tachograph is found in Council Regulation (EC) No 2135/98 of 24 September 1998 amending Regulation (EEC) No 3821/85 on recording equipment in road transport and Directive 88/599/EEC concerning the application of Regulations (EEC) No 3820/85 and (EEC) No 3821/85. The technical requirements for the digital tachograph have been laid down in Annex 1B to Council Regulation 3821/85, published as Commission Regulation(EC) No 1360/2002 of 13 June 2002 adapting for the seventh time to technical progress Council Regulation (EEC) No 3821/85 on recording equipment in road transport and Commission Regulation(EC) No 432/2004 of 5 March 2004 adapting for the eighth time to technical progress Council Regulation (EEC) No 3821/85 on recording equipment in road transport . The transport authority of each EU Member state is responsible for the planning and execution of the digital tachograph mandate within the agreed time frame. All the Member States are participating in the Implementation of the Digital Tachograph (IDT) project, a project which is sponsored by the European Commission. The project supports Member States in implementing the above-mentioned legislation. Member states are now either entering or are already engaged in tendering processes to acquire the various elements required to operate the new system.</p>
<p><i>What are the objectives ?</i> According to Council Regulation (EC) No 2135/98 and Commission Regulation (EC) No 1360/2002 all new vehicles have to be equipped with a digital tachograph as from 5 August 2004. However, due to technical problems on the side of the type approval process the introduction schedule had to be extended. At the meeting of the Transport Council on 11 June 2004 in Luxembourg, the Council unanimously reached a political agreement on the amended proposal for a Regulation of the EP and of the Council on the harmonisation of certain social legislation relating to road transport and amending council regulation 3821/85 on recording equipment. Included in the political agreement is a new article 25bis, which sets the new date of 5 August 2005 for vehicles put into service for the first time to be fitted with the digital tachograph. The Commission has agreed with this political agreement. The proposal will now be debated in the second reading in the European Parliament.</p>
<p><i>Interactions with other WP measures:</i> There is a direct link to social legislation of road transport (Measure 4), because the adoption of the digital tachograph will enable checks on compliance of the driving time and rest periods.</p>

## Second page:

### *Output indicators:*

The de facto implementation can be documented with the description “Number of new vehicles” (all new vehicles have to be equipped with a digital tachograph). This description roughly gives the number of vehicles with a digital tachograph, since it must be noted that according Council Regulation (EC) No 2135/98 also vehicles registered for the first time as from 1 January 1996 must be fitted with a digital tachograph when the current mechanical tachograph is replaced.. The Indicator could be the approximate percentage of new vehicles on the total vehicle fleet per country.

### *Outcome indicators: intermediate impacts on transport markets*

#### Composition of the heavy good vehicles fleet

The implementation of this measure leads to a change in the composition of the vehicle fleet related to technical requirements. The documentation of this indicator could be difficult. Only the fact, that all new vehicle have to be quipped with the digital tachograph, can be documented coming from national statistics.

Example:

Registration of heavy good vehicles (Number in 1000)

		2001	2002	2003
Germany	HGV	2610	2649	2619

Source: National Statistical Office, Germany

#### Transport prices for road freight transport

The commitment, that all new vehicles have to be equipped with a digital tachograph (new investment) could lead to an increase of the transport prices for road freight transport, but the change in transport prices will be probably very minimal, so that isolating the impact of this measure on the transport price could be difficult. But in combination with other measures, which promotes the modal shift from road to rail transport prices for road freight transport can be used as an indicator.

### *Outcome indicators: final impacts on transport users and non users*

Better control of driving times and rest periods will enhance road safety and fair competition.