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### **Council and European Parliament reach agreement on tachograph regulation**

The member states' Permanent Representatives today endorsed the compromise reached between the Council and the European Parliament in their negotiations on a new regulation on the tachograph used in road transport. The agreed text ([9275/1/13](#)) still needs to be formally approved by the Council in the form of a first-reading position and then by the Parliament, which has three months to object to the Council's position, if it does not want to approve it.

The aim of the new draft legislation, which will replace the 1985 tachograph regulation, is to make fraud more difficult and to reduce the administrative burden, notably by introducing a satellite-linked "smart tachograph" as well as a number of new regulatory measures.

The current manual recording of the location of the vehicle will be replaced by automated recording through satellite positioning. Remote communication from such a "smart tachograph" providing basic information on compliance will allow for early detection of possible manipulation or misuse, thereby enabling officers to target roadside checks better and avoid unnecessary checks.

The regulatory changes include stricter requirements for workshops responsible for installing and calibrating tachographs and a wider exemption from the obligation to use tachographs, which should help reduce the administrative burden, in particular for small and medium-sized businesses. The regulatory measures will already apply before the introduction of the "smart tachograph", namely two years after the publication of the regulation in the Union's Official Journal, with the exception of the rules on the approval and control of workshops and the use of driver cards, which will be applicable one year earlier.

## **P R E S S**

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With respect to the main issues of discussion between the Council and Parliament on this draft regulation, the negotiations have delivered the following compromise solutions:

- The "smart tachograph", that is, the application of the new satellite-linked technology, will become mandatory 36 months after the technical specifications for the new tachograph have been established, probably in 2017 or 2018. This applies to newly registered vehicles. Other vehicles involved in international transport must be retrofitted with the "smart tachograph" at the latest 15 years after the above date of application.
- Besides the starting and ending place of the daily working period, location points will be recorded every three hours of accumulated driving time. In addition, the tachograph must be equipped with, or have the capacity to connect to, an interface facilitating its integration into Intelligent Transport Systems (ITS), subject to certain conditions.
- Member states have to ensure that control officers have sufficient equipment - as listed in the regulation - to carry out their monitoring tasks, but there will be no obligation to provide them with remote early detection equipment during the first 15 years following the introduction of the "smart tachograph". After that period, member states will provide such equipment as appropriate, depending on their national enforcement strategies.
- Non-professional drivers who use their vehicles for carrying materials or equipment needed for their work will be exempted from the use of tachographs within a radius of 100 km from the base of their undertaking, provided the vehicle's weight does not exceed 7.5 tonnes. Currently, member states have already the possibility to grant such an exemption, at national level, for transport operations within a radius of 50 km.
- Data protection, as well as training of control officers, will be reinforced.
- The Commission will closely monitor the issuance of temporary driver cards to drivers from third countries, in particular in order to make sure that there is no negative impact on the labour market.
- In addition, the Commission should consider whether the control of driving and resting times could be improved in the future by including weight sensors in the smart tachograph.

The Commission presented its proposal in July 2011 ([13195/11](#)). The negotiations between the Council and the European Parliament were based on the political agreement reached by the Council in October 2012 ([13725/12](#)), on the one hand, and on the amendments contained in the Parliament's first-reading position of July 2012, on the other.

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