



COUNCIL OF
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Council approves tachograph regulation

The Council today¹ adopted its position at first reading concerning a new regulation on the **tachograph used in road transport** ([11532/4/13 REV4](#); statement of reasons: [ADD 1](#); statements: [14969/13 ADD 1 REV 1](#)). This paves the way for final adoption, which requires endorsement by the European Parliament at second reading - expected to take place in the coming months.

The new legislation, which replaces the 1985 tachograph regulation, is aimed at **making fraud more difficult** and **reducing the administrative burden**.

The current manual recording of the vehicle's location will be replaced by **automated recording through satellite positioning**. Remote communication from such a **smart tachograph** will provide basic information on compliance and allow for early detection of possible manipulation or misuse. Officers will therefore be able to target roadside checks better and avoid unnecessary checks.

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.

¹ At a meeting of the Economic and Financial Affairs Council, without discussion. Germany voted against.

P R E S S

The regulation includes the following new rules:

- The smart tachograph, or in other words 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, 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 is 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 option of granting 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 issuing 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.
- 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 regulatory measures will be applicable before the introduction of the smart tachograph, namely two years after the publication of the regulation in the Union's Official Journal, while the rules on the approval and control of workshops and the use of driver cards will be applicable one year earlier.