

direction
générale
de la Mer et
des Transports



THE DIGITAL TACHOGRAPH

A simpler, more efficient, more effective tool
for measuring rest and driving times.

Credits photos : Renault Trucks/Jean Moreno - Daimler Chrysler/AG - Bernard Suand/MELTM - Actia - December 2005.



Arche Sud
92055 La Défense cedex
Phone : 33 (1) 40 81 21 22 - Fax : 33 (1) 40 81 31 99
www.transports.equipement.gouv.fr



December 2005

The digital tachograph :

a positive evolution for transport industry, through out Europe

More effective and reliable than its former version

As from 1st January 2006, all newly registered road haulage vehicles (over 3,5 t) and passenger transport vehicles (over 9 seats) will be fitted with the digital tachograph.

For road haulage vehicles over 12t and passenger transport vehicles over 10 t, registered for first time since 1st January 1996, the fitting will take place when the device needs to be replaced.

This new device will record and store during one year the working times of road hauliers or coach drivers. More effective and reliable than its former version, it will bring significant improvements for all the participants in the profession :

- A more efficient enforcement of European rules on rest and driving times will make it possible
 - to improve road security and working conditions of drivers,
 - to guarantee a fairer competition.
- A device simpler to use for the driver.
- A more effective device for transport companies.



Implementation time-table

Key dates :

- 9 June 2004, official approval in France of the first digital tachograph (Actia)
- Between 5 August 2004 and 5 August 2005, transition period during which vehicles can be fitted with the digital tachograph if the Member State is in a position to issue cards.
- Autumn 2004 in France, first tests for the new device on vehicles in traffic situation
 - As from 5 August 2005, the companies wishing for fitting their vehicles with the new device may decide themselves to do so

As from 1st January 2006 :

- Compulsory fitting of the digital tachograph on new road haulage vehicles over 3,5 t and new passenger transport vehicles over 9 seats.
- Vehicles registered for first time since 1st January 1996 (road haulage over 12 t or passenger transport over 10 t) shall be gradually fitted with the digital tachograph in 3rd event of a breakdown on the former device.

A project at European level

Subject to frauds from users and creating competition discrepancies (out of 1 million vehicles checked in 2003, about 70 000 frauds or fraud attempts have been discovered), the standard tachograph raised operation and reliability problems due in particular to the disc data reading system.

Thus, the European Union has decided to design and set up a new monitoring device, more reliable and secure, thanks to nowadays digital techniques.

France is actively preparing

Historically, France has worked to launch the new device, from carrying the rules to passing the technical appendix which defines the device's specifications. In order to make the implementation of the new device easier, France has defined a specific organization. Two Administrations play a major part here :

- The Directorate general for the Sea and Transport in the Ministry for Transport, Infrastructure, Tourism and the Sea is entrusted with the implementation of the system.
- The Department of industrial Security and Metrology in the Ministry of Industry manages devices and cards approval, as well as issuing of authorizations for maintenance and fitting workshops.

How does the digital tachograph work ?

The new device consists of two elements :

- the vehicle unit. It is a case in the size of a car-radio or a CB, consisting of two chip card readers, a manual input selector, a display screen and a printer,
- the chip card.

What are the checked data ?

Connected in a secure way to the vehicle's captors, the digital tachograph stores in its memory the data related to vehicle usage during one year :

- the identity of the driver(s)
- the driving, rest, working and availability activities
- the driving type (single or in team).

Other functions :

The device keeps also :

- vehicle references (for life)
- the distance covered (during one year)
- operating failures and breakdowns (during one year)
- the speed during the last 24 hour vehicle usage, registered at second pace

The 4 chip cards :

Each card type has a specific function and use according to whether you are a driver, a company, a traffic examiner or a maintenance workshop.

- the driver card, white coloured, records all the activities of the driver during 28 days as a minimum.
- the company card, yellow coloured, makes it possible to read the data recorded in the tachograph memory.
- the examiner card, blue coloured, makes it possible to read the data recorded on the tachograph
- the workshop card, red coloured, is used for calibration and maintenance of the device.



Where can you obtain the card ?

Chronoservices, a subsidiary of the Imprimerie Nationale, has received from the Government a public service mandate, for issuing and monitoring the four types of cards.

Chronoservices company sends their cards to companies, drivers, examiners and workshops under registered cover.

The driver card, bearing the name of the driver, can be issued to any holder of a driving licence for goods heavy vehicles, even without a labour agreement with a transport company.

What can you do in the event of loss, robbery or malfunction ?

In the event of loss or missing, the driver should send a declaration to the card issuing authority, i.e Chronoservices, which returns a new card within 5 days. The driver who is temporarily deprived of his card should carry out a printing of the data recorded in the various tachographs fitted on the vehicles he has used during his working day and he should hold the ticket.

Chronoservices
58 Boulevard Gouvion Saint-Cyr
75858 PARIS Cedex 17
www.chronoservices.fr



European regulation

The legal framework

European social regulation is mainly set by two regulations of 20 December 1985, (EEC) Council Regulation Nr 3820/85 on the harmonization of certain social provisions in the field of road transport and (EEC) Council Regulation Nr 3821/85, as amended, on the monitoring device in the field of road transport.

(EC) Council Regulation Nr 2135/98 of 24 September 1998 has amended (EEC) Council Regulation Nr 3821/85 on the monitoring device in order to introduce the new device. It is completed by a technical appendix – so called Appendix 1B – which defines the functional and technical specifications as well as the obligations related to security and interoperability.

Who is involved ?

All the drivers of vehicles :

- with a maximum permissible weight over 3,5 tonnes for road haulage (trailer included) or over 9 seats (including the driver's) for passenger transport,
- loaded or empty,
- on the territory of any Member State of the European Union,
- for domestic or international transport,
- salaried employees or independent drivers,

- Carrying out own account or hire and reward transport.

The same rules on driving and rest time and the monitoring device apply

- to drivers of Member States of the European Union,
- to drivers of other countries to or in transit in a Member State of the European Union.

A secure system through out Europe

Type approval :

This type approval includes :

- a certificate on working conditions issued by the Department of industrial Security and Metrology within the Ministry of Industry
- a security certificate issued by the Central Directorate of Information Systems Security incorporated into the Prime Minister services
- an interoperability certificate issued by a laboratory of the European Commission, located at Ispra (Italy).

Liberties' observance :

Data are gathered and processed with observance of legal provisions on data processing, files and liberties which protect confidentiality of nominative information.

For the drivers, more simplicity

At any moment of the day, the driver is able from now on to have access to all relevant data, either by display on the screen or by printing a paper ticket.

- Everything has been involved in order to facilitate this basic dimension in the driver's life :
 - an individual card to be inserted whenever the driver gets in a vehicle, together with instructions for use.
 - a set of explicit pictograms in order to identify his various activities.
 - a simple technical environment in order to avoid any mishandling.
 - a quickly training to get familiar with the new device and the driver card.
- As the collected data are totally reliable and since in the future all the drivers in the European Union will be given the same digital tachograph, this easy use means also more fairness for them.

For companies, a maximized management

The new device comes up better to companies expectations. Indeed, it allows :

- An improved operation : when processing data, easily available thanks to company card, the operating executive or the firm manager is able to better manage his staff and vehicles.
- An easier management : companies can look into data previously copied and filed on media or read directly the driver cards and tachograph's memory.
- A simplified pay-roll : drawing up pay-slips is easier thanks to numeration of drivers' working times.
- A maximized data downloading : the compulsory filing of data is no longer a constraint : it is enough to load the tachograph's memory on the computers of the company.

For enforcers, more efficiency

- Enforcers can have access to all the data recorded since one year in the memory of the tachograph and to all the detailed data recorded during 28 days in the driver card.
- Enforcers are endowed with equipment allowing a quick check of data on charts and cards too.
- A continuous training is given in order to allow examiners to get quickly familiar with the new system.



Driving and rest times

Driving time

- General rule : daily driving time 9 hours as a maximum.

Maximum driving times are as follows :

- continuous driving : 4.30 as a maximum without break, followed by at least a 45 minute break, taken at one go. This break may be replaced by several breaks of at least 15 minutes each, distributed over the continuous driving period and the total of which must reach at least 15 minutes too per 4.30 driving period.
- daily driving : 9 hours as a maximum. Possible arrangement : possibility to drive up to 10 hours two days a week.
- Driving by two week-periods : 90 hours driving as a maximum. No more than six day-driving in succession at the end of which a weekly rest period must be observed.

Weekly rest time

- General rule : 45 hour- rest period in succession.

● Possible arrangements :

- Diminution to 36 consecutive hours taken at the place where the vehicle or the driver is normally based. The rest time which has not been taken shall then be compensated within the three following weeks by an equivalent rest taken en bloc and attached to another rest period of at least 8 hours.

- Special situation : occasional international passenger transport. Possibility to drive during twelve consecutive days, within the 90 hour maximum limitation, the weekly rest periods for two weeks are then taken en bloc at the end of these twelve days.

Daily rest time

- General rule : 11 consecutive hour – rest period

● Possible arrangements :

- Reduction to 9 consecutive hours three days in the week as a maximum. The rest time which has not been taken shall then be compensated before the end of the following week and attached to a rest period of at least 8 hours, taken at the driver's residence.
- Possible distribution over several periods, three as a maximum, during the day provided that the driver observes the three following conditions as a whole :
 - 12 hour-total daily rest period
 - including a period of at least 8 consecutive hours
 - including no period with a duration under 1 hour.



Obligations

Special situation for double manned teams

Each member of the crew shall have at least a 8 consecutive hour – rest period during each 30 hour – period.

Example of possible time organization for each driver

	Driving period	No working period
4.30	Driver 1	Driver 2
4.30	Driver 2	Driver 1
4.30	Driver 1	Driver 2
4.30	Driver 2	Driver 1
8.00	Rest when vehicle is at a standstill	

For companies

- to organize drivers' work in such a way that they comply with the rules on driving and rest periods.
- to fit their vehicles with monitoring devices which comply with the rules and are in a good working condition
- to check by themselves that their drivers know and observe the rules and use the tachograph.
- to file data on their computers.

The employer can be considered as the person who is penally responsible for infringements committed by his driver.

For further information :

www.transports.equipement.gouv.fr/chronotachygraphe_electronique

For drivers

- to comply with driving and rest periods
- to make sure that the tachograph is in a good working condition
- to use the device correctly

When an infringement results from the driver only, the latter can be considered as penally responsible.