



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Road Transport

## Report of the Working Party on Road Transport on its one hundred-and-fourth session

(Geneva, 19–21 October 2009)

### Corrigendum

1. *Page 5, paragraph 11, line 2*

*For* France, Morocco, Spain, and Ukraine *read* France, Hungary, Morocco, Spain, Ukraine and Western Balkans

2. *Page 6, paragraph 17*

*For* The representative of Turkey informed of national developments of interest to the Working Party *read* The representative of Turkey informed of national developments of interest to the Working Party as reproduced in paragraphs 18 to 22 below.

3. *Page 8, paragraph 27*

*For* The European Commission clarified the fact that from 16 June 2010 the digital tachograph will be required for newly registered trucks and busses. Such vehicles registered before that date will be able to circulate in the EU without restrictions *read* The European Commission clarified the fact that from 16 June 2010 the digital tachograph will be required for newly registered trucks and busses. Until that date it is possible to register vehicles fitted with analogue tachographs. Such vehicles registered before that date will be able to circulate in the EU without restrictions as regards the requirements of the AETR.

4. *Page 8, paragraph 32*

*For* The representative of Portugal explained that in her country the implementation of digital tachograph had been delayed by six months after the deadline for EU members. To avoid negative consequences during that delay (drivers and companies being fined), Portugal had to negotiate bilaterally with neighbouring countries. She explained that her country's major problem was to identify the competent authority and issue cards, and she kindly offered to assist countries such as Turkey, to the

extent possible, in the implementation of the digital tachograph *read* The representative of Portugal explained that in her country the process of implementation of the digital tachograph had taken a total of six months from its beginning up to the issuance of the first cards, thus being delayed by only two months after the deadline for EU members. To avoid negative consequences during that delay (drivers and companies being fined), Portugal took immediately several emergency measures and called upon the understanding of other member States present at the MIDT meetings, asking them to accept that Portuguese drivers use print-outs until the first cards are issued. She explained that her country's major problem was to identify the competent authority to issue cards, and, having the experience of solving these problems in a short period, she kindly offered to assist countries, to the extent possible, in the implementation of the digital tachograph.

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