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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-third session

Geneva, 1–3 March 2011

Item 10 (b) of the provisional agenda

#### Issues that need consideration and require decisions

by the Committee: European Agreement concerning

the Work of Crews of Vehicles engaged in International Road Transport

### Implementation of the digital tachograph

#### Note by the secretariat

1. In the European Union, the use of the digital tachograph is mandatory on the basis of Council Regulation (EC) n°2135/98 (that amended Council Regulation (EEC) n°3821/85 and Council Directive n°88/599/EEC). Commission Regulation (EC) n°1360/2002 has introduced technical requirements for the digital tachograph and tachograph cards. There is no retrofitting of existing (registered) vehicles with the introduction of digital tachographs. In other words, this Regulation only applies to vehicles applying for registration for the first time.
2. The introduction of the digital tachograph device, which monitors the driving and rest periods of professional drivers engaged in international transport under the Contracting Parties to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) and relevant EU Regulations, became mandatory for EU member States in June 2006. It was to become mandatory for non-EU AETR Contracting Parties on 16 June 2010 (ie., after a four-year transition period). In spite of efforts made towards implementing the digital tachograph, by the June 2010 deadline, some non-EU AETR Contracting Parties appeared not be ready to fully implement it by the deadline.
3. This “unpreparedness” was the subject of an extraordinary session of UNECE’s Working Party on Road Transport (SC.1) held in Geneva on 22-23 April 2010 where the Contracting Parties to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport reached agreement on a six-month tolerance period for the implementation of the digital tachograph at the pan-European level. The “tolerance package” of April 2010 defined the conditions to be adhered to by the drivers of vehicles registered in countries that may fail to observe the deadline in order to be allowed to enter the territory of complying States without being subject to fines or denial of entry. The “tolerance package” ended on 31 December 2010.

4. The following provides a list of major developments and issues since the “tolerance package” agreement of April 2010:

- some non-EU AETR Contracting Parties recorded minor difficulties. For example, Turkish drivers encountered some problems in the EU area while Russian drivers were issued fines in Finland despite the tolerance measures.
- the government of Belarus has urged the Joint Research Centre (JRC) to speed up the certification procedure.
- the Union of Chambers and Commodity Exchanges of Turkey has established a “Digital Tachograph Research Centre” while the government of the Russian Federation intends to establish a research centre with features similar to those of the JRC.
- the European Union and the European Commission provided technical assistance and support to the non-EU AETR Contracting Parties that had not been ready to fully implement the digital tachograph.
- based on the information obtained from the national authorities, it currently appears that many non-EU AETR Contracting Parties have already implemented the digital tachograph (see the implementation table below).
- no information about the progress in the implementation was received from Kazakhstan, Turkmenistan and Uzbekistan. Information from Azerbaijan was received in Azeri – the UNECE is awaiting information in English.
- all non-EU AETR countries were contacted in December 2010 by the UNECE secretariat requesting up-to-date information.

As of 27.1.2011

“X” denotes “done”

“O” denotes “in progress”

Country	Authority Identified	Policy for Review	Policy Approved	Start of ERCA Services	Card Issuing
Albania	X	X	X	X	X
Armenia					Fully compliant as of 1 April 2011
Belarus	X	X	X	X	X
Bosnia-Herzegovina	X	X	X		
Croatia	X	X	X	X	X
The former Yugoslav Republic of Macedonia	X	X	X	X	
Moldova	X	X	X	X	X
Montenegro	X	O			
Russian Federation	X	X	X	X	X
San Marino	X	X	X		
Republic of Serbia	X	X	O		
Turkey	X	X	X	X	X
Ukraine	X	X	X	X	X

*Source:* UNECE Transport Division and Joint Research Centre, European road Certification Authority, European Commission based on information provided by the national authorities.

*Notes:*

1. No information received from Kazakhstan, Turkmenistan and Uzbekistan.
  2. Information from Azerbaijan received in Azeri – the UNECE is awaiting information in English.
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