

AG/B2270/WSM

Brussels, 30 April 2003

IRU RESOLUTION ON DIGITAL RECORDING EQUIPMENT ADOPTED BY THE IRU GENERAL ASSEMBLY ON 24 APRIL 2003

The IRU is concerned that the digital recording equipment foreseen in Reg.2135/98 will not achieve its objectives, and calls for developing instead a multi-functional "black box", meanwhile ensuring the implementation of harmonised enforcement and practicable driving and rest time rules.

The IRU,

recalling the urgent request in its 1997 Position Paper on digital recording equipment that such equipment should

- be accepted in the framework of the AETR Agreement
- be technically reliable and tamper-proof
- be introduced simultaneously with rules regarding its use, thus ensuring harmonised enforcement
- be cost-effective,

considering

- present difficulties and new delays in implementing Reg. 2135/98 and its Technical Annex
- the absence of measures for ensuring the simultaneous implementation of digital recording equipment and harmonised enforcement practices
- recent developments regarding the Commission Proposal concerning driving and rest time rules
- the recent Commission proposal relating to the inter-operability of road use charging systems
- the announced Commission Proposal relating to infrastructure use charging of heavy goods vehicles
- the similarity of much of the data required for monitoring driving and rest hours, infrastructure use and vehicle/fleet performance
- the increases in the estimated cost of digital recording equipment and related investments for drivers, operators and authorities,

confirming:

- its support for the introduction of technically reliable, tamper-proof digital recording equipment, if harmonised enforcement is implemented simultaneously;
- its view that Reg. 3820/85 should be maintained, except for some minor amendments, mainly to ensure uniform interpretation, and that computation of the existing rules for enforcement is possible;
- its interest in the Commission proposal aimed at ensuring the inter-operability of road user charging systems;
- the great concern that heavy goods vehicles should be equipped with just one on board “black box” rather than different ones for different applications, or different national systems.

Calls on the EU institutions and other international organisations concerned, on Member States and on Candidate Countries:

- to develop without delay an on-board digital unit capable of ensuring the functions set out above, while enabling operators to attach other functions, such as fleet management systems;
- to use the time needed for the introduction of such equipment to consider EU driving and rest time rules more thoroughly, to agree and implement harmonised enforcement of these rules and to agree the terms and conditions of a harmonised and non-discriminatory framework for charging of infrastructure use for all modes of transport.
