IRU smart tachograph workshop
From digital to smart tachographs

ADEQUATE EVIDENCE
FOR SMART ENFORCEMENT

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The digital tachograph is a success story

- Deployment of one interoperable **EU system** in Member States, used internationally by 55 contracting parties to the UN AETR
- Fortification of a **road transport community**
- Introduction of a **data-driven enforcement** and cyber-security **model**



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The smart tachograph is still a tachograph

a tool for enforcers to check the respect of driving & resting times rules

- providing limited data

- but adequate data for the enforcement of Regulation (EC) 561/2006

There are new features but this is not a revolution

The smart tachograph is only a tachograph

- Enforcing other pieces of legislations using (only) tachograph data is a challenge as long as the enforcement of these other rules requires the use of evidence that is not provided by the tachograph (e.g. cabotage)

  - References to the smart tachograph have to be made accordingly:
    - be proportionate to the data recorded by the tool
    - in adequacy with the evidence needed to enforce the other rules

The enforceability of a rule is proportionate to the adequacy of the evidence (that is available and can be used to enforce the rule)

The smart tachograph belongs to a constellation of tools

- The smart tachograph cannot solve all problems as long as it is limited in function and available data (e.g. posting of workers)

- Smart enforcement (targeting) is possible through a combination of tools providing different data, the smart DT being one of them (e.g. e-CMR, ERRU, Tachonet, national risk rating systems, etc.)

- Smart enforcement is made possible by:
  - Enforceability of rules (available and adequate evidence)
  - Digitalisation (cfr. automation, connection, sharing apply to enforcers)
  - A data-driven model building risk profiles
  - Trust and collaboration in the road transport community (public-private)

Critical enforcement issues

- Enforcing a constellation of tachographs (analogue, three version of the GEN 2 digital tachograph & the smart tachograph)

- Use of downloading and analysing softwares for transforming raw data into usable information (interoperability & replacement, harmonisation)

- Guarantee that workshops are ready in time

- Compatibility between the EU smart tachograph and the non-EU / AETR systems (the smart tachograph has not yet been incorporated into the AETR)

CORTE is working with its 58 Members to support the implementation of the smart DT

28 Full Members
= road transport / enforcement authorities from 24 countries
Austria, Belgium (2), Bulgaria, Croatia, Cyprus, Czech Republic, Denmark (2), Finland, France, Hungary, Ireland, Latvia, Malta, The Netherlands, Norway, Portugal, Romania (2), Serbia, Slovenia, Spain, Sweden, Switzerland, Thailand, United Kingdom (2)

11 Associate members
ACEA, ERF, ICTCT, IRU, ITD, NLA, NP ADTS, TOBB, UICR, Union Camere, + Kosovo

19 Observers
Amazon, Aquarius, Certsign, Continental, Dako, Dekra, Dis-Transics, Gemalto, Giesecke & Devrient, Idha, INELO, Infolab, Intellic, Kiwa, Lesikar, Lisle Design, PwPw, Semmler TachoControl, Stoneridge

Working to improve enforcement in 7 CORTE ad hoc Working Groups

1	**Enforcement WG**	Smart DT implementation & mobility package
2	**Card WG**	GEN 2 cards implementation and system co-existence / transition
3	**Calculation Rules WG**	561 calculation method
4	**DT Replacement WG**	Enforcing a constellation of tachographs
5	**Access to Market WG**	Cabotage, combined transport, posting of workers
6	**Innovation WG**	Smart enforcement tools and ITS
7	**Road Worthiness WG with CITA**	Enforcement of road worthiness (roadside)

Thank you for your attention

CORTE

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