Freight Transport Association

'From digital to smart tachographs'
IRU – CORTE – ECR workshop
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FTA in numbers

More than 16,000 members make us the UK's largest and most trusted freight trade association

Our members operate over half of the UK lorry fleet

FTA members consign over 90% of rail freight and 70% of UK exports by sea and air

Over 200,000 heavy goods vehicles are controlled by FTA members
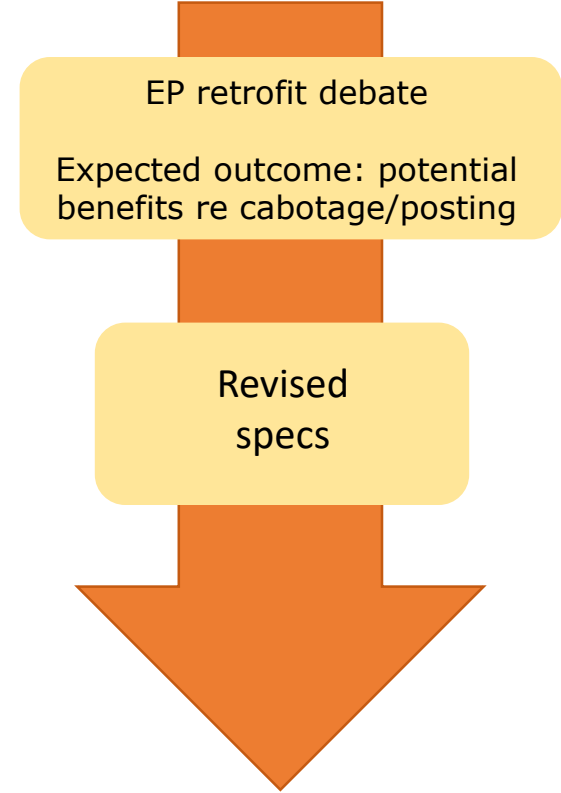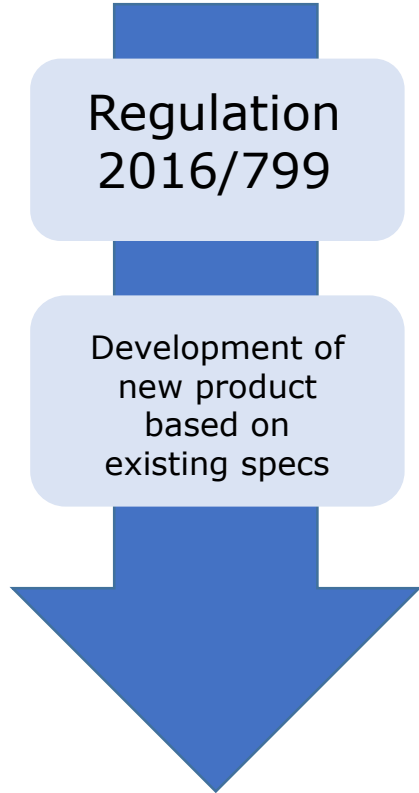
We handle over 50,000 queries from our members every year

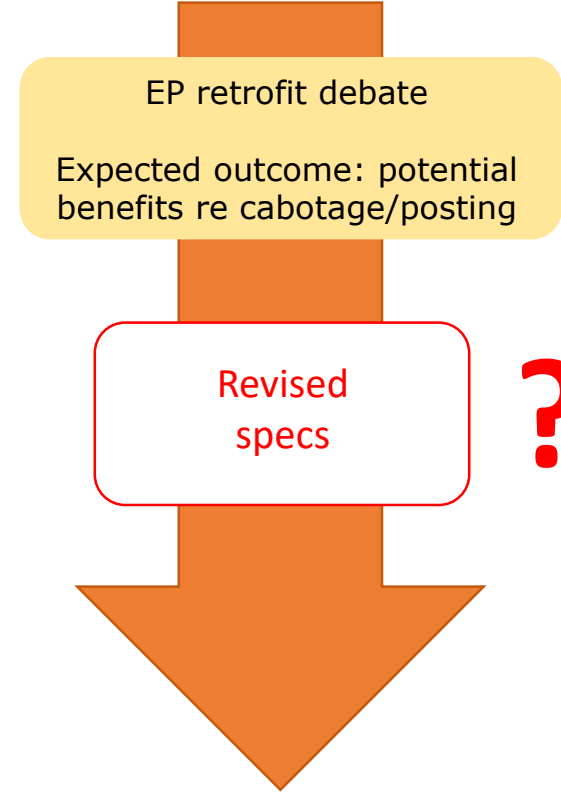We train over 10,000 people every year

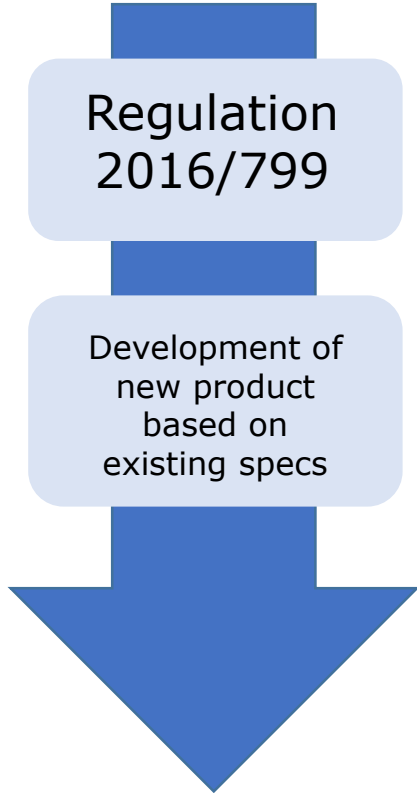Over 360 staff are here to support FTA members

General context

- Purpose of tachograph: drivers' hours rules, road safety

- Shift in the EU debate: willingness to use tachograph to enforce competition rules

Parallel workstreams

Regulation 2016/799

Development of new product based on existing specs

EP retrofit debate

Expected outcome: potential benefits re cabotage/posting

Revised specs

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Revised specs

?

Challenges and opportunities?

COSTS

EXPECTED BENEFITS

For discussion:

- Questions regarding current generation (digital) and new requirements under the Mobility Package (manual entry of country symbol)

- Questions regarding current specifications for smart tachographs

- Questions regarding potential new features of smart tachographs

Digital tachographs: manual entry of country symbol

- Feasible (provided it must not be done right after crossing a border)

- But raises questions:

  - Driver doesn't acknowledge Begin place ?

  - Can only be recorded as "beginning" or "end" of work day →which one should it be?

  - Any unintended consequences of having a succession of several "beginnings" or "Ends"one after the other?

Example

Places

entryTime	entryTypeDailyWorkPeriod	dailyWorkPeriodCountry	dailyWorkPeriodRegion	vehicleOdometerValue
09/11/2017 17:01:00	End (manual)	United Kingdom	No information available	30642
10/11/2017 06:00:00	Begin (manual)	United Kingdom	No information available	30642
10/11/2017 13:35:41	End	United Kingdom	No information available	30867
10/11/2017 17:00:03	End	United Kingdom	No information available	30904
10/11/2017 17:00:03	End (manual)	United Kingdom	No information available	30976
13/11/2017 06:00:00	Begin (manual)	United Kingdom	No information available	30976
13/11/2017 17:05:15	End	United Kingdom	No information available	31236
13/11/2017 17:05:15	End (manual)	United Kingdom	No information available	32549
21/11/2017 06:00:00	Begin (manual)	United Kingdom	No information available	32549
21/11/2017 13:14:26	End	United Kingdom	No information available	32710
21/11/2017 17:00:38	End	United Kingdom	No information available	32793
22/11/2017 06:09:46	Begin	United Kingdom	No information available	343557
22/11/2017 17:02:12	End	United Kingdom	No information available	343759

Smart tachographs / current specifications: remote early detection

- Some data must be transmitted for targeted roadside checks, e.g. driving without a card. Is it only real time or also historical data?

- eg. if a vehicle is driven without a card in a yard, will this be transmitted through remote early detection system on the following days? If so, how many days?

Second man position

- Second man position no ability to change mode from POA whilst vehicle in motion
- Should have access to POA, Work and break
- This has not been addressed

Smart tachographs / border crossing feature

- Record location every 30 minutes?

  - Only 84 slots on a driver card
  - Operator's responsibility to ensure data is not overwritten (28 days? 56 days?)
  - New driver cards needed?

- Map of borders included in VU?

  - VU memory?

Smart tachographs: what timeline for new features?

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How much time between product availability and retrofit deadline?

Will it be feasible to retrofit with a tachograph whose specifications reflect the additional objectives?

Thank you for your attention

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Join the conversation

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