



**NOTE FOR THE ATTENTION OF THE MEMBERS OF THE TACHOGRAPH FORUM EXPERT GROUP**

**Subject: Minutes of the 6<sup>th</sup> Tachograph Forum, held on 15 November 2021 (remotely)**

**I. List of points discussed**

1. Opening of the meeting

*DG MOVE* opened the meeting and welcomed the members of Forum.

The *Commission* informed the Forum that all relevant material (agenda, presentations, minutes) of this meeting are available in the [CIRCABC page](#) of the Forum.

2. Adoption of the agenda

The Forum adopted the agenda of the meeting.

3. Smart tachograph version 2

i. Adoption of the technical specifications

The *Commission* informed the Forum that Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 laying down the technical specifications for smart tachograph version 2 (v2) had been published. The Commission informed the Forum of the implementation dates of smart tachograph v2 in different vehicles.

ii. Definition of the ITS interface

*CORTE* presented the main new features of smart tachograph v2 compared to smart tachograph v1. *CORTE* then focused on the new standardised ITS interface and Bluetooth feature, and presented the work of the group of experts who worked on the further harmonisation of certain technical specifications related to the use of these new features. *CORTE* informed the Forum that this work had produced two documents describing the specifications, on remote human-machine interface specifications, and on the transport protocol (to be read in light of Regulation (EU) 2021/1228).

The guidance document on technical specifications is available on the websites of [CORTE](#), [JRC](#) and [DG MOVE](#).

### iii. Implementation of the card personalisation infrastructure

*Thales* presented the card requirements for the smart tachograph v2, and explained the impact of card personalisation for this new version of the tachograph. *Thales* finally presented its timeline for migration planning to the new tachograph cards.

A discussion followed, with interventions from *IN Groupe*, *TLN* and other members, notably on timeline of the process, common criteria, download data, as part of the migration needs to updated tachograph cards.

### iv. Type approval of tachograph cards

*RDW* presented the Dutch type-approval authority's process to type-approve tachograph cards. *RDW* notably presented the process to obtain or maintain a type-approval, the conformity of production, and lessons learnt from past issuances.

## 4. Smart tachograph version 1. Update on the seals according to EN 16882

The *Commission* informed the Forum that a first laboratory had received accreditation to certify seals according to EN 16882<sup>1</sup>. Certified seal manufacturers will be able to place the "T" logo on their seals. The *Commission* explained the timeline and consequences for different stakeholders as soon as a first manufacturer would receive certification for its seal. This notably includes the timetable for the revocation of self-certified seals after the first notified seal certification on the JRC website.

At the time of the meeting, no manufacturer had yet to inform the Commission that it had received certification<sup>2</sup>.

*Continental* welcomed the news of an accredited lab, and raised questions about the practical aspect of seal sourcing once a manufacturer will obtain the certification. *Continental*, supported by other stakeholders, asked for clarity and transparency on the deadlines and to be kept in the loop on any future development on this issue.

## 5. Implementation of the smart tachograph in the AETR area

The *Commission* informed the Forum of the outcome of the latest AETR group of experts which was held on 12 October 2021. The Forum was informed that both the EU and the Russian Federation had kept their respective positions. The Forum was reminded of the EU position on the issue, including the skip from 1<sup>st</sup> generation tachograph (digital tachograph) to smart tachograph v2 directly, implementation dates, the scope of the AETR covering the retrofitting of vehicles, and the introduction of a reference to Regulation (EU) 2016/799 to prevent legal voids. Regarding TACHOnet, the Forum was informed that the Commission plans to submit a new document, incorporating comments from the Russian Federation, to the AETR secretariat for discussion at a future meeting of the AETR group of experts.

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<sup>1</sup> *Note:* between the time of the meeting and the finalisation of these minutes, a second laboratory had received accreditation. The list of accredited laboratories is available on the JRC [website](#).

<sup>2</sup> *Note:* between the time of the meeting and the finalisation of these minutes, two manufacturers had informed the Commission that they had received certification for its seals. The list of certified seals, as well as the revocation date for self-certified seals, is available on the JRC [website](#).

A discussion followed on different points. *Thales* asked whether in this context, any individual countries were seeking bilateral agreements with the EU. *CORTE* informed that 7 non-EU Balkan countries notably have a “Transport Agreement” where the implementation of the tachograph could be discussed, and that other countries such as Switzerland and the UK would also be using v2 of the smart tachograph. The *IRU* mentioned it was receiving a growing number of questions relating to the discrepancy between the tachographs used in the EU and AETR non-EU countries. It questioned whether it would possibly be necessary to accept leniency in the future if such discrepancy persists. It finally mentioned the possibility to organise informal meetings between relevant stakeholders, which was supported by *CORTE*, to discuss way forwards. *Continental* raised the risk that supply chains for previous generations of tachographs may be disrupted in the future.

#### 6. Study on the application of smart technologies to the tachograph

VVA presented the feasibility study and cost analysis of developing a certified application to be used as a tachograph. VVA notably presented the main outcomes of the study, including the identification of strengths and weaknesses of the tachograph, the proposed technical characteristics a new tachograph device, the financial and economic impacts of the roll-out of such a tachograph, and its expected societal, governance and regulatory impacts.

*ACEA* welcomed the presentation and looked forward to reading the study. *IN Groupe* raised points relating to the security of such new technologies, including aspects relating to communicating contactless cards, or biometric validation. *Continental* asked when the study would be discussed among stakeholders and asked that this be done as soon as possible after publication.

The *Commission* informed the Forum that the study is finalised and close to publication, and that it would share the link of the study among members of the Forum as soon as available.

#### 7. Antimanipulation systems in app-based tachograph: theory and experience.

*Guretruck* presented its proposal for antimanipulation systems in app-based tachographs, by presenting the current tachograph situation both in Europe and in the Americas, and a solution based on GNSS speed. *Guretruck* presented the general characteristics of its solution, its advantages, and its current results.

### **II. Next meeting**

The *Commission* informed the Forum that the next meeting was provisionally scheduled for 21 November 2022. The date will be confirmed in due time.

### **III. Participants**

Representatives from DG MOVE and JRC. Representatives from Member States’ institutions or authorities including representatives of Croatia (Ministry of Sea, Transport and Infrastructure), Cyprus (Ministry of Transport, Communications and Works), Czech Republic (CSPSD), Denmark (Road Traffic Authority, Police), Finland, France (Ministry for Transport), Germany (Police), Greece (Ministry of Infrastructure and Transport), Hungary (Ministry for Innovation and Technology), Italy (Ministry), Latvia (Road

Transport Administration), Lithuania (LTSA), Luxembourg (Ministry for Mobility), the Netherlands, Poland (General Inspectorate for Road Transport), Portugal, Slovakia, Slovenia (Ministry for Infrastructure), Sweden (Transport Agency). Representatives from ACEA, Aselsan A.Ş., Continental, CORTE, DAF Trucks, digitalWay, ELA, FDC, GMV, Guretruck, Idemia, INELO, Infogest, Idemia, IN Groupe, INELO, Intellic, IRU, NLA, RDW, Renault, Russian Federation, Roadpol, Scania, Stoneridge, Tachocontrol, Tahograf, Thales, TLN, VVA. Other individual experts.