



**MINUTES OF THE 7<sup>TH</sup> TACHOGRAPH FORUM  
21 NOVEMBER 2022 (HELD ONLINE)**

**I. List of points discussed**

1. Opening of the meeting

*The Commission (COM)* opened the meeting and welcomed the members of the Tachograph Forum.

*COM* informed the Forum that all relevant material (agenda, presentations, minutes) of this meeting were available on the [CIRCABC page](#) of the Forum.

2. Adoption of the agenda & minutes of previous Tachograph Forums

The Group adopted the agenda of the meeting and the minutes of the 2020 & 2021 Tachograph Forums.

3. Functioning of the Tachograph Forum, including updates to the Rules of Procedure

*COM* informed that following a new assessment by the Commission, the Tachograph Forum would be restructured as a “Special Group” instead of an “Expert Group”. This mainly is due to the fact the Group is set up by a Regulation, and that it serves as a forum for discussion rather than an advisory/support group such as a formal Expert Group. As a result, it is necessary to adopt slightly amended Rules of Procedure.

The new Rules of Procedure contain two main changes.

First, since the Group is no longer an Expert Group, it will be removed from the Registry of Expert Group (RegExp). In order to guarantee an equivalent level of transparency, a website will be set up on the Commission’s tachograph webpage, where all relevant documents related to the Group and its meetings will be published.

Secondly, the formal designation of Members, Observers and Invited Experts is to be reviewed. Membership will be automatically granted to representatives of EU Member States as well as representatives of third countries which are Contracting Parties to the AETR Agreement. Stakeholders who are mentioned in Article 43(3) of the tachograph regulation will be granted observer status. Finally, other relevant stakeholders, such as

individuals acting in personal capacity and which have expertise on the subject, may be invited to the Group on an ad-hoc basis.

Observers and other experts were therefore invited to submit their request to continue to participate in the Tachograph Forum to [move-tachograph-forum@ec.europa.eu](mailto:move-tachograph-forum@ec.europa.eu) by 31 December 2022 at the latest.

Finally, *COM* informed the Group that participants from the Russian Federation and Belarus (as Contracting Parties to the AETR Agreement) were suspended from the Tachograph Forum until further notice, following the unjustified military aggression in Ukraine.

The Group adopted the Rules of Procedure.

#### 4. Smart tachograph version 2 – updates

##### i. Smart tachograph 2 cards

*COM* reminded the Forum that smart tachograph 2 cards are to be made available 1 month before the introduction date of the smart tachograph 2, and that Member States are therefore invited to make progress on their internal procedures for a swift introduction of the G2V2 cards. *COM* clarified that cryptographic material remains unchanged from G2V1 to G2V2 cards.

##### ii. Mutual assistance under the Treaty establishing the transport community (TCT)

*COM* informed of the possibility given to Regional Partners parties to the Treaty establishing the Community Treaty (TCT) to request mutual assistance from an EU Member State for the temporary issuance of smart tachograph cards. Such a mutual assistance would be done in a similar way to what was done within the EU in 2019 during the transition from digital tachograph to smart tachograph. DG MOVE would closely monitor any such mutual assistance and inform EU Member States through the Committee on Road Transport of any Regional Partner requesting such assistance.

##### iii. Smart tachograph v2 & OSNMA

*COM* informed that due to delays in the development of the Galileo Open Service for Navigation Message Authentication (OSNMA), it is necessary to ensure harmonisation of behaviours of smart tachographs 2 until OSNMA is fully operational. To that end, *COM* informed the Group that it was working on transitional measures which would allow to keep the introduction date of G2V2 tachographs on 21 August 2023 without creating excessive burdens on authorities and stakeholders for the transition period. *COM* informed that these measures had been discussed in the Smart Tachograph Expert Group, and that they will be shared with the Committee on Road Transport in the coming weeks, taking the form of an implementing regulation, as well as through a public consultation on the Commission's Have Your Say portal.

*ACEA* asked about the timing of the proposed measures, as well as questioned the added-value of having transitional vehicle units do the software update after the end of a transitional period. *TachoControl* asked whether independent workshops would be able to do the required software updates needed, and asked who would bear the costs for these updates. *Guretruck* asked about European tachograph legislation and metrology. *INELo*

asked about the availability of the software versions of G2V2 tachographs on a Commission website, as well as whether new infringements needed to be created to take into account the possible transitional vehicle units.

COM informed that it sees the proposed transitional measures as the best solution to maintain the introduction date of the G2V2 tachograph and its benefits (e.g. automatic recording of border crossings), to ensure minimal costs for the industry, and to ensure a harmonised use and enforcement of the G2V2 tachograph. On infringements related to the use of the G2V2 tachographs, COM reminded that after the end of the proposed transition period, using a G2V2 tachograph not compliant with the technical specifications would be considered an infringement.

#### 5. Update on UNECE discussions on the AETR Agreement

COM informed of the work carried out by the AETR Group of Experts in the 3 meetings over the last year.

COM informed that the EU-proposed AETR Annex 1C had been translated into Russian by UNECE for the February meeting, but that the Commission had not received any written comments on the proposal yet. Both the Russian Federation and the European Union maintained their positions with regards other amendment proposals.

COM informed that in the June meeting, the French candidate for Vice-Chair of the Expert Group was elected to the position. The Russian Federation also proposed an amendment to introduce a *force majeure* clause in the AETR.

In the October session, following the opposition of the Russian Federation and Belarus in the Group of Experts, the proposed renewal of an Administrative Arrangement between UNECE, DG MOVE and DG JRC was escalated to the Working Party on Road Transport (SC.1), where a vote was held. The result of the vote was to renew the AA for 2 further years.

COM informed the Group that in 2023, discussions on introducing the smart tachograph in the AETR area would continue. COM also informed that there would also likely be two other proposals from the EU: one on the introduction of TACHOnet, the other one aiming to align the AETR with Regulation (EC) No 561/2006 as regards driving & rest times.

COM finally mentioned that it was starting to assess alternative ways to progress on the files discussed at UNECE, including through the use of different legal bases (e.g. TCT).

IRU asked about the possibilities to achieve the same result as the objective of the AETR Agreement with different legal bases.

#### 6. DSRC Remote Tachograph Monitoring – Presentation by Lontex Group

Lontex presented its experience dealing with the rolling out of DSRC remote tachograph monitoring technologies in the EU.

TLN asked about the experiences of Lontex in selecting which vehicles to stop. Lontex presented how enforcement authorities could select the parameters which they are interested during a given control.

*France* informed of the limits it had experienced with the “Driving without a driver card” RTM, notably that it was not possible to determine whether such driving had taken place for an short period of time (likely no need to stop the vehicle) and a longer period of time, which may justify an intervention from control authorities.

*COM* informed that the RTMs were a result of the discussions that had taken place at Expert Group level when drafting the technical specifications of the smart tachograph, and that while they are not perfect, noted that RTMs had already been changed from G2V1 to G2V2. *COM* took note of the comment from France, and should it be decided to update the technical specifications in the future. *COM* encouraged the exchange of best practices on the use of these RTMs to increase the efficiency of controls.

#### 7. Radio Spectrum & smart tachograph – presentation by *DSRC Interest Group*

The *DSRC Interest Group* presented the functioning of DRSC remote monitoring technologies in relation to use of the radio spectrum. It underlined the possible risks to the tachograph use-case, including from third parties in the future using the radio frequency band currently foreseen for such activities, even though these risks have not been assessed specifically for the tachograph use-case.

*COM* emphasised that further studies were needed to fully understand what risks exist specifically for the tachograph use-case.

### **II. Next meeting**

*COM* informed the Group that the next meeting was provisionally scheduled for 13 November 2023. The date would be confirmed in due time.

### **III. Participants**

Representatives from DG MOVE, DG JRC and the European Labour Authority (ELA).

Representatives from Member States’ institutions or authorities including representatives of Belgium (Ministry), Croatia (Ministry), Czech Republic (CSPSD), Denmark (Road Traffic Authority, Police), Finland (Traficom), France (Ministry), Germany (Police), Greece (Ministry), Hungary (Ministry), Ireland (RSA), Italy (Ministry), Latvia (RTA), Lithuania (LTSA), Luxembourg (Ministry), the Netherlands (ILT), Poland (GITD), Slovakia (Ministry), Slovenia (Ministry), Spain (Ministry), Sweden (STA).

Representatives of the United Kingdom (DVSA) and Norway (NPRA).

Representatives from ACEA, Aselsan A.Ş., Continental, CORTE, digitalWay, Guretruck, Idemia, INELO, IN Groupe, IRU, Lontex, NLA, Roadpol, Scania, Stoneridge, Tachocontrol, Thales, TLN.