Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

Beirut, 12-13 September 2017

Roots of the « Tachograph system »

Gilles baranger
AETR and Digital Tachograph Expert

<u>Content of the presentation</u>

- **History**
- **Targets of the Tachograph system**
- **The 3 pilars of the Tachograph system**
- **International regulations**
- **From Analogue to Digital Tachograph**

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

2

During years 1950-1960, road transport expansion in Europe imposed an in depth thinking in order to manage and monitor an activity which appeared as essential for economy.

Road traffic was raising up on non homogeneous roads networks and lead to a fast increase of road safety issues with more and more fatalities.

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

3

EuroMed Transport SUPPORT PROJECT

Road accidents are mainly due to:
-Road infrastructure
-Vehicles (maintenance, failures,…)
-Human errors (drivers)

In Europe, it was demonstrated that **90%** of road accidents are due to **Human errors.**

Overspeeding, loose of vehicle control, Absence minded mainly due to fatigue

Then appeared the requirement for *ruling driving and rest times* per day and per week

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

4

Road transport has been a key issue for international trading.
In parallel, Transport undertakings are competitors and various national Regulations could grant competitive and unbalanced advantages to some of them:

Driving/working times may differ according to various national regulations
Drivers wages depend on economic standard of each country

Consequently, it was required to *harmonize a regulation* for transport undertakings engaged in international transport

Driving and rest times are the key issues of the regulation

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

5

Increasing number of road transport undertakings needed **employement of more and more drivers**, usually as employees.

For this new job category, working rules had to be adapted due to their **specific working conditions** of non-sedentary employees.

Road driver activities encompass:
- -driving.
- -Administrativ tasks (documents management)
- -Logistics (loading, unloading)
- -Availability (waiting for loading/unloading)

In order to ensure a social protection for drivers, *driving and rest times* are still key issues

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

6

Regulation on **driving and rest times** or other drivers activities shall be clearly specified and unified.

Similar to a production plant where workers record their working times on a dedicated clock system, a control device shall be implemented in each vehicle in order to fulfill requirements of the road transport business:

- Road safety

- Fair competition

- Drivers social protection

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

7

Tachograph shall record :

- Speed
- Driven Distance
- Driving times
- Rest times
- Working times
- Availability

Recording device automatically switch to « DRIVING »
as soon as vehicle moves

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

8

Quite often, **speed** records are checked rather than driving and rest times:
Speed records are available and readable by any controller without any specific tool
Speed may appear as an easier way of enforcing road safety

But the primary aim of the tachograph is checking driving and rest times!
In order to :

tackle fatigue   **Road safety**
harmonise driving times   **Fair competition**
respect drivers activities   **Social protection**

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017
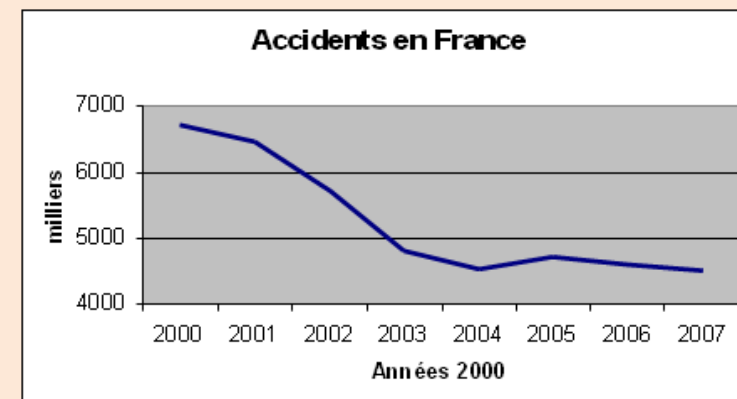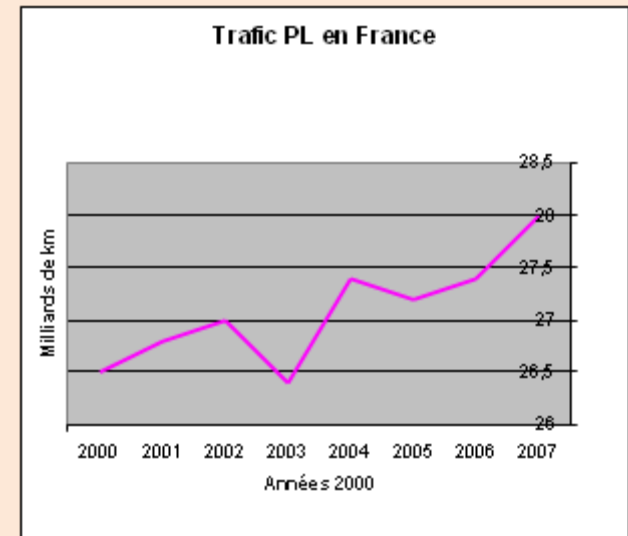
9

How tachograph may contribute to road safety?

Main causes of fatalities are:

Road infrastructure
Vehicles
Speed
Human errors
Fatigue

Tachograph responds to 2 causes on 3 thanks to recording speed, driving and rest times

Example in France (source ONISR), Observatoire National Interministériel de Sécurité Routière

Trafic PL en France

Accidents en France

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

10

To fulfill the transport business requirements:
-Road safety
-Fair competition
-Drivers' social protection

Tachograph system lays down on 3 pillars:

-Recording unit   trace

-Controls   checks

-Regulation   legal basis

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

11

Tachograph: a recording unit

Analogue or Digital, the same data are recorded!

Implemented in Europe more than 40 years ago,

- Analogue tachograph still equip older vehicles

- Digital tachograph equip newly registered vehicles since:

1st May 2006 in the EU Member States

16th June 2010 in non-EU AETR Contracting Parties

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

12

Road side checks are directly possible thanks to Printout facilities. Advanced cheks are recommended on Digital Tachographs with dedicated tools

Company checks: aim is to check whether the Company applies the regulation and takes necessary measures (disciplinary, preventive,..) when needed

Such checks aim in promoting transport undertakings and Drivers responsibility

And create a « road safety culture »

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

13

-**Technical** requirements
- -Recording unit Spécifications
- -Recording sheets and cards Spécifications
- -Installation and check procedures
- -Definition of Security principles
- -Type approval scheme
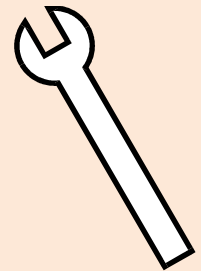
-**Social** requirements
- -Drivers activities definitions
- -Vehicles in scope of the regulation
- -Tachograph data usage
- -Tachograph data checks

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

14

From Analogue to Digital tachograph

Target is always the same !
- road safety
- fair competition
- drivers social protection

Records are always the same !
- speed
- distance
- driver's activities (driving, rest, work, availability)

Thanks to technology :
- data are more secured
- data processing by computers is possible
- drivers help facilities are possible, but non mandatory (optional)

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

15

Recording devices and tachograph cards:

Type approved by competent authorities
 Functional requirements
 Security requirements
 Interoperability

Installation and checks by approved workshops
 Installation conformity
 First functional and calibration assessment
 Periodical functional and calibration assessment (2 years)

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

16

EuroMed Transport SUPPORT PROJECT

Approved workshops, Key point of the tachograph system:

Workshops are approved by competent authorities according to specifications:
- Technicians and manager skill
- Dedicated training on technics and security
- Security procedures (confidentiality, probity)
- Installation, repair and check procedures
- Dedicated approved tools (measuring)
- Relevant premises
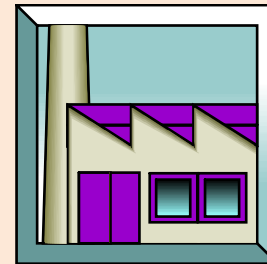
Workshop agreement is periodically renewed after an audit by competent authority

Unannounced audits shall strengthen system reliability

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017
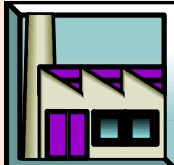
17
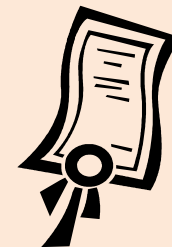
Each category of concerned people has to be trained:

- Drivers (regulation, usage, liability)

- Companies (regulation, liability)

- Workshops (technics, security, liability)

- Enforcers(regulation, usage)

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

18

EuroMed Transport
SUPPORT PROJECT

	Road safety	Fair competition	Drivers' social protection
TARGETS			
COMPONENTS **« 3 pillars »**	**Regulation**	**Recording unit**	**Checks**
MEANS	**Trainings**	**Type approval, agreements**	**Approved workshops**

Lebanon National Training Workshop on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Beirut, 12-13 September 2017

19