

Service Information

Tachographs, Telematics & Services

To:	Fleet Operators and Drivers	SI-No.:	1000011
Subject:	Importance of Fleets to retrofit to Smart Tachograph Version 2	02.04.2024	Page: 1

The service information note is to explain why it is important for international Fleet operators and drivers to plan on getting their Tachographs retrofitted to the Smart Tachograph Version 2 prior to the deadlines set out in the EU Mobility Package 1:

- 31st December 2023 for 1B Digital and Analogue, or
- 18th August 2025 for Smart Version 1's

VDO recommended retrofitting Tachographs at the earliest opportunity, or at the vehicles next calibration date if it falls before the deadlines set out above. Failure to do so could lead to significant fines and/or legal consequences which this document summarises for the 2 main transport corridors that directly affect the UK and Ireland.

UK and ROI transport corridors into Europe – What consequences are there for not fitting the correct Tachograph?

International transport is facing increasingly complex regulations and one of those is Regulation 1054/2014 which establishes that, as of August 21st 2023, newly registered in scope vehicles must have a version 2 second-generation smart tachograph installed. This device has been equipped with technology that improves safety and promotes transparency in international transport operations through its new functionalities, including:

- Automatic registration of border crossings.
- Recording of positions in loading and unloading operations.
- New incidents or data to be exchanged with the supervisory authority through the Early Remote Sensing system of possible manipulation or misuse.
- Interface with intelligent transport systems.

Equipping a version 2 second-generation smart tachograph is a necessity in international transport operations in Europe. However, given the concern over possible lack of devices to meet all the demand for newly registered in scope vehicle, some leeway was given to allow flexibility in terms of inspection.

In fact, the European Commission's Directorate-General for Mobility and Transport (DG MOVE) suggested that the replacement of the version 1 smart tachograph with a version 2 tachograph in vehicles registered between 21 August 2023 and 31 December 2023 could be extended until 18 August 2025.

This extension of the transition period was intended to facilitate the gradual installation of the new device and ensure that transport operators had sufficient time to comply with European regulations.

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However, the countries of the European Union have already acted and published the penalties for not driving on their roads with the approved tachograph. Here is a brief summary of the 2 corridors that affect the UK and ROI:

- The North Sea-Mediterranean corridor (933 km) stretches from Ireland and the North of the United Kingdom to the Mediterranean Sea in southern France, passing through the Netherlands, Belgium, and Luxembourg. This corridor aims to provide not only improved services between the North Sea, the Meuse, Rhine, Scheldt, Seine, Saône and Rhône river basins and the ports of Foos-sur-Mer and Marseille, but also better interconnection between the British Isles and mainland Europe.
- The Atlantic corridor (8,200 km) provides a vital transport route between Ireland, France, Germany, Spain and Portugal.

Within the routes above, there are an array of different fines and legal consequences for transport operators, depending on the country. Please see below for a breakdown:

In Ireland

From 21st August 2023 to 30th November 2023, the registration of new vehicles equipped with a second-generation version 1 smart tachograph was temporarily allowed for domestic traffic only. Ireland did not impose penalties until 2nd January 2024 on vehicles registered between the aforementioned period, which carried out only National operations and were equipped with second generation version 1 smart tachographs. However, vehicles carrying out international transport operations, including those between Republic of Ireland and Northern Ireland, must be equipped with version 2 smart tachographs from 21st August 2023.

In the UK

From 21st August 2023, a "complete" smart tachograph version 2 or a "transitional" smart tachograph 2 must be installed in newly registered in scope vehicles (goods vehicles over 3.5 tons and passenger cars with 10 or more seats) travelling internationally. If the vehicle is only operating nationally, a smart tachograph version 1 can still be installed, if still available. However, from 21st February 2024, a "complete" smart tachograph version 2 or a "transitional" smart tachograph 2 must be installed in all newly registered in scope vehicles, regardless of the types of journeys. Failure to comply with this and therefore having an incorrect tachograph installed can result in a fine of £300.

In the Netherlands

Failure to have a second-generation version 2 smart tachograph installed results in an administrative penalty of €4,400.

In France

Exceptional transitional arrangements were adopted for the registration of new vehicles equipped with second-generation version 1 smart tachographs. A temporary exception measure was added, which allows heavy vehicles with a provisional registration certificate of type WW, valid and established no later than 20th August 2023, to circulate loaded under this provisional registration certificate. The maximum period of validity of such a provisional registration certificate is 6 months, meaning the exception provided for in this order ends on 21st February 2024. In France, forgery of electronic documents or data, provision of false information, irregular use, modification of control devices or failure to install the corresponding tachograph is punishable by one year in prison and a fine of €30,000. In addition, your vehicle will be immobilized until the problem has been rectified.

In Spain

Vehicles registered for the first time between 21st August and 31st December 2023, and were approved to have the second-generation tachograph version 1 installed, have until 18th August 2025 to replace it with a second-generation tachograph version 2. If Fleets who undergo international transport and do not equip the smart

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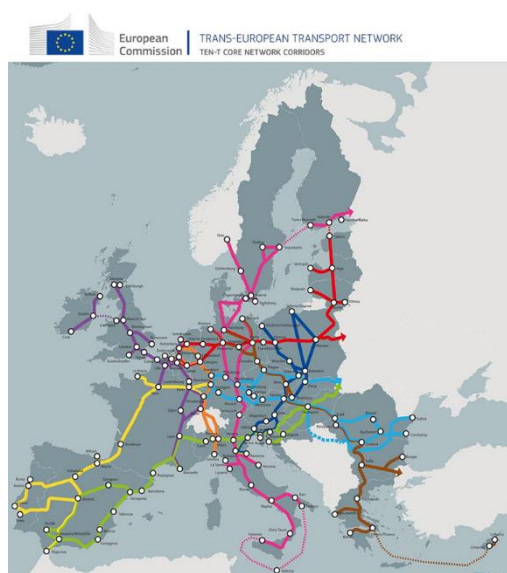
tachograph version set out in Regulation 1054/2020, an administrative penalty of €2,001 may be applied. In addition, the vehicle will be immobilized, and companies/Fleets/drivers risk the loss of good repute.

In Portugal

There has been significant penalties set for those who fail to equip their vehicles with the second-generation V2 smart tachograph. Fines can range from €1,200 to €6,000, representing a considerable financial impact for transport companies that fail to comply with established regulations.

In Germany

Vehicles registered from 21st August 2023 until 31st December 2023, were allowed to fit the second-generation version 1 tachographs upon request and on the condition that they retrofit the version 2 smart tachograph within 24 months. This circumstance must be included in the registration certificate (24 months from the date of approval), upon presentation of proof by the vehicle manufacturer that the installation of a smart tachograph version 2 was objectively impossible. Once the 24-month period has elapsed, the authorities must verify compliance with the requirement by asking the owner. Failure to have the tachograph installed in accordance with Regulation 1054/2020 results in an administrative offence of €1,500.



For the full article on all other corridors across Europe and more information, please sign up to MyVDO - <https://my.vdo.com/>.

If you are a Fleet and need support with the Tachograph retrofit, whether it is just understanding if this affects you, please email UK@VDO.com.

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