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Joint Statement

The mandatory introduction of the weight sensor as part of the digital tachograph regulation

Context

The revision of the Tachograph Regulation (Council Regulation (EEC) No. 3921/85 on recording equipment in road transport), which was launched in 2011, seeks to “improve the effectiveness and efficiency of the tachograph system” and to “update the current legislation so as to make full use of new technological opportunities”.

As part of the revision process, the European Parliament agreed in its first reading to **mandate weight sensors on new trucks** as part of the future ‘smart’ tachograph.

Weight sensors on the axles of trucks and trailers could be connected to the tachograph and would give drivers and enforcement authorities real-time information on the overall vehicle weight and axle weights. This would have 5 key benefits:

1. **Radical improvement of enforcement effectiveness:** weight sensors allow for accurate real-time monitoring of the overall vehicle weight and axle weights. When connected to the tachograph this information would be available to both drivers and enforcement authorities. The information could also be stored so that enforcement authorities could easily check past compliance with weight restrictions.
2. **Improved enforcement of the working time** for mobile personnel, as the weight sensor will indicate the time spent by the driver with loading / unloading activities;
3. **Improved weight enforcement at reduced costs:** weight sensors linked to the tachograph would allow for social and weight inspections to be merged and as the system would allow checking for past compliance; it would be more effective with fewer controls.
4. **Reduced damage to the road infrastructure:** much improved enforcement could lead to the near elimination of overloading. Damage related to overloading would be reduced drastically. This would save governments and road operators repair and maintenance costs;
5. **Improved road safety** through the elimination of risks associated to truck instability, breaking default and loss of vehicle control.

Weight sensors are a relatively simple technical solution and are already being used in some parts of the industry. Mandatory fitment of weight sensors on *new* trucks and trailers would be significantly cheaper and hence very cost-effective from a societal point of view.

The ETF and T&E therefore urge EU policy makers to follow the position adopted by the European Parliament and to make weight sensors mandatory on new trucks and trailers concomitantly with the introduction of the smart tachograph in the sector.

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The European Transport Workers' Federation (ETF) represents more than 2.5 million transport workers from 243 transport union and 41 European countries, in the following sectors: road transport, railways, maritime transport, inland waterways, civil aviation, ports, tourism and fisheries. The ETF is the recognised social partner in six European Sectoral Social Dialogue Committees including the one for Road Transport.

Established in 1990, Transport & Environment is the leading NGO voice on smarter and greener transport policies at the EU level in Brussels. We represent, and are supported by around 50 member organisations working to promote an environmentally sound approach to transport across Europe. We are also a member of the Green 10 group of European environmental NGOs.