1. Basic Information

1.1 CRIS Number: 2004/016-689.05.01
   Twinning Light: Implementation of EU legislation related to digital tachographs

1.2 Title: Adoption and implementation of EU legislation related to digital tachographs

1.3 Sector: Transport

1.4 Location: Hungary (Budapest, Regional and County Offices of the General Inspectorate of Transport)

2. Objectives

2.1 Overall Objective(s):

Completion of the adoption and effective implementation of the relevant Transport Acquis.

2.2 Project purpose:

- The traffic control institutions are ready to comply with the new legislation related to introduction and implementation of digital tachographs.
- To carry out road traffic control including digital tachographs at frequencies and quality standards in full accordance with the relevant EU legislation.

2.3 Justification

- “New technologies will have an important role to play ... The introduction, by the end of 2003, of the digital tachograph, a device to record data such as speed and driving time over a longer period than is possible with the mechanical tachograph of today, will bring significant improvements in monitoring, with better protection of the recorded data than is offered by the current equipment, and greater reliability.” (White Paper, European transport policy for 2010: time to decide, part I)

- “In the land transport sector, Hungary has nearly completed the implementation of its commitments with regard to legislative alignment with the road transport acquis. Framework legislation is in place and in line with the acquis. Alignment with the fiscal and technical acquis has been completed. Hungary has been granted a transitional period until 31st December 2008 for the full implementation of the acquis on maximum authorised weights and dimensions of vehicles in international traffic. As to the social acquis, legal alignment has been completed, except for the legislation on standard checking procedures and implementing legislation as regards tachographs. Hungary has been increasing the volume of checks of driving time and rest periods up to the levels required by the acquis. The necessary administrative
structures in this area are in place, with the General Inspectorate of Transport performing key supervisory and control functions. Some improvement is still required as regards technical roadside inspections and checks of passenger transport operations.” (Comprehensive Monitoring Report, Chapter 9. Transport Policy.)

3. Description

3.1. Background and justification:

Hungary is crossed by three of the Helsinki road corridors. Thus, transposition and full application of EU transport legislation in Hungary are crucial.

Council Regulation (EEC) 3821/85 on recording equipment in road transport provides the basis for the current analogue tachograph, which records the driving time, breaks, rest periods as well as periods of other work undertaken by the driver.

The Commission has moved to strengthen enforcement in this area. Council Regulation (EC) 2135/98, which amends Regulation (EEC) 3821/85, introduces a new generation of fully digital tachographs. The digital tachograph is a more secure and accurate recording and storage device than the present equipment. The new device will record all the vehicle’s activities, for example distance, speed and driving times and rest periods of the driver. The system will include a printer, for use in roadside inspections and the driver will be given a card incorporating a microchip, which he must insert into the tachograph when he takes control of the vehicle. This personal driver card will ensure that inspections remain simple.

The technical specifications for the digital tachograph have been laid down in Commission Regulation (EC) 1360/2002, which has been published on 5th August 2002. From this date there will be a 24-month lead-in to the obligatory installation of the digital tachograph in new vehicles. It can be estimated, that the first vehicles equipped with digital tachographs will appear on the roads of Europe in 2004/2005 and the General Inspectorate of Transport will have to be able to perform checking of driving and resting times recorded by digital tachographs by this time, however as it is foreseen in the regulation, analogue tachographs will remain in use in old vehicles and the recording equipment operated currently for checking of analogue tachograph charts will remain in use for a longer period.

It should be taken into consideration, that at this moment no Member State will be able to meet the deadlines, since there are no type approved digital tachographs and smart cards available. As of latest information published end of January 2004, one manufacturer (Actia) has formally submitted the first Digital Tachograph for interoperability testing to the European Commission’s Joint Research Centre. The first digital tachographs and smart cards are expected to be type approved by the end of May 2004. On 9 March 2004, Vice-President Loyola de Palacio stated at the meeting of the Transport Council that a letter would be sent to the Ministers of the Member States and Accessing Countries, informing them that the Commission would apply a moratorium (during a period between 8-12 months) to all provisions relating to the introduction of the digital tachograph. The letter would also provide guidelines for transitional measures to be applied by the Member States during the moratorium.

Legal harmonisation has been completed or is being carried out, in the following fields:
- Council Directive 96/96/EC, which gives general rules for standards and methods of testing of vehicles, harmonised test procedures and practices relating to roadworthiness
tests, has been adopted by the amendment of Ministerial Decrees No. 5/1990. (IV. 12.) and No. 6/1990. (IV.12.) KÖHÉM and by Ministerial Decrees No. 11/2000. (V. 24.) and No. 12/2000 KHVM.


- Commission Regulation (EC) No 1360/2002 of 13 June 2002 adapting for the seventh time to technical progress Council Regulation (EEC) No 3821/85 on recording equipment in road transport (Text with EEA relevance) has to be fully implemented in Hungary by the time of entering into force.

The General Inspectorate for Transport (GIT) and its regional inspectorates are responsible for enforcement of the above legislation. However, given the new EU legislation and also new legislation being under preparation there are serious gaps in terms of number and qualification of GIT staff. High-level technical equipment is also lacking for the proper implementation of the new road traffic control acquis.

Implementation of the new legislation on digital tachographs will involve several new activities, such as:
- approval of workshops performing installation, activation and calibration of digital tachographs,
- issuing of smart cards for workshops, drivers, companies and controllers (processing of applications, management of database, personalization of cards),
- introduction of new on the premises checking methods and procedures at the roadside, implementation of new controlling equipment and
- processing of applications for smart cards, online transfer to and storage in the central database and data exchange through the TACHOnet system.

All these activities lay on the General Inspectorate of Transport and County Transport Inspectorates. Activities related to approval of workshops and enforcement will be regulated in decrees issued by the General Inspectorate of Transport. Issuing of smart cards and the activities of the Card Issuing Agency (CIA) will be regulated in the Decree of the Minister of Economy and Transport, which is under preparation and due to be adopted by May 2004. Management of database and data exchange through the TACHOnet system will require close cooperation between the General Inspectorate of Transport and County Transport Inspectorates and the relevant bodies of the Ministry of Interior whose database is connected to EUCARIS. This Cooperation Agreement is currently under discussion and elaboration and due to be concluded by May 2004 as well.

### 3.2 Linked activities:

12 trainers and 150 transport inspectors were trained and eighteen mobile recording devices for checking driving and resting times have been purchased during February 2002-April 2003 by the GIT in the framework of the Phare Project No. HU0102-05 “Adoption and
implementation of the road traffic control *acquis*” This training programme was performed and the equipment purchased taking into consideration the being at that time in force rules and regulations related to analogue tachographs. This new proposal both in its part of Twinning Light and equipment supply initiates strictly new activities related to the implementation of new rules on digital tachographs laid down in Commission Regulation (EC) 1360/2002, published on 5th August 2002 and is establishing a 24-month lead-in to the obligatory installation of the digital tachograph in new vehicles.

3.3 Results:


- 12 Hungarian trainers - formerly having been educated during the Phare Project No. HU0102-05 – will be trained to implement new legislation related to the introduction and use of digital tachographs. Afterwards they will train 300 GIT’s road traffic inspectors, vehicle testing inspectors and the Police, Customs and Labour inspectors.

- 40 (in the 19 counties and in Budapest) CIA workstations are procured for processing of applications fitted with digital photo equipment, hardware, software and connection to the TACHOnet and the central database

- 2 smart card recording interfaces (one of them as reserve) are procured and installed in order to ensure issuing of four different types of smart cards – driver, workshop, company and control cards - containing personal and other necessary data,

- 30 smart card checking equipment are procured to be used by inspectors working on the existing 28 mobile recording devices (minivans) for roadside check of driving and resting times on the premises

- IT equipment is procured and installed to ensure reliable and secure online data exchange between the CIA workstations and roadside controllers through the TACHOnet system with other Member States, transfer to and storage in the national central database

3.4 Activities:

3.4.1. Twinning Light

The twinning light will last for 6 months and the MS-expert will work together with the competent staff of the Ministry of Economy and Transport and the General Inspectorate of Transport in the field of elaboration of the institutional and infrastructure background for the effective implementation and enforcement of the specific new regulations with emphasis on organization and approval of workshops performing installation, activation and calibration of digital tachographs, issuing of smart cards, (processing of applications, management of database, personalization of cards), checking methods and procedures at the roadside and on the premises, data exchange through the TACHOnet system, etc. preparing training materials and carrying out the training for the staff.
Hungarian officials will acquire comprehensive knowledge of different models of implementation of legislation in Member States. The training will aim at the introduction with different models of institutional network and co-operation of road control, system of international co-operation, EU standards and implementation of the new EU legislation, models of legal and administrative procedures (Commission Regulations 2135/98 and 1360/2002).

**Scope of the twinning light (tasks of the MS-expert):**

1. Co-operation with the staff of the Ministry of Economy and Transport and the General Inspectorate of Transport in the field of road traffic control with special regard to the introduction and implementation of digital tachographs, issuing of smart cards and data exchange through the TACHOnet system.

2. Co-operation with the representatives of transport sector officials (from the Ministry of Economy and Transport and the General Inspectorate of Transport) and employee’s unions representing Hungarian haulage companies in the interest of efficient implementation of road control legislation.
   - Transfer of experience of application of the relevant EU legislation and new methods of enforcement in different member states

3. Preparation of manuals, etc. for the training of 12 trainers and 300 road controllers. Checking equivalency and consistence of the training system and training materials in the relevant Hungarian control institutions in respect of the EU requirements.

4. Organising training programs regarding implementation of the relevant EU legislation for the Hungarian trainers and 300 experts, held by EU short term experts.

5. Study visits for high ranking officials and specialists to learn about new methods and use of the new equipment in checking driving and resting times in other Member States.

**Profile of the MS-expert:**

He or she shall:
- be an expert of road traffic control both for its technical and legal aspects with special regard to the introduction and use of digital tachographs and smart cards,
- have relevant experience in member states administration and in twinning procedures, if possible and
- have an excellent command of spoken and written English.

Areas not directly covered by the MS-expert can be taken over by short- and medium-term experts. The concrete assignments will be subject to the preparation of the technical Covenant and the recommendations of the twinning partner(s).

**Guaranteed results (benchmarks) of the twinning light programme**

- Implementing EU regulations that have not yet been reflected in Hungarian legislation
• Improvement in the transport market protection
• Distinct improvement of road traffic safety, especially in the field of accidents caused by tired, fallen asleep drivers
• Improvement of social conditions - rules regulating driving and resting times of professional drivers - relating to road transport
• Training materials are prepared
• Required equipment are in place and operate effectively
• Training activities are carried out for 12 trainers and for 300 road traffic controllers by the future trainers.

3.4.2. Equipment supply

Implementation of the measures originating from the new legislation requires the following technical equipment:

• 40 workstations (in the 19 counties and in Budapest) procured for processing of applications fitted with digital photo equipment, hardware, software and connection to the TACHOnet and the central database
• 2 smart card recording interfaces to be procured and installed in order to ensure issuing of four different types of smart cards – driver, workshop, company and control cards - containing personal and other necessary data
• 30 smart card checking equipment procured and used for roadside check of driving and resting times on the premises
• System design, procurement and installation of IT equipment to ensure reliable and secure online data exchange between the CIA workstations and roadside controllers through the TACHOnet system with other Member States, transfer to and storage in the national central database

4. Institutional Framework

The overall technical responsibility is with the General Inspectorate of Transport, which is the national authority responsible for road traffic controls. The General Inspectorate of Transport reports directly to the Road Transport Department of the Ministry of Economy and Transport. Management of database and data exchange through the TACHOnet system will require close cooperation between the General Inspectorate of Transport and County Transport Inspectorates and the relevant bodies of the Ministry of Interior whose database is connected to EUCARIS. This Cooperation Agreement is currently under discussion and elaboration and due to be concluded by May 2004.

5. Detailed Budget (€ Million)

<table>
<thead>
<tr>
<th>Transition Facility Support</th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total (=I+IB)</th>
<th>TF</th>
<th>National Co-financing</th>
<th>IFI</th>
<th>TOTAL</th>
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<tbody>
<tr>
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<td>-</td>
<td>0.250</td>
<td>0.250</td>
<td>-</td>
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<td>0.200</td>
<td></td>
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6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency of the project is the Central Finance and Contracting Unit (CFCU). The CFCU will be the Contracting Authority and in that capacity will issue and evaluate tenders, conclude contracts and authorize the treasury to make contractually related payments. The Director General of the CFCU will act as PAO of the project. His contacts are:

**PAO:** Mr. Gábor Rónaszéki, Director of CFCU
1052 Budapest, Deák Ferenc u.5.
Phone: +(36-1) 327-35-51, Fax: +(36-1) 327-35-72

The Ministry of Economy and Transport will be responsible for the technical part of the project in terms of design, evaluation follow up and monitoring. The Director General of the Grant Coordination and Finance Department of the Ministry of Economy and Transport will act as Senior Programme Officer. His contacts are:

**SPO:** Name: Dr. Győző Kenéz, Director general
Grant Coordination and Finance Department
Institution: Ministry of Economy and Transport
Address: 1055 Budapest Kálmán Imre utca 2
Phone: +(36-1) 472-8770 Fax: +(36-1) 472-8780

6.2 Twinning Light

The beneficiary institution will be the General Inspectorate of Transport. Contact person is:

Name: Mr. Dr. István Békési, Director General
Institution: General Inspectorate of Transport
Address: 1066 Budapest Teréz krt. 38.
Phone: +(36-1) 373-14-10 Fax: +(36-1) 373-14-53

The Contracting Authority of the twinning component will be the CFCU, headed by Mr. Gábor Rónaszéki (for details please see above).

6.3 Non-standard aspects

The National Public Procurement Rules and the Twinning Manual will be strictly followed.

6.4 Contracts

The programme shall be implemented through: one twinning arrangement in a value of 0,250 MEUR and an international open supply tender in a value of 0,8 MEUR. The supplier for the
equipment supply will be selected through international open tender.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Component</th>
<th>Start of Tendering</th>
<th>Start of Activity</th>
<th>Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning Light</td>
<td>06. 2004</td>
<td>09.2004</td>
<td>02.2005</td>
</tr>
<tr>
<td>Equipment supply</td>
<td>11.2004</td>
<td>03.2005</td>
<td>06.2005</td>
</tr>
</tbody>
</table>

8. Sustainability

All supported investment actions are sustainable in the long term. They comply with EU norms and standards, and are coherent with the sector policies of the EU. Maintenance and operation costs of all equipment will be covered by the Hungarian national budget.

9. Conditionality and sequencing

- Legal background related to the mandate for issuing smart cards shall be in place by May 2004.
- Draft Twinning Light ToR ready by March 2004.
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
4. List of relevant Laws and Regulations
5. Indicative allocations
6. List of equipment
7. Needs assessment and indicative prices
## Logframe Planning Matrix

### Project: Adoption and implementation of EU legislation related to digital tachographs

<table>
<thead>
<tr>
<th>Overall Objectives</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completion of adoption and effective implementation of the programme-relevant <strong>Transport Acquis</strong></td>
<td><em>Road traffic in Hungary (including transit traffic) functions as safely and orderly as in comparable EU Member States and the Hungarian legislation is fully compliant with the concerned EEC regulations.</em></td>
<td><em>International transport and traffic statistics</em>&lt;br&gt;<em>Reports of international transporters’ and forwarders associations</em>&lt;br&gt;<em>EC Reports on road traffic control</em></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>The traffic control institutions are ready to comply with the new legislation related to introduction and implementation of digital tachographs.</td>
<td><em>Road traffic controls (digital tachographs) are measured as it is required in the EU member states</em>&lt;br&gt;<em>The traffic control institutions are operating according to the new legislation.</em></td>
<td><em>Reports of the GIT</em>&lt;br&gt;<em>Interim Evaluation Report</em>&lt;br&gt;<em>Summary Evaluation Report from the relevant SMSC</em>&lt;br&gt;<em>Implementation Status Report from the NAC</em></td>
<td>Adequate provision from the State budget for maintenance and expansion of the equipment&lt;br&gt;Remainder of the <strong>Transport Acquis</strong> implemented</td>
</tr>
<tr>
<td>To carry out road traffic control including digital tachographs at frequencies and quality standards in full accordance with the relevant EU legislation.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hungarian legislation for full implementation of road traffic control <strong>acquis</strong> prepared for approval by the competent authorities</td>
<td><em>Regulations are in force.</em>&lt;br&gt;<em>12 Hungarian trainers educated and 300 inspectors of GIT, Police, Customs and Labour inspectorate will be trained during the training programme</em>&lt;br&gt;<em>Aprr. 3 smart card recording interfaces, 30 smart card checking equipments and IT equipment in place</em></td>
<td><em>Reports on attendance and course test results on the trainings will be available at the GIT</em>&lt;br&gt;<em>Documentation on technical acceptance and the completion of the installation process approved by the GIT (provisional and final acceptance protocols)</em></td>
<td>Executive decrees on standard checking procedures of digital tachographs will be pursued following the present time schedule&lt;br&gt;Trained officers are retained for GIT operations&lt;br&gt;Adequate provision from State budget for GIT operations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tr>
<td>Drafting executive decrees</td>
<td>1. Twinning Light arrangement</td>
<td>Co-financing available as and when required.</td>
</tr>
<tr>
<td>Training GIT experts</td>
<td>1. Supply tender</td>
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<tr>
<td>Provision of necessary equipment</td>
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<table>
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<th>Preconditions</th>
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<tbody>
<tr>
<td></td>
<td><strong>Legal background related to the mandate for issuing smart cards shall be in place by May 2004</strong></td>
</tr>
<tr>
<td></td>
<td><strong>GIT has to elaborate a Needs Assessment before May 2004, determining exact quantities of smart card recording interfaces and IT equipment.</strong></td>
</tr>
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### ANNEX 2.

#### DETAILED IMPLEMENTATION CHART

<table>
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<th>Year</th>
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<th>2004</th>
<th>2005</th>
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<tbody>
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<td></td>
</tr>
<tr>
<td>2. Component: Equipment supply</td>
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</tbody>
</table>

- **Design (20% shadowing):**
  - 20% completion in 2003
  - 20% completion in 2004
  - 20% completion in 2005

- **Tendering and contracting (50%):**
  - 50% completion in 2004
  - 50% completion in 2005

- **Contract Implementation and Payments (100%):**
  - 100% completion in 2005
ANNEX 3.

CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE (MEUR)

<table>
<thead>
<tr>
<th></th>
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- Amounts in MEUR,
- Only for the Transition Facility contribution
ANNEX 4.

LIST OF RELEVANT LAWS AND REGULATIONS

- Council Regulation 3821/85/EEC on recording equipment in road transport
- Council Regulation 3820/85/EEC on the harmonization of certain social legislation relating to road transport
- Act I of 1988 on road transport
- Act LXIX of 1999 on contraventions
- Act IX of 2001 on promulgation of European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR)
- 218/1999. (XII. 28.) Government decree on certain contraventions
- 43/2001 (XII. 18.) KöViM decree on amendments of decree 5/1990 KöHÉM (IV.12)
- 54/2001. (IV. 10.) Government decree on controlling the driving period and rest period of crews of certain vehicles engaged in international road transport
- 5/1990 (IV. 12.) KöHÉM decree on roadworthiness test for motor vehicles
- 6/1990. (IV. 12.) KöHÉM decree on the technical conditions of clearing road vehicles for traffic and of maintaining them in traffic
## ANNEX 5

### INDICATIVE ALLOCATIONS

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<td><strong>Twinning</strong></td>
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<td>0.2</td>
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</table>
ANNEX 6

LIST OF EQUIPMENTS

40 workstations (in the 19 counties and in Budapest) for processing of applications fitted with digital photo equipment, hardware, software and connection to the central database.

2 smart card recording interfaces (one of them as reserve) in order to ensure issuing of four different types of smart cards - driver, workshop, company and control cards - containing personal and other necessary data.

30 smart card checking equipment to be used by inspectors working on the existing 28 mobile recording devices (minivans) for roadside check of driving and resting times on the premises.

System design, procurement and installation of IT equipment to ensure reliable and secure online data exchange between the CIA workstations and roadside controllers through the TACHOnet system with other Member States, transfer to and storage in the national central database.
NEEDS ASSESSMENT AND INDICATIVE PRICES

1. Card issuing

The number of cards to be issued in one year at an average was calculated in accordance with the methodology worked out in the Card Issuing Working Group (CIWG) and shows the following figures:

- estimated number of control cards that will be needed – 1.000 (480 roadside inspectors + 520 vehicle testers)
- estimated number of workshop cards that will be needed – 1.002 (number of workshops 334 x 3 cards/workshop)
- estimated number of company cards that will be needed – 12.408 (number of companies that registered new vehicles submitted to regulations 3820/85 and 3821/85 in a year – 6204 x 2 cards/company)
- estimated number of driver cards that will be needed – 73.192 (number of new vehicles for goods and passengers submitted to regulations 3820/85 and 3821/85 registered in a year – 18.298 x 4 cards/vehicle).

It means that the total estimated number of smart cards that will be needed in one year at an average is 87.607 cards per year.

According to the intention of the Ministry of Economy and Transport the Card Issuing Authority (CIA) in Hungary will be the Transport Inspectorate. (see p. 9. Conditionality and sequencing).

1.a To organise processing of applications for smart cards, data collection and transfer it is planned to put into operation

- 40 (in the 19 counties and in Budapest) workstations for processing of applications fitted with digital photo equipment, hardware, software and connection to the central database.

The indicative price of this workstation is 2.000 euros, the total cost of 40 workstations is 0.08 MEUR

1.b To ensure issuing of the necessary amount of cards it is planned to put into operation

- 2 smart card recording machines with a capacity of 360 cards per day (one of them as reserve).

The indicative price of a smart card recording machine is 0.085 MEUR, the total cost of 2 machines is 0.17 MEUR
2. **Checking of driving and resting times**

- 30 inspectors working on the existing 28 mobile recording devices (minivans) to be equipped with smart card reading interface, hardware, software and control cards to be used at roadside check of driving and resting times on the premises.

**The indicative price of the equipment is 2.000 euros, 30 equipment costs total of 0.06 MEUR.**

3. **Data exchange within the TACHOnet system ensuring interoperability**

The TACHOnet system is a secure and reliable messaging system, allowing competent authorities to exchange information about tachograph cards based on well defined and published interfaces, using TESTA-II network, intelligent router between Member States (hub & spoke), central logging/tracking and digital certificates handled by IDA PKI services.

It is a centralized architecture, but not a central database using XML Messaging System, based on standard Internet protocols.

Strong security requirements (confidentiality, authentication and integrity) to be fulfilled. The required bandwidth is 128 Kbits/s, Member States system should support up to 50 messages/min, high availability and high response time for online transaction (the end-user should have an answer in less than 1 minute)

Each Member State card issuing application should be designed to handle such asynchronous TACHOnet transactions.

In order to fulfill the above system requirements **system design, procurement and installation of IT equipment (1 system design plan, 1 database and 1 messaging server, softwares)** shall be carried out at an estimated value of **0.490 MEUR.**

<table>
<thead>
<tr>
<th>Type of equipment</th>
<th>Quantity</th>
<th>Unit price (EUR)</th>
<th>Total ( M EUR)</th>
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<tr>
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