



PRESS INFORMATION

DIGITAL TACHOGRAPHS

PART 5 - GUIDE TO DATA ANALYSIS

In the final of our series of digital tachograph ‘how to’ guides, Karen Crispe, Director at Tachodisc, one of the UK’s leading experts on both analogue and digital tachograph management, discusses the subject of data analysis, and the options available to ensure compliance with the law.

As discussed last time, the digital tachograph data is stored in a binary code, so in order for the operator to carry out checks for Drivers’ Hours Law and RT Regulation compliance, the data will need to either be sent to an Analysis Bureau for configuration into meaningful reports, or if necessary merged with analogue data, or alternatively the operator can purchase the appropriate analysis software (see options below).

However, the issue of data analysis continues to raise questions from operators seeking the best method for their business; as a result the analysis industry has grown significantly and developed a range of options. But sometimes too much choice can over complicate the decision- making process.

Data Analysis is an issue for all companies, even for those who have recently renewed their fleet to avoid digital tachographs – if you have to hire a vehicle for example it is likely that this will have a digital tachograph.

Therefore here my top tips for selecting the right analysis provider for your business:

1. Does the company have a proven track record of working in the transport industry? Simply providing an IT solution is not enough. In my experience of talking with customers, they want the added assurance that the products and services have been developed by industry experts who fundamentally understand what drivers and operators need. For this reason we employ the

best software designers, but the products and services are driven first and foremost by our industry expertise, not the other way around.

2. Is there a free technical support service included as part of the package?
You do not want to be paying for premium rate call services.
3. Make sure there are no hidden costs in the service.
4. Whichever solution you choose, ensure that the system enables you to download both the driver's card and VU information, as the enforcement bodies expect you to look at both.

So what is the right solution for your business?

Analysis itself can be a time-consuming task, so choosing the right solution for your business needs and budget is critical. There are a wide range of analysis solutions available for both analogue and digital tachographs, as well as affordable options for mixed operations. Tachodisc offer a comprehensive range of solutions, from the full-service Analysis Bureau to the Clockwatcher self-analysis and read-only range, all of which are successfully being used by thousands of drivers and operators.



Bureau Analysis

By using a bureau service, you can be assured that you are employing the skills of highly trained tachograph experts, who will be able to configure a wide range of analysis reports including fleet management information, which are exactly tailored to suit your requirements. They should also provide a legal helpline, as well as full consultancy.

Tachodisc's bureau offers a comprehensive web based analysis service for both analogue and digital tachograph data, providing a solution for compliance management. Tachodisc also guarantees a quality service and rapid turnaround, with no set-up fees and no hidden charges.

ALSO

Do you know more about the Road Transport Directive than your boss?

Make no bones about it; it is very important that we all clearly understand its legal implications.

The main issues stem from operators and drivers confusing Regulation 561/2006 (Drivers' Hours) with the Road Transport Regulation (Working Time). These are two separate pieces of legislation, and because the RTR does not appear to be enforced to the same extent as Drivers' Hours, the requirements of the RTR remain in some cases unclear. The main difference is probably the fact that drivers have always known they have to take breaks from driving, but under the RTR, the driver has to take breaks from work. The digital tachograph further confuses the situation, as the warnings that are displayed for the driver only relate to drivers' hours.

So what are the rules and what do we need to make sure we know? Below, Tachodisc's Bureau Manager, Angela Eardley has provided here the top 10 things your boss should know about RTD – you may like to test him/her!

1. This directive applies to all mobile workers in scope of EC regulation 561/2006, and includes all others who form part of the travelling staff. Any work done for any other transport employer also counts towards working time. There is no opt-out available.
2. The number of hours available to work must not exceed 48 hours, averaged out over a reference period.
3. The maximum number of hours that can be worked in any one week is 60 hours.
4. The activities that are included in the working time calculations are driving and other work (as defined in Article 3(a) of Directive 2002/15/EC). Periods of availability and breaks are excluded from the calculations.
5. A period of availability is waiting time, the duration of which is known about in advance. During this time the driver has to be available for work.

6. Under this regulation the worker cannot work for more than 6 hours without a break. If working between 6 and 9 hours a 30-minute break must be taken, if working more than 9 hours, 45 minutes must be taken. A break can be split, but has to be a minimum of 15 minutes.
7. Any work carried out during midnight and 4am (carriage of goods), or 1am and 5am (passenger operations), constitutes night-time working. The night-time working limit is 10 hours in any 24-hour period, unless a collective or workforce agreement allows otherwise.
8. A fixed reference period starts the first Monday after 1st April, 1st August and the 1st December each year. This will be 17 or 18 weeks depending on the calendar, however, the reference period can be extended up to 26 weeks with a collective or workforce agreement. A rolling reference period can be implemented without an agreement.
9. Statutory leave has to be included in the working time calculations, 8 hours per day or 48 hours for any full week. Non-statutory absence will be entered as zero, and can be used to reduce the weekly average.
10. Records must be kept for two years after the current reference period.

How many of the above were you aware of? What is worth noting is that there are serious penalties relating to non-compliance so it's in everyone's interest to make sure you all know the does and don'ts.

Finally, what part does the Digital Tachograph play? Let's be clear, the information produced from these devices is required to monitor and record driver's working hours to ensure that adequate breaks are taken and legal limits are not breached. In order for this to be achieved the driver must ensure that start and finish times of duty, and all activity is recorded accurately on the driver card. Once the card is downloaded into appropriate software the operator will be presented with exact information to ensure legal compliance in respect of both drivers' hours and working time legislation

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