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## Power interruption tachograph

Enforcement of power interruption tachograph

### ISSUE

During the period of the COVID-19 outbreak, many entrepreneurs were and still are confronted with a large decrease of work. Especially companies who work in the touristic sector, like many bus companies.

During the COVID-19 outbreak, bus companies has suspended their busses to save some money. Because these busses were suspended and did not drive, power interruptions of the tachograph took place. Entrepreneurs are scared that these interruptions will lead to misunderstandings at road checks and maybe to enforcement related to manipulation of the tachograph.

Entrepreneurs complain that calibrating all tachographs of their vehicles will cost a lot of many. It will nullify the savings of the suspended busses. Of course, these problems also may occur in the sector of transporting goods.

How will we deal with power interruptions of the tachograph during the COVID-19 outbreak?

### RELEVANT EU LEGISLATION

It is not illegal to drive further when there has been a power interruption of the tachograph. However, law enforcers in all Europe considers this event as a possible indication for manipulation. The workgroup ECR-TWG states that a power interruption of more than 20 minutes is a strong indication for manipulation.

### RECOMMENDATION

A power interruption during the COVID-19 outbreak is not automatically a possible indication for manipulation. Law enforcers will be lenient at roadside checks when they are confronted with power interruptions during this period, with the comment that this period differs in every country.

### PROPOSAL

Entrepreneurs should have the opportunity to prove that a vehicle has been suspended during the COVID-19 outbreak. This could be done by adding a suspension form or another statement to the papers of this vehicle. Because of this law enforcers may more easily come to the conclusion that the power interruption has nothing to do with manipulation.