

Master Class Tacho Fraud

Osnabrück
18th -22nd of June 2018

Opening statement

by

Robert Maiworm

Ladies and Gentlemen,

Dear Colleagues

Welcome to our Master Class Seminar Tacho Fraud here in Osnabrück.

I especially welcome

- **Mrs. Menke** from the Osnabrück Police Department.

I'd like to express my special thanks for the preparation of this Master Class to all members of ECR and TISPOL. Representing both organizations and standing for all of the involved colleagues, I would like to thank:

- **Mr. Gérard Schipper** (*Chairman, ECR-TACHO-WEB-GROUP-Working Group and General Delegate of ECR*),

- **Mr. Martin Bonthius** (*Chairman, TISPOL-TACHO-WEB-GROUP-Working Group*),

Ladies and Gentlemen, due to different conflicts of time scheduling I couldn't attend the last two Master Classes. So colleagues of mine took over my job during the last year. To be honest, twice a year this Master Class is one of our best expert meetings that we have established. And so I am really happy to have the opportunity to be here, and welcome you today.

This ECR and TISPOL Cooperation has a great importance for the daily work of our inspection services. Without the exchange of knowledge amongst the inspections, we would never ever be able to handle the challenges of the European road safety, nowadays.

Road traffic and especially manipulation on digital tachograph doesn't stop at the borders. It is a European problem that cannot be solved on a national level.

We all -all European states and all Enforcement authorities – have the same problem:

The fraud and manipulation on tachograph systems is an omnipresent danger, and this not only for the road safety, but also for the fair competition.

The sophistication of the manipulations has risen in a way, which is very difficult to manage in roadside checks by our enforcement community.

I needn't to explain to you, how manipulations were made in the past. There is no doubt, that manipulations by using a simple magnet are behind us for a long time. Even if we still find the one or the other magnet.

But we all know, today, manipulations are much more professional, and it gets more and more complicated to unravel manipulation cases.

Manipulations are built in the electronic components, so that they could be activated easily, for example by pushing in the gas pedal a number of times. We shall remind everyone, that these manipulations are mostly criminal offences and that they are systematically done. They couldn't be done by only one person by the way. For these kinds of manipulation a lot of players are involved, so that it has grown up to an unexpected dimension during the last years. The new technical components of manipulation present us with new challenges.

This means a considerable investment of resource and more important: the added enforcer's time to perform road side checks. To put it bluntly, road side checks on tachograph fraud are extremely time-consuming. Every enforcer has to check fraud conscientiously, and also extensively, which is necessary to gather evidence for a court case. During the time of checking no other vehicle can be checked. This leads to a reduced quantitative result of roadside checks. So far the quantitative focus is at odds with this, as it would call for a certain number of checks to be done daily, to meet the target. From a road safety's and fair competition's perspective, taking out the manipulating company, has much more value than a certain number of checks, which may or may not give the real picture of driving and resting time.

During specialized manipulation checks, the infringement rate goes as high as 30%. And to be honest, we all know that this is only the top of the Iceberg. I am sure that the most vehicles manipulated, are still not detected.

Ladies and Gentlemen, this is and will be our challenge. But it is and always will be a race between rabbit and hedgehog.

For this reason, it is very important for all inspectors, who are involved in these controls, to get the right qualifications and skills how to detect manipulations.

But next to Tacho Fraud, other sorts of manipulations arise. One of the most popular at the moment is Ad Blue Manipulation. That's why ECR Member States proposed to tackle this up growing problem within the ECR. A new subworking group was created and met two weeks ago for the first time. Furthermore, Poland, France and Germany started a common control action in the end of April, and we will organize more coordinated road side checks. I think that Ad Blue manipulation will continue to occupy us for many years, and we have to think about to integrate this topic in our permanent cooperation.

Ladies and Gentlemen, the cooperation between Tispol and ECR on the field of Tacho Manipulation is one of the big achievements that we have. And I am convinced, that the Master Class will hold this meeting with the same vigour, as you did in the past. I don't tell you a secret by saying, that it is thanks to you that ECR and TISPOL can celebrate the 10th anniversary of Master Class this year in October.

And as luck would have it, this anniversary will take place during the German ECR presidency, which will start at the beginning of July. The BAG is already planning an Anniversary Conference on 11th of October in Osnabrück, where all Master Classes have been taken place since the beginning. All participants of the Master Class in October and the Tacho-Web-Group will be invited. The main focus of this conference will be on training needs, and on future developments of road freight transport enforcement. I'm sure, that my colleagues will do their very best to organize a successful event, and I am also personally looking forward to seeing you in Osnabrück in October.

With regard to our 10th anniversary, I think, all involved bodies can be proud of that. Nowadays, we play a key role in the fight against manipulations on tachographs. Inspectors of all ECR and Tispol Member States profit of this cooperation. We can see that in our day to day work.

But let's face the facts; the pressure on the transport industry will grow up in the coming years. So our daily work will become more and more important. We need to further develop our methods of roadside inspections, to prevent the distance from becoming too great. These tasks won't be finished one day. I am convinced, that we are demanded to obsess with these technical developments again and again to be up to date, regarding the newest ways of manipulation.

And we can only succeed by working closely together **and** share knowledge **and** developing together new ideas for better enforcement.

Ladies and Gentlemen, it is entirely up to you now, to use your time at its best during this Masterclass, to bring together the newest findings and to learn from each other as best as possible. I promise that it is worth the effort. Only in that, our inspection authorities will benefit from our cooperation and bring us closer to the aim of increasing European road safety.

Last but not least, I want to thank all people, who were involved in the organization of this week. I know, that it costs a lot of time and also energy, to put together the program twice a year, with all new findings of this fast-moving material. But casting an eye on the agenda, I realized that you did that job very well, as you always do. Thank you very much for that.

I hereby wish you all a fruitful week.

Thanks a lot for your attention.