The Road Traffic Control Information System – Assisting the detection of undeclared work, Greece

Title of the policy or measure (in English)	The Road Traffic Control Information System – Assisting the detection of undeclared work
• Country	Greece
• Sectors	Transport and storage
• What groups are targeted by the measure	- Greek Labour inspectorate (SEPE) staff (directly targeted) - Workers involved in undeclared work (indirectly targeted)
• Purpose of measure	Deterrence: improve detection
• Short sentence summarising the measure	The Road Traffic Control Information System supplies information which tracks, processes and analyses data from vehicles' digital or analogue tachographs[i]. This information is used by the Greek Labour Inspectorate to cross-check data on working days, hours and contracts, which is supplied by the Information System ERGANI[ii] and drivers' route books[iii], in order to detect under-declared and undeclared work in the road transport sector.
Background	
• Background context driving the implementation of the measure	Prior to the Road Traffic Control System, specialised technical knowledge was required to interpret violations in analogue tachographs. Further, there were challenges in accessing data from both analogue and digital tachographs. The data from analogue tachographs was easy to alter and corrupt, making it impossible to analyse, while checking digital tachographs required specialist equipment. Until the introduction of the Road Traffic Control Information System, these issues made it difficult for the Greek Labour Inspectorate to use tachograph data to aid the detection of under-declared or undeclared work and detect non-compliance with EU regulations on permitted daily and weekly driving and rest periods.
• When was the measure implemented? (including start date and end date/ongoing)	The Road Traffic Control Information System was introduced as a pilot in 2017. In 2018 it began to be implemented as a mainstream measure.
• Names(s) of authorities/bodies/organisations involved	• Greek Labour Inspectorate (SEPE) • Ministry of Labour, Social Security and Social Solidarity • Ministry of Transport
• Scope of the measure (a pilot project, nationwide, regional wide)	Nationwide
• Type of (policy) measure	Tool
• Key objectives of the measure	**General objectives:** - Ensuring compliance with EU regulation and aiding the detection of under-declared or undeclared work in the road transport sector **Specific objectives:** - Ensuring drivers' compliance with daily and weekly driving time and rest periods in keeping with EU Regulation 561/2006

	- Ensuring compliance with EU Regulation 165/2014 and EU Directive 2006/22/EC on the implementation of checks and checking equipment
Specific measure	
• Description of how the measure operates in practice	The Road Traffic Control Information System provides improved data collection and analysis capabilities. Specifically, the system provides the following functions: - Road-side tracking and analysis of road transport data - Processing and analysis of lorry fleet tachograph data - Data synchronisation with the central road traffic management application - Access to primary road traffic data and reports - Scheduling of checks - Evaluation of the results of scheduled checks Within the Road Traffic Control Information System, processing and analysis of tachograph data is done using the software, Tachospeed. This programme imports data, including drive times and rest periods, from both analogue and digital tachographs. This data is then stored in a database, where it can be analysed. For instance, a summary of work time for all drivers or a Road Inspection Report, which highlights any infringements of Regulation 561/2006 by driver, can be produced.[iv] Under-declared or undeclared work can be detected by cross-checking this data against the working hours declared by employees in the information system ERGANI and the declared routes and stops recorded by drivers in their route books.
• What resources and other relevant organisational aspects are involved?	The design and implementation of software for the Road Traffic Control Information System was carried out over an 8-month period by a contractor, who was in close contact with a team of 5 employees from the Labour Inspectorate during this implementation period and afterwards. Currently a team of 10-12 Labour Inspectorate employee trainers is being established. There will be 1-2 members of this team based in each peripheral directorate, and the role of this team will be to support their colleagues in using the equipment and solving any issues. The technical resources needed include a server where the central application is installed and running, and 300 technical equipment packages for 79 regional Labour Inspectorate offices. Each of these packages included: - a laptop (where the necessary applications are installed) - a scanner (with which analogue tachograph sheets are scanned) - a digital tachograph reader download unit (to be used in digital tachographs) - a GPS receiver (to know the exact positioning of the conducted inspection on the road) - a thermal printer The total cost of designing and implementing the software, setting up the central equipment, distributing the technical equipment packages, and training employees was of approximately EUR 800 000.
• What are the source(s) of funding?	EU funding from the EU's Corporate Pact for Growth Framework was used for the implementation stage. Ongoing use of the Road Traffic Control Information System is funded by national funding.
Evaluation and outcome	

• Has the measure achieved its objectives?	Through improved data collection and analysis enabled by the Road Traffic Control system, it is possible to ensure compliance with relevant EU legislation regarding the implementation of checks and drivers' driving and resting periods. Through cross-checking the data collected by the Road Traffic Control System with the ERGANI information system and drivers' route books, under-declared and undeclared work may be detected.
• Assessment method (including indicators used to measure its impact), and the outputs and outcomes achieved	Due to a low amount of inspections being carried out by the labour authorities using this tool in 2018, the outputs and outcomes of the Road Traffic Control Information System have not been extensively evaluated. Instead this tool has largely been used for inspections following drivers' complaints. However, the labour authorities expect to conduct a greater number of inspections by the end of 2018, so a greater amount of data will be available for assessment by early 2019. Despite this, the current results have shown that undeclared work has been detected in approximately 12 % of inspections, while under-declared work has been detected in approximately 70 % of the inspections (when cross-checking the tachograph data with the data declared in ERGANI).
• What are lessons learnt and the key conditions for success?	Lessons learnt and success factors include the following: - Involving all stakeholders in the implementation and use of the Road Traffic Control Information System is important for ensuring interoperability. - A lack of interoperability with ERGANI and the Ministry of Transport means that checks must be performed manually and relevant Ministry of Transport data on the validity of drivers' cards and lorry fleet data of each transport company is inaccessible, which is a current limitation of the system. - It is also not currently possible to use the Road Traffic Control System for International Haulage Undertakings or for employees of foreign hauliers, due to an unavailability of data, which are further limitations of the system. Cooperation between transport authorities in other Member States would help to improve the scope of the information system by allowing checks on employees working for a foreign country. - Ongoing training and awareness raising among employees carrying out checks is needed to encourage proper use of checking equipment. - Continuous cooperation between the enforcement bodies within the Member State is needed to ensure regulations are consistently applied and to ensure the detection of under-declared and undeclared work is improved.
• Level of transferability (e.g. other countries/groups/sectors)	This system for processing and analysing tachograph data could be transferred to other countries to aid the detection of under-declared or undeclared work, depending on the existing data sets available to cross-check this data against: the level of cooperation, data sharing and interoperability possible between relevant authorities, the level of funding available to implement such a system, and the level of IT capabilities of relevant staff authorities and employees carrying out checks.
Additional information	
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• Useful sources and resources	• Regulation (EC) No 561/2006 of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85. Available at https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561 • Regulation (EU) No 165/2014 of 4 February 2014 on tachographs in road transport. Available at https://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:32014R0165 • Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC. Available at https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006L0022
• Metadata and key words for online search	Greece; road traffic control system; ERGANI; route books; road transport; lorry; tachograph data; cross-checking; information system; interoperability; data-sharing

[i] The tachograph is a device in the cabs of trucks and buses. It records the driving time, breaks, rest periods as well as periods of other work undertaken by a driver. Council Regulation (EU) N° 165/2014 provides the basis for the use of tachographs. This aimed at helping to enforce the rules on driving times and rest periods in order to prevent fatigue, and guarantee fair competition and road safety. This information was sourced from https://ec.europa.eu/transport/modes/road/social-provisions/tachograph_en

[ii] ERGANI is an information system in which all employers are obliged to declare the working hours of their employees in advance.

[iii] Drivers are obliged to record their intended routes, including departure time and place, destination place and time of arrival, and intermediate stops, in advance.

[iv] Internet: http://tachospeed.com/