

An explanation of “Okehampton for Holsworthy & Bude,”

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The reason the destination display shows in the manner it does is because the registration is split in order to circumvent the rules on the use of a tachograph instrument and the possible need for the driver to have a digital tachograph card. When the digital tachograph was introduced the old ‘timetable and roster’ arrangements that previously existed were lost. Under these arrangements services over 50km could be operated without a tachograph as long as the driver carried a copy of the timetable for the service (usually in the form of a duty board/sheet) and a copy of the roster for duties on that driving panel. Although such services always needed to be operated under EU conditions, these previous arrangements avoided the need for specific batches of vehicles to have a tachograph fitted. It became clear that when the rules changed there were huge difficulties in finding enough tachograph fitted vehicles and drivers equipped with digital tachograph cards to maintain such services.

CPT therefore negotiated with the DfT in 2008 a more flexible interpretation of the 50km threshold rules. The Stagecoach South Coast 700 Coastliner service became the Guinea Pig for this arrangement and it has subsequently been adopted by most operators. This revised interpretation was used for determining whether a route is a separate route for the purposes of the 50 km threshold for regular bus services under the EU drivers’ hours rules. These are slightly broader than had originally been proposed.

It was decided that a route would be regarded as a separate route if:

- (a) the route is individually registered with the relevant traffic commissioner (this does not apply to services operated in Greater London under stewardship of Transport for London);
- (b) the route ends at a recognised terminus (i.e. a destination in its own right, an established transport interchange or a garage); and
 - (i) the same vehicle is not subsequently used on another route or;
 - (ii) there is a change of driver before the vehicle is used on another route in which case the two routes may be advertised as a through service; or
 - (iii) the same vehicle is subsequently used on another route with the same driver provided the two routes are not advertised as a through service (they may be advertised as connecting services and passengers wishing to continue on the connecting service may do so without leaving the vehicle if they wish and through tickets may be issued).

It is b(iii) that leads to destination displays such as the one showed and also the way in which such journeys are shown in public timetables.