

TYLER
TRAINING



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EU DRIVERS' HOURS & WORKING TIME RULES

KEY DEFINITIONS

Driving time

The duration of driving activity recorded by the tachograph (or manually by the driver if the tachograph is unserviceable or malfunctioning).

Daily driving time

The total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period, or between a daily rest period and a weekly rest period.

Week

The period of time between 00.00 on Monday and 24.00 on Sunday.

Weekly driving time

The total accumulated driving time during a week.

Break

Any period during which a driver may not carry out any driving or other work and which is used exclusively for recuperation.

Daily rest period

The daily rest period during which a driver may freely dispose of their time and covers regular daily rest period and a reduced daily rest period.

Weekly rest period

The weekly period during which a driver may freely dispose of their time and covers a regular weekly rest period and a reduced weekly rest.

Regular daily rest period

Any period of rest of at least 11 hours long.

Regular weekly rest period

Any period of rest of at least 45 hours long.

Reduced daily rest period

Any period of rest of at least 9 hours but less than 11 hours.

Reduced weekly rest period

Any period of rest of less than 45 hours, which may be shortened to a minimum of 24 consecutive hours.

Multi-manning

The situation where, during each period of driving between two daily rest periods, or between a daily rest period and a weekly rest period, there are at least two drivers in the vehicle to do the driving. For the first hour of multi-manning the presence of another driver or drivers is optional but for the remainder of the period it is compulsory.

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DRIVING TIME

Daily driving	Maximum of 9 hours. Can be extended to no more than 10 hours no more than twice during the week
Weekly driving	Maximum of 56 hours in any week.
Fortnightly driving	Maximum of 90 hours in any 2 consecutive weeks.
Breaks	After a driving period of 4.5 hours an uninterrupted break of not less than 45 minutes is required unless taking rest. Break can be subdivided into 2 periods taken during 4.5 hours driving, the first at least 15 minutes, the second at least 30 minutes.

WORKING TIME

Average weekly working time	48 hours calculated over 17/18 weeks (or up to 26 weeks if agreed).
Maximum weekly working time	60 hours.
Breaks	Break must be taken after a maximum of 6 hours work. A total of 30 minutes break is required if working time totals between 6 and 9 hours or 45 minutes if over 9 hours. Breaks can be subdivided into periods of not less than 15 minutes.

Daily rest	11 hours within 24 hours from start of shift - this can be reduced to no less than 9 hours on 3 occasions between any 2 weekly rests.
Split daily rest	A daily rest period may be split into 2 periods, the first must be an uninterrupted period of at least 3 hours and the second, an uninterrupted period of at least 9 hours.
Daily rest concession for multi-manning	When double manning a new daily rest period of at least 9 hours must be taken within 30 hours of the end of a daily or weekly rest period.
Daily rest concession for ferry/train rest	When accompanying a vehicle being transported by ferry or train, a regular rest period of at least 11 hours may be interrupted not more than twice by other activities of no more than 1 hour in total.
Weekly rest	<p>A weekly rest period must start no later than at the end of 6 x 24 hour periods from the end of the previous weekly rest period.</p> <p>In any 2 consecutive weeks the driver must take at least:</p> <ul style="list-style-type: none">• 2 regular weekly rest periods (of at least 45 hours each) OR• 1 regular weekly rest period and 1 reduced weekly rest period (of at least 24 hours) <p>A weekly rest period that falls in 2 weeks may be counted in either week, but not in both.</p> <p>Reductions must be compensated for en bloc before the end of the third following week and must be attached to another rest period of at least 9 hours.</p>