DRIVERS’ HOURS RULES
(EU & Working Time Directive)

SUPPLY CHAIN SOLUTIONS
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SUMMARY – Drivers’ hours rules (EU/ Working Time Directive Rules)

**EU (EC561/2006) RULES ON DRIVERS’ HOURS**
- These rules strictly control the hours a driver can drive in the UK and apply to both goods and passenger vehicles. For goods vehicles the rules apply to all journeys made entirely within the UK, in whole or in part, on roads open to the public and where the maximum permitted weight (including any trailer or semi-trailer) exceeds 3.5 tonnes.
- These rules are designed to maintain safety standards and deal with breaks, maximum driving times, and minimum rest periods.

**WORKING TIME DIRECTIVE RULES**
- The Working Time Directive rules work in conjunction with the EU Drivers Hours Rules and limit the amount of time worked rather than just the time spent driving.

**IT IS YOUR RESPONSIBILITY TO ENSURE YOU ADHERE TO DRIVERS’ HOURS RULES (EU AND WORKING TIME DIRECTIVE) WHILST ENGAGED IN EMPLOYMENT WITH TEN LIVE AT ALL TIMES**

<table>
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<td>Daily driving</td>
<td>EU</td>
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<td>9 hours may be extended to 10 hours twice per week</td>
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<td>Weekly driving</td>
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<td>56 hours in any week</td>
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<td>Fortnightly driving</td>
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<td>90 hours during any 2 consecutive weeks</td>
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<tr>
<td>Average weekly working time</td>
<td>WTD</td>
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<tr>
<td>48 hours calculated over 17 weeks (or up to 26 weeks if agreed)</td>
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<tr>
<td>Maximum weekly working time</td>
<td>WTD</td>
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<tr>
<td>60 hours</td>
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<td>Night work</td>
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<td>10 hours <em>(Ten Live have a provision which allows temporary workers engaged as self-employed workers on contracts to work beyond the 10 hour night work limit)</em></td>
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<tr>
<td>Breaks</td>
<td>EU</td>
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<tr>
<td>45 minutes after maximum 4.5 hours driving. Breaks can be subdivided into 2 periods during 4.5 hours driving, 1st break at least 15 minutes, 2nd break at least 30 minutes</td>
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<tr>
<td>Break must be taken after a maximum of 6 hours work. A total of 30 minutes break 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</td>
<td></td>
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<tr>
<td>Daily rest</td>
<td>EU</td>
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<tr>
<td>11 hours within 24 hours from start of shift – this can be reduced by up to 2 hours (to 9 hours) on 3 occasions between weekly rests</td>
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<td>Weekly rest</td>
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<td>45 hours after a maximum of 6 days. This may be reduced to 24 hours. Reductions in rest must be compensated en bloc by end of third week following reduction. 2 weekly rests must be taken in any 2 week period and 1 of those rests must be at least 45 hours long</td>
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BREAKS (under Working Time Directive Rules)

**Before 6 hours** duty expires you must take a **minimum** break of 15 minutes

If you work **more than 6 hours, but do not exceed 9 hours** you must take **another minimum** break of 15 minutes

**30 MINUTES IN TOTAL**

If you work **more than 9 hours, but do not exceed 12 hours**, you must take **another minimum** break of 15 minutes

**45 MINUTES IN TOTAL**

**Note**: If necessary, you can always take a longer break if you need to. It is your choice. There is no maximum break. It is important to take breaks in accordance with the Working Time Directive and also for safety reasons – driving whilst tired is dangerous.

BREAKS (under EU Rules)

After a driving period of **no more** than 4½ hours you must take a break totalling **at least** 45 minutes

You may however take a **split break**: 1st break a **minimum** of 15 minutes, followed by a minimum 30 minutes

**45 MINUTES IN TOTAL**

**PLEASE REMEMBER: YOU MUST TAKE YOUR BREAKS IN ACCORDANCE WITH THE ABOVE DRIVERS’ HOURS RULES (WORKING TIME DIRECTIVE AND EU RULES)**
MINIMUM REST PERIODS (under EU Rules)

**Daily rest**

Within 24 hours after the end of the previous daily rest period or weekly rest period you must take a new daily rest period: 11 hours

This can be reduced to: 9 hours no more than three times between weekly rest periods

**Split Daily Rest**

A regular daily rest period may be taken in 2 periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least 9 hours

**Weekly Rest**

A weekly rest period must start no later than at the end of 6x24 hour periods from the end of the previous weekly rest period

In any 2 consecutive weeks you must take at least: 2 weekly rest periods (of at least 45 hours each)

OR 1 weekly rest period and 1 reduced weekly rest period (of at least 24 hours)

A weekly rest period that falls in 2 weeks may be counted in either week, but not in both

Any reductions must be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

Rest taken as compensation must be attached to another rest period of at least 9 hours

**Daily rest concession for multi-manning**

If you are engaged in multi-manning, you must have taken a daily new rest period of at least 9 hours within 30 hours of the end of a daily or weekly rest period

**Daily rest concession for ferry/train rest**

Where you accompany a vehicle which is transported by ferry or train and take a regular daily rest period (at least 11 hours) that period may be interrupted not more than twice by other activities of not more than 1 hour in total, provided you have access to a bunk during the rest period

**Definitions:**

Week: The period of time between 00.00 Monday and 24.00 Sunday

Multi-manning: The situation where during each period of driving between 2 daily rest periods or between a daily rest period and a weekly rest period there are at least 2 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
DRIVING TIME LIMITS (under EU Rules)

Daily driving: must not exceed 9 hours, although this may be extended to 10 hours twice a week

Weekly driving: must not exceed 56 hours

Fortnightly driving: must not exceed 90 hours during any two consecutive weeks

Night work driving: must not exceed 9 hours

Definition:
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

WORKING TIME LIMITS (under Working Time Directive)

Weekly working time: Must not exceed an average of 48 hours per week (over 17 weeks or up to 26 weeks if agreed) and a maximum of 60 hours can be worked in a single week

Night work: Any worker entering a shift between 00:00 and 04:00 is classed as a night worker and their working time must not exceed 10 hours*

*Note: There is a provision in the Working Time regulations for temporary workers engaged as self-employed workers on contracts to adopt flexibility in respect of night work and these workers can work beyond the 10 hour night work limit set out in the regulations, but only to the extent that this would not breach any of the other provisions of the regulations of the GB/EU drivers' hours. Ten Live exercise this provision
**DRIVERS’ RESPONSIBILITIES (under EU and Working Time Directive rules)**

**You must:**

- Record all driving time and rest time on a tachograph
- Ensure the correct functioning and proper use of the recording equipment and the driver card
- Where you are employed or at the disposal of more than one transport undertaking, provide sufficient information to each undertaking to enable the rules to be complied with
- If the rules have been broken because of an emergency, indicate the reason by making a written manual entry - at the latest when you reach a suitable stopping place
- Be able to produce at the roadside:
  - Your driver card (if you hold one)
  - Charts for the current day and previous 28 calendar days
  - Any legally required written records or printouts for the above period

**Sources & further information**

http://www.fta.co.uk

EU drivers’ hours rules;
http://www.dft.gov.uk/vosa/publications/manualsandguides/drivershoursandtachographguides.htm

Working Time Directive
http://www.hse.gov.uk/contact/faqs/workingtimedirective.htm
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