

WORKING TIME DIRECTIVE & EU DRIVERS' HOURS RULE – QUICK GUIDE

WORKING TIME DIRECTIVE - BREAKS

Before 6 hours duty expires you must take a minimum break of 15 mins	30 MINS IN TOTAL
If you work more than 6 hours, but do not exceed 9 hours you must take another minimum break of 15 mins	
If you work more than 9 hours, but do not exceed 12 hours, you must take another minimum break of 15 mins	45 MINS IN TOTAL

If necessary, you can always take a longer break if you need to. It is your choice. There is no maximum break – driving whilst tired is dangerous.

PLEASE REMEMBER, YOU MUST TAKE YOUR BREAKS IN ACCORDANCE WITH THE ROAD TRANSPORT RULES & REGULATIONS

EU DRIVER'S HOURS & 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: <ul style="list-style-type: none"> - 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

EU DRIVER'S HOURS RULES – main limits for drivers

Daily driving time	Must not exceed 9 hours, although this may be extended to 10 hours twice per week
Weekly driving time	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
Breaks from driving	After a driving period of no more than 4½ hours you must a break totaling at least 45 minutes You may however take a split break: 1 st break a minimum of 15 minutes, followed by a minimum 30 minutes
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, BUT 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
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
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 : <ul style="list-style-type: none"> • 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 hrs

Definitions:

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 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 remainder of the period it is compulsory

SUMMARY - EU DRIVER'S HOURS & WORKING TIME DIRECTIVE (WTD) RULES

	Limits	EU /WTD rule
Daily driving	9 hours may be extended to 10 hours twice per week	EU
Weekly driving	56 hours in any week	EU
Fortnightly driving	90 hours during any 2 consecutive weeks	EU
Average weekly working time	48 hours calculated over 17 weeks (or up to 26 weeks if agreed)	WTD
Maximum weekly working time	60 hours	WTD
Night work	10 hours (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)	WTD
Breaks	45 minutes after maximum 4.5hours driving. Breaks can be subdivided into 2 periods during 4.5hours driving, 1 st break at least 15 minutes, 2 nd break at least 30 minutes 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	EU WTD
Daily rest	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	EU
Weekly rest	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	EU

Sources & further information; <http://www.fta.co.uk>, Working Time Directive - <http://www.hse.gov.uk/contact/faqs/workingtimedirective.htm>

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



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