

EU Drivers' Hours Changes



From 11th April 2007 the EU are making changes to the Drivers' Hours rules. This will mean that anyone who is responsible for planning or managing drivers of goods vehicles will need to be aware of and act upon these changes.

The current and new rules are detailed in the table below. As an operator the key actions you need to consider are:

- Understand the new rules and identify the impact on your business
- Review and potentially re-plan schedules and amend planning software if necessary
- Communicate the impact to employees
- Arrange training for managers and drivers

	Current rules	New rules from 11 April 2007
Breaks from driving	Total of 45 minutes break to be taken at or before the end of 4.5 hours' continuous or cumulative driving. The 45-minute break may be split into breaks of at least 15 minutes each.	Total of 45 minutes break to be taken at or before the end of 4.5 hours' continuous or cumulative driving. The 45 minute break may be split into two breaks, the first at least 15 minutes long, the second at least 30 minutes long.
Daily rest	11 hours rest in the 24-hour period, which begins at the end of the last daily/weekly rest period. May be reduced to a minimum of 9 hours no more than three times a week. Reductions must be compensated by the end of the following week.	11 hours rest in the 24-hour period, which begins at the end of the last daily/weekly rest period. May be reduced to a minimum of 9 hours no more than three times between weekly rests. Reductions no longer require compensation.
Split daily rest	12 hours rest must be taken in total, where a daily rest has been split. It can be taken in two or three periods, each at least 1 hour long, with the last part being at least 8 hours long.	Split daily rest can be taken in two periods, the first period being at least 3 hours long and the second at least 9 hours long.
Weekly rest	45 hours can be reduced to 36 hours at driver/vehicle's base or 24 hours away from base. Reductions must be compensated by the end of the third week following the week of reduction.	45 hours can be reduced to 24 hours at base or away from base. Reductions must be compensated by the end of the third week following the week of reduction. A full regular 45-hour rest is required in any two weeks.
Double manning daily rest concession	Within 30 hours of the end of a daily/weekly rest period, when a vehicle is manned by at least two drivers, each driver must have at least 8 hours rest.	Within 30 hours of the end of a daily/weekly rest period, when a vehicle is multi-manned, each driver must have at least 9 hours rest.
Ferry/train daily rest concession	Daily rest can be interrupted once provided part of the rest is taken on land, the interruption is no longer than 1 hour, you have access to a bunk or couchette, and the rest period is increased by 2 hours.	A regular (at least 11 hour) daily rest may be interrupted not more than twice by other activities not exceeding one hour in total. During the rest you must have access to a bunk or couchette.

There are also changes to the definitions and responsibilities, the main changes are detailed below.

Off-road driving

The new rules include any driving on both public and private roads as 'carriage by road'. So vehicles delivering to private sites will not be able to count the site driving as 'other work'.

For more information go to ryder.com

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Recording other work on driving and non-driving days

The new rules specify that all other work must be recorded, including any work for other employers, for driving days and non-driving days within any fixed week where you have driven a vehicle in-scope of the tachograph rules. Any periods of availability and rest or break periods taken during this time should be recorded.

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