



EC Drivers' Hours



- “**other work**” irrespective of whether you are using analogue or digital tachograph recording equipment, **must be** recorded under “other work” * 

- “**periods of availability**” **must** be recorded under :  to ensure compliance with the Road Transport (Working Time) Regulations 2005.

*Article 26 of (EC) No 561/2006 stipulates that “other work”, including work for another employer within or outside the sector, is recorded under the first symbol (‘the crossed hammers’) shown here and that periods of availability must be recorded under the second symbol (‘the box mode’).

PRODUCTION OF RECORDS AT THE ROADSIDE TO ENFORCEMENT STAFF

You **must** be able to produce the following at the roadside, whenever an inspecting officer so requests:-

- Drivers using vehicles fitted with analogue tachograph recording equipment:
 - record sheets (tacho. charts) for the current day and any completed in the previous 28 calendar days,
 - your digital tachograph driver card (if you have been issued with one, *even if never used*),
 - any manual records and/or printouts made during the same period.
- Drivers using vehicles fitted with digital tachograph vehicle:
 - your digital tachograph driver card,
 - manual records and printouts made during the current day and any completed during the previous 28 calendar days,
 - analogue tachograph record sheets (tacho. charts) for the same period (*i.e. covering occasions where you have driven an analogue tachograph equipped vehicle*).

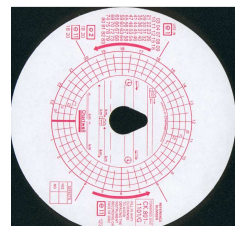
DRIVERS' MUST HAND IN DRIVING RECORDS TO THE OPERATOR WITHIN 42 DAYS OF COMPLETION

Damaged or lost driver cards: If a driver is operating a vehicle fitted with a digital tachograph vehicle unit and his/her driver card is damaged, malfunctions or is lost or stolen, a printout (from the vehicle unit data record) must be produced at the start of the journey and a further printout (from the vehicle unit data record) must be produced at the end of the journey.

Both printouts must have the following information manually added by the driver:

- the driver’s name and driving licence number,
- periods of: other work, availability and rest / break not automatically stored by the vehicle unit,
- the driver’s signature.

Records to be kept by a “part time” driver: If you spend a day or days of any working week *not* driving an ‘in-scope’ vehicle you **MUST** still keep a manual record of all work carried out during those days. VOSA recommend that tachograph charts be used for this purpose, with the centre field of the chart completed as normal and the rear of the chart being manually completed with periods of work and breaks marked on the graph area normally available (as this example >)



Reporting work carried out: If you carry out work for more than one employer you **MUST** inform them all.

IF YOU HAVE BEEN ISSUED WITH A DRIVER CARD YOU MUST ALWAYS CARRY IT WITH YOU WHEN DRIVING ANY VEHICLE FOR COMMERCIAL PURPOSES

EC Drivers' Hours Regulations

since 11th April 2007 :-

Daily driving	<p>The daily driving limit shall not normally exceed 9 hours, although the daily driving limit may be extended to at most 10 hours, not more than twice during the week.</p> <p><i>Increases to 10 hours daily driving no longer require any compensatory daily rest to be taken.</i></p>
Weekly driving	<p>The weekly driving time shall not exceed 56 hours and shall not result in the maximum weekly driving time laid down in the Road Transport Directive 2002/15/EC being exceeded.</p> <p><i>Previously (before 11.04.07) no weekly driving limit specified as part of EC drivers' hours legislation.</i></p>
Fortnightly driving	<p>Maximum 90 hours in any two consecutive weeks.</p> <p><i>Previously (before 11.04.07) maximum 90 hours in any fortnight, just a wording change.</i></p>
Breaks from driving	<p>45 minutes break in or immediately following 4½ hours accumulated or total driving time – can be broken down into an initial minimum period of at least 15 minutes, followed by at least a 30 minute break period, in that order.</p> <p><i>Previously (before 11.04.07) could be broken down into 3 minimum periods of 15 minutes..... NOT ANY MORE !</i></p>
Daily rest	<p>11 hours daily rest, may be replaced by a reduced daily rest if it is at least 9 hours – a reduced daily rest may be taken up to 3 times between any two weekly rest periods – no compensation required.</p> <p><i>Previously (before 11.04.07) compensation for reduced daily rest was required.</i></p>
Weekly rest	<p>Regular weekly rest period is 45 hour's. Can be reduced to a reduced weekly rest period of at least 24 hours in alternate weeks. Any rest taken as compensation for a reduced weekly rest period must be made up by the end of the 3rd week following, attached to a rest period of at least 9 hours.</p> <p><i>Previously (before 11.04.07) 45 hours regular weekly rest could be reduced to 36 hours at base or 24 hours away from base, with compensation made up by the end of the 3rd week, added to a rest of at least 8 hours. This 'at base or away from base' is no longer relevant.</i></p>
Multi-manning	<p>9 hours rest in 30 hours permitted, with further allowance for a driver to operate the 1st hour solo.</p> <p><i>Previously 8 hours rest in 30 hours for each driver, with the need for all crew members to be present with the vehicle at all times within that period.</i></p>

THE ABOVE EC DRIVERS' HOURS HAVE BEEN LEGALLY BINDING SINCE 11TH APRIL 2007

The requirement to be able to produce records for the current day and any completed in the previous 28 calendar days became law on 1st January 2008.

The need to be able to produce a driver card, even if it has never been used, came into force in May 2006.

ALWAYS USE THE CORRECT ACTIVITY MODE SWITCH ON THE TACHOGRAPH. IT IS INCORRECT AND CAN LEAD TO PROSECUTION TO LEAVE AN ANALOGUE TACHOGRAPH PERMANENTLY SET ON THE 'BED' ACTIVITY MODE.

A DIGITAL TACHOGRAPH VEHICLE UNIT DOES NOT RECORD BREAK / REST UNLESS THE DRIVER PHYSICALLY SELECTS THE 'BED' MODE WHEN THE VEHICLE IS STATIONERY. IF THE VEHICLE MOVES, EVEN FOR ONLY A FEW INCHES, THE ACTIVITY MODE WILL AUTOMATICALLY REVERT BACK TO 'DRIVING' THEN ONTO 'OTHER WORK' WHEN THE VEHICLE BECOMES STATIONERY AGAIN.

IF YOU HAVE BEEN ISSUED WITH A DRIVER CARD YOU MUST CARRY IT WITH YOU AND MAKE IT AVAILABLE FOR INSPECTION ON REQUEST.

REMEMBER - EVEN IF YOUR DRIVER CARD HAS NEVER BEEN USED TO RECORD DATA YOU MUST KEEP IT WITH YOU WHEN DRIVING PROFESSIONALLY.

