

EU ROAD TRANSPORT WORKING TIME DRIVING LIMITS

- The EU Road Transport Working Time Directive applies to mobile workers and self-employed drivers who undertake road transport activities covered by the EU drivers' hours rules.
- This includes drivers, vehicle crew and any others who form part of the travelling staff.
- A mobile worker must tell their employer in writing of any hours worked for another employer.
- Working time records of mobile workers and self-employed drivers must be retained for two years and be made available for inspection by an Enforcement Officer.
- This table summarises the key rules:

Average weekly working time	48 hrs calculated over 17 weeks (or up to 26 weeks if agreed)
Maximum weekly working time	60 hrs in a single week - average of 48 hrs must be maintained
Night work	If night work is performed, the daily working time cannot exceed 10 hours.
Breaks and rest Breaks from work other than driving can be divided into periods of at least 15 minutes	Mobile workers must take a minimum of: <ul style="list-style-type: none">• 11 continuous hours of rest in every 24-hour period. This may be reduced to 9 hours twice between two weekly rest periods,• 45 minutes break after 4½ hours of driving,• 30 minutes break after six hours of working (but not of driving), and• 45 minutes break after more than nine hours of working (but not of driving).

VISION
ZERO



USING A TACHOGRAPH

DRIVING & REST TIME RULES FOR DRIVERS OF GOODS AND PASSENGER VEHICLES

DRIVER'S RESPONSIBILITIES

You must:

- make sure that the tachograph equipment and your driver card work properly and you use them correctly;
- use a record sheet or a driver card every day on which you drive starting from the moment you take over the vehicle
- use the switch mechanism on the tachograph to record breaks or rests, other work and availability;
- be able to produce to an enforcement officer at the roadside:
 - your driver card (if you hold one),
 - record sheets you have used for the current day and in the previous 28 calendar days, and
 - any legally required manual (written) records or printouts that you have used for the current day and the previous 28 calendar days;
- Note: from 31st Dec 2024, the period for which drivers must be able to produce record sheets, manual records and printouts is extended from 28 days to 56 days.
- record all your work and driving activities manually if the tachograph equipment is not working properly and report the fault to the operator immediately; and
- make sure that the centre field of analogue record sheet is completed correctly and in full; and
- comply with the driving time, breaks and rest periods and working time rules

EU DRIVERS' HOURS RULES – MAIN LIMITS FOR DRIVERS

Maximum period of driving without a break	4½ hours
Daily driving time	Maximum of 9 hours, which may be extended to 10 hours but no more than twice a week
Weekly/ Fortnightly Driving	Maximum of 56 hours in one week but the total accumulated driving during any two consecutive weeks cannot exceed 90 hours
Break	After a driving period of 4½ hours, you must take a break of at least 45 minutes (unless you take a rest period). This break can be divided into 2 parts - the first at least 15 minutes long and the second at least 30 minutes - and taken during the 4½-hour driving period.
Daily rest	You must take a new daily rest period within 24 hours of the end of the previous daily rest period. A regular daily rest is at least 11 hours long. A reduced daily rest period is less than 11 hours, but at least 9 hours. You may opt to take a reduced daily rest period of at least 9 hours but less than 11 hours. You may only take a maximum of 3 reduced daily rest periods between any 2 weekly rest periods.
Daily rest concession for multimanning	If you are engaged in multi-manning, you must take a rest period of at least 9 hours rest within 30 hours of the end of a daily or weekly rest period. You may also take a break of 45 minutes in a vehicle driven by another driver provided you are not involved in assisting the driver driving the vehicle.
Interrupting rest periods when on a ferry/train	If you accompany a vehicle that is transported by ferry or train, and take a regular daily rest period (at least 11 hours) or a reduced weekly rest period (at least 24 hours), that period may be interrupted no more than twice by other activities of no more than 1 hour in total. Regular weekly rest periods can only be interrupted when being transported on a ferry or train if (a) the journey is scheduled for 8 hours or more and (b) the driver has access to a sleeper cabin.
Weekly rest	A weekly rest period must start by the end of 6 x 24-hour periods after the previous weekly rest period finished. In any 2 consecutive weeks you must take at least: <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) A weekly rest period that falls between 2 weeks' work may be counted in either week, but not in both. If over two working weeks, you take 1 full weekly rest period and then 1 reduced period, you must take compensating rest before the end of the third week after you took the reduced rest and add it to another rest period of at least 9 hours. Coach drivers on a single occasional service of international carriage (international coach tour) may postpone weekly rest for up to 12 consecutive 24 hour periods following a previous weekly rest period in certain conditions. See www.rsa.ie for further information. You cannot take a weekly rest or any weekly rest period longer than 45 hours in the vehicle. Accommodation must be provided at the cost of your employer.
Weekly rest - international drivers only	If you are engaged in international transport, you may take 2 reduced weekly rest periods in a row in every 4-week period if you, in any 4 consecutive weeks, take at least four weekly rest periods, of which at least 2 shall be regular weekly rest periods. You must start the reduced rests outside of the Member State of establishment to qualify for this possibility. If the first reduced rest begins inside your country of residence, the standard rules will apply. Where two reduced weekly rest periods have been taken consecutively, the next weekly rest period shall be preceded by a rest period taken as compensation for the two reduced weekly rest periods. The driver must also be able to return home before the start of the regular weekly rest period of more than 45 hours taken in compensation. Your employer must organise your work in such a way that you are able to return to your company's operational centre where you are normally based or to your place of residence once in every 4-week period. Your employer must be able to demonstrate how this is planned and fulfilled, should it be requested by enforcement bodies.
Driver centre field details (analogue record sheets)	Record sheets must contain the: <ol style="list-style-type: none"> surname and first name of driver; date and place where the use of the sheet begins and the date and place where the sheet ends; registration number of each vehicle to which the driver is assigned at the start of the first journey that is recorded on the sheet and then, if there is a change of vehicle, during the use of the sheet; odometer reading: <ul style="list-style-type: none"> • at the start of the first journey, • at the end of the last journey, and • if there is a change of vehicle during a working day, on the vehicle to which the driver was assigned and on the vehicle to which the driver is changing; and time of any change of vehicle.
Exceeding driving time to reach home in exceptional circumstances	It is possible for you to exceed daily and weekly driving time limits by one hour in exceptional circumstances (for example bad weather conditions, congestion, delays at loading/unloading points, etc.) to reach the operational centre or your place of residence, provided road safety is not jeopardised. If you take a 30-minute uninterrupted break immediately before this extra driving time, daily and weekly driving time may be exceeded by 2 hours. However, it must be compensated en bloc with any rest period by the end of the third week following the week in question.
Border Crossings	You must enter the country's symbol or code in the tachograph after crossing a border. This should be done at your first stop – that is, the nearest possible safe stopping place at or after the border. If the border crossing is by ferry or train, you must enter the country's symbol at the port or station of arrival. With digital tachographs, you should enter the symbol manually. With analogue tachographs, you should handwrite the symbol on the record sheet, preferably under the inner time dial. Further information explaining the correct procedure for recording border crossing on both digital and analogue tachographs is available on www.rsa.ie