

Regulation 561/2006

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DRIVING TIME AND BREAKS in DDP - 1 driver



driving



availability



rest/break



correct



incorrect

week - from Mon 0:00 till Sun 24:00

4 hrs. 30 min. 45 min. 4 hrs. 30 min. - 9 hrs. of drive

15 min. 30 min.
1st part 2nd part

max twice per week

4 hrs. 30 min. 45 min. 4 hrs. 30 min. 45 min. 1 hr. - 10 hrs. of drive

DAILY REST PERIOD (DRP) - 1 driver (within 24-hour period from first activity)



REGULAR
11 h.

next 24-hour control period
- 11 hrs. of rest



1st part
3 h.

REGULAR
DIVIDED

2nd part
9 h.

next 24-hour period
- 3+9 hrs.



REDUCED
9 h.

next 24-hour period
- 9 hrs. of rest

MAX 3x9 BETWEEN CORRECT WEEKLY RESTS - details below

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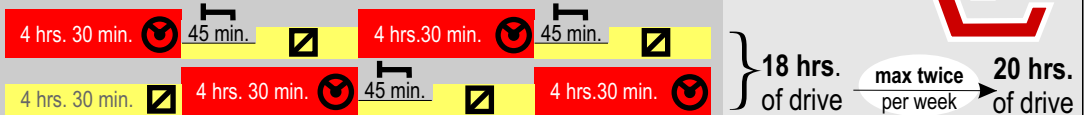


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DAILY DRIVING PERIOD (DDP) - period between correct daily or weekly rest periods

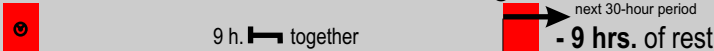


DRIVING TIME AND BREAKS in DDP - multi-manning (crew)



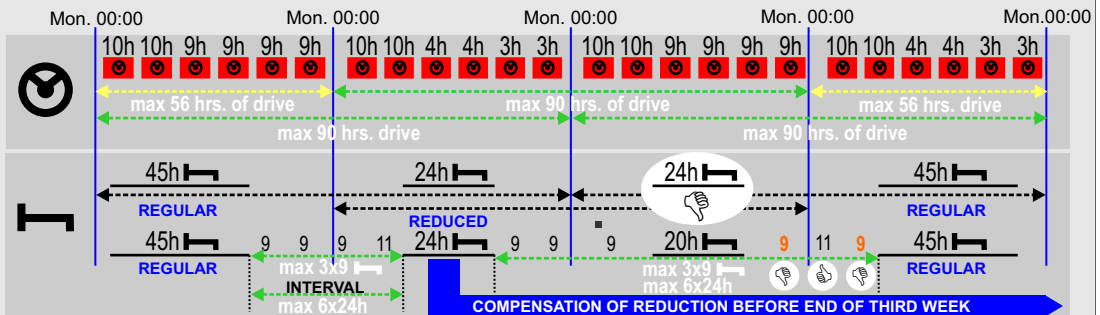
* according to EU guideline the first 45 minutes of availability recorded in multi-manning operation shall be treated as break reason: 20 h + 4x45 min. + 9 h = 32 h - which is longer than 30-hour control period, hence break as shall not be required

DAILY REST PERIOD - multi-manning (within 30-hour period from first activity)



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DRIVING AND REST TIMES in ANY TWO CONSECUTIVE WEEKS



*** A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period. Two consecutive weeks are controlled as follows: 1st with 2nd, 2nd with 3rd, 3rd with 4th. In any two consecutive weeks a driver shall take at least one 45-hour rest period and one at least 24-hour rest period in following week. However, the reduction shall be compensated by an equivalent period of rest taken en bloc with at least 9-hour rest before the end of the third week following the week in question.

ROADSIDE CHECK - TACHO CHARTS / PRINTOUTS / DRIVER CARD / ATTESTATIONS FROM CURRENT DAY AND 28 PREVIOUS DAYS
COMPANY INSPECTION - TACHO CHARTS / DIGITAL FILES .DDD/ESM FROM CARDS AND VEHICLE UNITS FROM LAST 365 DAYS

