

# Truck Drivers' Working Time Limits

<http://www.truck-driver.co.uk/working-time-directive/>

## Working Time Directive

To be used in conjunction with the EU [Drivers Hours Regulations](#), the Road Transport (Working Time) Regulations 2005 (aka The Working Time Directive) aims to control the actual hours worked and to bring drivers into line with the 48 Hour Working Week. Once again, this information is intended to make the regulations more digestible and should be used as a guideline. For the full regulations see Annex 2 of the [VOA Drivers Hours](#) Guidance.

## Working Time Classification

- When calculating Working Time for the Working Time Directive, Periods of Rest and Periods of Availability (POA) do not count.

## Weekly Working Time

- Drivers must not exceed an AVERAGE of 48 Hours per week.
- A maximum of 60 Hours can be worked in a single week.

## Night Work

- If a drivers shift enters any part of the period between 00:00 and 04:00 Hours, they are classed as night workers and their working time must not exceed 10 Hours.
- It is possible to 'opt-out' of the Night Work regulation under a collective/workforce agreement.

## Breaks

- Drivers completing a working period of between 6 and 9 hours must take a break(s) totalling at least 30 minutes.
- Where periods of work exceed 9 hours a break(s) totaling at least 45 minutes must be taken.
- Only breaks of at least 15 minutes qualify towards these breaks.

## Reference Period

- Working time can be averaged out over 17 weeks.
- Following a collective/workforce agreement the working time can be averaged over 26 weeks.

## Daily Driving Limit

- Maximum 9 hours driving per day
- Twice a week this can be extended to a maximum of 10 hours per day

## Weekly Driving Limit

- No more than 56 hours in one week

## Fortnightly Driving Limit

- No more than 90 hours in any two consecutive weeks

## Rest Breaks (Rest from Driving)

- 45 Minutes break must be taken following no more than 4 Hours 30 minutes driving
- This break may be taken in two parts, the first at least 15 minutes and the second at least 30 minutes.

## Daily Rest

- An unbroken 11 Hrs rest within the 24 h period that commences at the end of the last daily/weekly rest period.
- Three times per week (a week being the period between two weekly rest breaks), **Reduced Daily Rest** can be taken of at least 9 Hours.

## Split Daily Rest

- A 12 Hour daily rest period can be split into two, the first being no less than 3 Hours, the second no less than 9 (This does not class as a **Reduced Daily Rest**)

## Weekly Rest

- Within 6 days of the end of a weekly rest period a driver must take 45 hours continuous **Regular Weekly Rest**.
- A **Reduced Weekly Rest** of 24 Hours may be taken, but must be compensated for before the end of the third week following the rest.
- Any two consecutive weeks must contain at least one 45 Hour **Regular Weekly Rest**.

## Multi-Manning

- All of the above applies, except:
- Within 30 Hours of the end of a Rest Period, a Daily Rest of at least 9 Hours must be taken.

## Ferry Crossing

- During a Ferry Crossing / Transport by Train, a Full Daily Rest Period of 11 Hours can be interrupted twice for a total of no more than 1 Hour.