

Temporary exceptions submitted by EU and third-countries under Article 14 of Reg. 561/2006 or any other equivalent provisions

No	MS	Start date - End date (both included)	Exceptional circumstances	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from Under Article 14
1.	FR	22/10/2022 – 26/10/2022	Disruptions in national supply of fuel	Drivers transporting fuel	<ul style="list-style-type: none"> - Exceeding the maximum daily driving time within the limit of 1 hour (10 hours) - Exceeding the maximum weekly driving time within the limit of 4 hours (60 hours) - Exceeding the maximum fortnightly driving time within the limit of 6 hours (96 hours)
2.	FR	15/10/2022 – 21/10/2022	Disruptions in national supply of fuel	Drivers transporting fuel	<ul style="list-style-type: none"> - Exceeding the maximum daily driving time within the limit of 1 hour (10 hours) - Exceeding the maximum weekly driving time within the limit of 4 hours (60 hours) - Exceeding the maximum fortnightly driving time within the limit of 6 hours (96 hours)
3.	FR	07/10/2022 – 14/10/2022	Disruptions in national supply of fuel	Drivers transporting fuel	<ul style="list-style-type: none"> - Exceeding the maximum daily driving time within the limit of 1 hour. - Exceeding the maximum weekly driving time within the limit of 4 hours.
4.	UK	09/09/2022 – 22/09/2022	Death of Queen Elizabeth II and the need for substantial amounts of goods and numbers of personnel to be moved at short notice to support the main, official ceremonial events	Drivers driving under the EU drivers' hours rules involved in the delivery of Operation London Bridge during the period of National Mourning.	<ul style="list-style-type: none"> - Replacement of the normally permitted increase to daily driving limits from 9 to 10 hours up to twice in a week with one of 11 hours up to twice in a week. Practically, this means that a driver can drive for up to 11 hours on no more than two days in a single week, whilst all other daily driving limits remain at 9 hours. - Replacement of the requirement to take at least two weekly rest periods including one regular weekly rest period of at least 45 hours in a two-week period, with an alternative pattern of weekly rest periods as specified below, and an increase to the fortnightly driving limit from 90 hours to 99 hours.

			taking place across Great Britain		<p>The alternative pattern of weekly rest periods for drivers using the relaxation related to weekly rest periods is:</p> <ul style="list-style-type: none"> - A regular weekly rest period is not required in a two-week period provided two reduced weekly rest periods of at least 24 hours are taken. - Following this, two regular weekly rest periods must be taken. However, any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question. - In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
5.	PL	12/08/2022-30/09/2022	Disturbances in freight transport caused by Russia's invasion of Ukraine	Drivers engaged in all transport of goods	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): increase of the maximum permissible daily driving limit of 9 hours up to 11 hours; - Article 6(2): increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours; - Article 6(3): increase of the maximum permissible fortnightly driving limit of 90 hours up to 96 hours; - Article 7: increase of the driving period of four and a half hours after which the driver is required to take an uninterrupted break of not less than 45 minutes up to five and a half hours; - Article 8(8): possibility for the driver to take regular weekly rests in a vehicle, as long as the vehicle has suitable sleeping facilities for each driver and is stationary.
6.	FR	22/07/2022-01/08/2022	Intense forest fires underway in the Gironde department,	Drivers transporting animals from the Arcachon basin zoo to other zoological parks	<p>The following derogations to Articles 6 and 8 are allowed:</p> <ul style="list-style-type: none"> - exceeding the maximum daily driving time within the limit of two hours; - exceeding the maximum weekly driving time within the limit of

			particularly in the commune of La-Teste-de-Buch		four hours. No derogation to maximum weekly working time under Article 4a) of Directive 2002/15/CE; - possibility that all daily rest periods taken between two weekly rest periods constitute reduced daily rest periods; - possibility of taking two reduced weekly rest periods in two consecutive weeks provided that this reduction is compensated by an equivalent rest period taken en bloc before the end of the week following the second reduced weekly rest period.
7.	FR	20/07/2022-24/07/2022	Intense forest fires underway in the Gironde department, particularly in the commune of La-Teste-de-Buch	Drivers transporting animals from the Arcachon basin zoo to other zoological parks	The following derogation to Article 6 is allowed: - exceeding the maximum weekly driving time within the limit of four hours. No derogation to maximum weekly working time under Article 4a) of Directive 2002/15/CE.

8.	UK	09/04/2022-22/04/2022	Cancellation of P&O Ferries and the congestion for international freight traffic	Drivers of vehicles transporting all types of goods driving on the territory of England, Scotland and Wales	<p>Derogations under Article 8(4) of section 2 of Part B of Annex ROAD-1 of EU-UK Trade and Cooperation Agreement:</p> <ul style="list-style-type: none"> - Reduction of the daily rest requirements from 11 to 9 hours, together with a relaxation on the use of the ferry/train derogation to allow its use when on a reduced daily rest of 9 hours (instead of when on a regular rest period of 11 hours); - Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively; - Postponement of the requirement to start a weekly rest period after 6 x 24-hour periods, which was temporarily replaced with a requirement to start the weekly rest period after 7 x 24-hour periods, although 2 regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight. <p>For weekly and fortnightly driving limits for periods across the end of the relaxation, the higher limits are applicable only if they are required by driving done up to 22 April. For example, a driver that has increased their daily driving limit to 11 hours twice under the relaxations can increase both their weekly and fortnightly driving limits by a total of 4 hours.</p>
9.	FR	01/04/2022 - 08/04/2022	Disruption of the country's hydrocarbon supply by the international situation	Drivers carrying hydrocarbon road transport operations in metropolitan France, in the Department of Mayotte, in Guadeloupe, in Guyana, in Martinique and in Reunion	<p>The following derogation to Article 6 are allowed:</p> <ul style="list-style-type: none"> - exceeding the maximum daily driving time within the limit of one hour; - exceeding the maximum weekly driving time within the limit of four hours.
10.	ES	17/03/2022-27/03/2022	Lockout in the carriage of goods by road since 14/03/2022	Drivers involved in the delivery of goods through all national territory	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Article 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;

					<ul style="list-style-type: none"> - Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours - Article 8(1): reduction of the daily rest requirements from 11 to 9 hours; - Article 8(6): possibility to take two consecutive reduced weekly rest periods of at least of 24 hours, provided that the driver takes the both compensations together with the following regular weekly rest.
11.	RO	15/03/2022-13/04/2022	Disturbances in freight transport caused by Russia's invasion of Ukraine	Drivers transporting goods performed with vehicles with the maximum permissible mass of more than 3.5 tons	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1), 6(2) & 6(3): <ul style="list-style-type: none"> a) possibility to perform a daily driving time of 11 hours (compared to 9 hours, which can be extended to 10 hours twice a week), without exceeding 60 hours in a week, respectively not exceeding 96 hours in two consecutive weeks; b) possibility of extending the weekly driving time to 60 hours (compared to 56 hours); c) possibility of extending the accumulated driving time during two consecutive weeks to 96 hours (compared to 90 hours); - Article 7: possibility to take a break of 45 minutes after a driving period of 5 hours and 30 minutes of continuous driving; - Article 8(8): possibility to have the regular weekly rest period of at least 45 hours in the vehicle cab. <p>Drivers are required to indicate in writing, on the record sheets of the analogue tachograph or on the back of the digital tachograph prints, all cases in which they have implemented the derogations approved above.</p>
12.	DK	07/03/22-03/04/22	Disturbances in freight transport caused by Russia's invasion of Ukraine	Drivers involved in commercial transport of emergency aid to Ukraine	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1), 6(2) & 6(3): <ul style="list-style-type: none"> a) possibility to perform a daily driving time of 11 hours (compared to 9 hours, which can be extended to 10 hours twice

					<p>a week), without exceeding 60 hours in a week, respectively not exceeding 96 hours in two consecutive weeks;</p> <p>b) possibility of extending the weekly driving time to 60 hours (compared to 56 hours);</p> <p>c) possibility of extending the accumulated driving time during two consecutive weeks to 96 hours (compared to 90 hours);</p> <ul style="list-style-type: none"> - Article 7: possibility to take a break after a driving period of 5 hours and 30 minutes of continuous driving; - Article 8(8): possibility to have the regular weekly rest period in the vehicle cab.
13.	PL	04/03/2022-02/04/2022	Disturbances in freight and passenger transport caused by Russia's invasion of Ukraine /shortage of drivers	Drivers involved in domestic and international road transport of goods and persons on the PL territory	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Article 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Article 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Article 8 (8): where a driver chooses to do this, daily rest periods and reduced weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.
14.	DE	28/02/2022-04/03/2022	Exceptional demand for freight transport caused by Russia's invasion of Ukraine	Drivers of vehicles carrying out transport operations from Germany to Ukraine on behalf of the German Federal Armed Forces or the Federal Ministry of Defence and which do not fall within the scope of the exemptions provided	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1) & 6(2): no restrictions on the maximum driving time limit of 9 hours per day and 56 hours per week; - Article 7: no restrictions on breaks; - Article 8: prescribed daily or weekly rest periods may only be taken after the transport operation has taken place. A subsequent daily rest period shall be at least 11 hours.

				for in Article 3(c) and/or (d) of Regulation (EC) No 561/2006	No derogations to return journeys to Germany in connection with the above-mentioned transport operations.
15.	SE	01/02/2022- 03/03/2022	COVID-19	Drivers of vehicles transporting goods and passengers in Sweden	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Article 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours - Article 8(1): reduction of the regular daily rest requirements from 11 to 9 hours; - Article 8(6b): reduction of the regular weekly rest period does not need to be compensated; <p>No derogation to Article 7 of Regulation 561/2006.</p>
16.	FI	17/01/2022- 15/02/2022	COVID-19 (Omicron)	Drivers of vehicles transporting goods and passengers in Finland	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): the driver's maximum daily driving time is limited to 11 hours per day; - Article 6(2): the driver's maximum weekly driving time is limited to 60 hours; - Article 6(3): the driver's maximum fortnightly driving time is limited to 120 hours; - Article 8(1): reduction of the daily rest requirements from 11 to 9 hours; - Article 8(6): weekly rest period can be reduced to 24 hours in any consecutive weeks, with no compensation is required; - Article 7: exemption to the arrangement of shorter breaks to replace break of 45 minutes after 5 and a half hours: break of 15 minutes may be taken first; - Article 8(8): possibility for the driver to take the regular weekly

					rest in the vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.
17.	UK	12/01/2022- 10/02/2022	COVID-19 (Omicron)	Drivers of vehicles transporting all types of goods	<p>Replacement of EITHER</p> <p>(a) the daily driving limit can be increased from 9 hours to 10 hours up to four times in a week (instead of the normal permitted increase to 10 hours twice a week). All other daily driving limits remain at 9 hours ;</p> <p>OR</p> <p>(b) replacement of the requirement to take at least two weekly rest periods including one regular weekly rest period of at least 45 hours in a two-week period, with an alternative pattern of weekly rest periods as specified below, and an increase to the fortnightly driving limit from 90 hours to 99 hours .</p> <p>The alternative pattern of weekly rest periods for drivers using the relaxation related to weekly rest periods is:</p> <ul style="list-style-type: none"> • A regular weekly rest period is not required in a two-week period provided two reduced weekly rest periods of at least 24 hours are taken • Following this, two regular weekly rest periods must be taken. However, any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question. • In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
18.	IE	09/01/2022- 30/01/2022	COVID-19 (Omicron)	Drivers of vehicles transporting all types of goods in Ireland	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(3): the fortnightly driving limit is lifted from 90 hours to 112 hours.

					<ul style="list-style-type: none"> - Article 8(4): the maximum of three reduced daily rest periods between any two weekly rest periods is lifted from three to five. <i>The applicable spread must continue to be complied with, on whatever day that a daily rest is extended to make a weekly rest. If a driver avails of the maximum of five reduced daily rest periods on the first five days since the end of the previous weekly rest period and then continues to drive on the sixth consecutive day his daily spread shall not exceed thirteen hours on day six.</i> - Article 8(6): the rules relating to weekly rest are being relaxed by allowing drivers to take a reduced weekly rest of at least 24 hours in each consecutive week during the relaxation period. There will be no obligation on a driver to take at least one (1) regular weekly rest period in any two consecutive weeks until the derogation expires. Furthermore, there will not be any requirement for compensation where reduced weekly rest is being taken.
19.	ES	10/12/2021-20/12/2021	Lockout in the carriage of goods by road during December 20, 21 and 22	Drivers involved in the delivery of goods through all national territory	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Article 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Article 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours - Article 8(1): reduction of the daily rest requirements from 11 to 9 hours; - Article 8(6): possibility to take two consecutive reduced weekly rest periods, provided that the rest taken as compensation of these two reduced weekly rest periods shall be taken attached to the following regular weekly rest period.
20.	DE	01/10/2021-30/11/2021	Consequences of weather conditions (heavy rainfall) occurred between 12 and 18 July	Drivers of vehicles involved in emergency relief linked to the flooding in Germany	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> - Art. 6(1): the daily driving time may be extended from 9 to 10 hours, but not more than five times a week to a maximum of 10 hours. - Art. 6(2): the weekly driving time shall not exceed 59 hours. Article

			2021 in Germany		6(3) remains unchanged. - Art. 8(6) : a driver may take two consecutive reduced weekly rest periods, provided that the driver takes four weekly rest periods in any four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period shall be compensated by an equivalent period of rest to be taken without interruption before the end of the third week following the week in question. If two reduced weekly rest periods have been taken consecutively, the next rest period shall be taken before the next weekly rest period, as compensation for these two reduced weekly rest periods.
21.	RO	28/10/2021-27/11/2021	COVID-19	Drivers involved in the delivery of medical oxygen to medical units.	- Art. 6(1) : replacement of the maximum daily driving time limit of 9 hours with one of 11 hours. - Art. 7 : replacement of the minimum daily breaks requirements with a break of 45 minutes after 5 hours and a half. - Art. 8(6) : postponement of a weekly rest period up to seven-24 hours periods.
22.	UK	04/10/2021- <u>09/01/2022</u>	Shortage of HGV drivers	Drivers carrying transport of goods by road in Great Britain	Replacement of EITHER (a) the daily driving limit can be increased from 9 hours to 10 hours up to four times in a week (instead of the normal permitted increase to 10 hours twice a week). All other daily driving limits remain at 9 hours ; OR (b) replacement of the requirement to take at least two weekly rest periods including one regular weekly rest period of at least 45 hours in a two-week period, with an alternative pattern of weekly rest periods as specified below, and an increase to the fortnightly driving limit from 90 hours to 99 hours . The alternative pattern of weekly rest periods for drivers using the relaxation related to weekly rest periods is:

					<ul style="list-style-type: none"> • A regular weekly rest period is not required in a two-week period provided two reduced weekly rest periods of at least 24 hours are taken • Following this, two regular weekly rest periods must be taken. However, any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question. • In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
23.	AT	16/08/2021 - 05/09/2021	Weather conditions and heavy rainfalls in the province of Salzburg.	Drivers involved in disaster relief operations	<p>Art 6(1):The daily driving time is extended to 11 hours.</p> <p>Art 6(2): The weekly driving time is extended to 60 hours.</p> <p>Art 6(3): The fortnightly driving time is extended to 100 hours.</p> <p>Art 8(1): The daily rest time is reduced to 9 hours.</p> <p>Art. 8(6): A weekly rest of at least 24 hours after 6x24 hour periods.</p>
24.	DE	16/07/2021-30/09/2021	Weather conditions (heavy rainfall) in Germany	Drivers of vehicles involved directly or indirectly in emergency relief linked to the recent flooding in Germany	<p>During the calendar week, the following derogations are allowed:</p> <ul style="list-style-type: none"> - Art. 6(1): the daily driving time may be extended, but not more than five times a week to a maximum of 10 hours. - Art. 6(2): the weekly driving time shall not exceed 59 hours. Article 6(3) remains unchanged. - Art. 8(6) : a driver may take two consecutive reduced weekly rest periods, provided that the driver takes four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period shall be compensated by an equivalent period of rest to be taken without interruption before the end of the third week following the week in question. If two reduced weekly rest periods have been taken successively, the next rest period shall be taken before the next weekly rest period, as compensation for

					these two reduced weekly rest periods.
25.	UK	12/07/2021-03/10/2021	Shortage of HGV drivers	Drivers carrying transport of goods by road in Great Britain	<p>Replacement of EITHER</p> <p>(a) the permitted increase to the daily driving limit from 9 hours to 10 hours with one of 11 hours (allowed up to two times in a week);</p> <p>OR</p> <p>(b) the requirement to take a regular weekly rest period of 45 hours in a two-week period with an alternative pattern of weekly rest periods as specified below, and an increase to the fortnightly driving limit from 90 hours to 99 hours. This enables two consecutive reduced weekly rest periods to be taken.</p> <p>The alternative pattern of weekly rest periods for drivers using the relaxation related to weekly rest periods is:</p> <ul style="list-style-type: none"> • The regular weekly rest period in a two-week period can be replaced by two reduced weekly rest periods of at least 24 hours. • Following this, two regular weekly rest periods must be taken. However, any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question. • In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
26.	BE	19/07/2021-08/08/2021	Weather conditions (heavy rainfall) in Belgium	Drivers of vehicles active in the transport of (emergency) supplies or clearing debris in the affected	<p>Art. 6(1):The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p>Art. 6(2): The weekly driving time should not exceed 59 hours. The</p>

				<p>areas</p> <p>From 27/07 to 08/08: transport of oil and fuels</p>	<p>total accumulated driving time in 2 consecutive weeks may not exceed 90 hours;</p> <p>Art 8(1): A reduction of the daily rest time from 11 to 9 hours;</p> <p>Art 8(6): A driver may take two consecutive reduced weekly rest periods, provided that he takes at least four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period must be compensated by an equivalent rest period, which must be taken without interruption before the end of the fourth week following the week in question. If two reduced weekly rest periods have been taken consecutively, the next rest period - to compensate for these two reduced weekly rest periods - must be taken before the next weekly rest period.</p>
27.	NL	12/07/2021-02/08/2021	Weather conditions (heavy rainfall in the southern part of the Netherlands)	Drivers of vehicles transporting emergency aid	<p>Art. 6(1):The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p>Art. 6(2): The weekly driving time should not exceed 59 hours. The total accumulated driving time in 2 consecutive weeks may not exceed 90 hours;</p> <p>Art 8(1): A reduction of the daily rest time from 11 to 9 hours;</p> <p>Art 8(6): A driver may take two consecutive reduced weekly rest periods, provided that he takes at least four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period must be compensated by an equivalent rest period, which must be taken without interruption before the end of the fourth week following the week in question. If two reduced weekly rest periods have been taken consecutively, the next rest period - to compensate for these two reduced weekly rest periods - must be taken before the next weekly rest period.</p>
28.	NO	03/06/2021-15/06/2021	Landslide resulting in the closing of	The exception will apply to all drivers employed by Styro Nor AS	<p>Article 6(1): Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.</p>

		(Or as soon as the road is opened)	Norwegian county road 98 (Fv98)	when transporting fish crates to the fishing industry at Nordkyn A decision from the EFTA SURVEILLANCE AUTHORITY authorized a new period on the exception of Article 6(1) due to the landslide.	
29.	NO	23/04/2021 - 23/05/2021	Landslide resulting in the closing of Norwegian county road 98 (Fv98)	The exception will apply to all drivers employed by Styro Nor AS when transporting fish crates to the fishing industry at Nordkyn.	Article 6(1): Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.
30.	CZ	14/02/2021 - 15/03/2021	Covid-19	All drivers on transit from Czech Republic to Germany	Article 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; Article 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; Article 8(1): reduction of the daily rest requirements from 11 to 9 hours; Article 8(6): postponement of a weekly rest period beyond six-24 hours period.
31.	UK	22/01/2021-31/03/2021	New strain of Covid-19 and the end of the EU transition period	All types of international carriage of goods by road or the carriage of goods between Great Britain and Northern Ireland	a) Art. 6(1): replacing the maximum daily driving limit of 9 hours with one of 11 hours. b) Art. 8(2) and 9: Reducing the daily rest requirements from 11 to 9 hours, together with a relaxation on the use of the ferry/train derogation to allow its use when on a reduced daily rest of 9 hours (instead of when on a regular rest period of 11 hours): <ul style="list-style-type: none"> in addition, for the ferry/train derogation, the maximum duration of the interruptions to a regular daily rest period, a reduced daily rest period, or a reduced weekly rest period is increased from 2 to 4 the total accumulated duration of the interruptions is increased from one hour to 3 hours

					<p>c) Art 6: Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively.</p> <p>d) Art 8(6): Postponing the requirement to start a weekly rest period after six 24-hour periods, for after seven 24-hour periods, although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight.</p> <p><i>Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest.</i></p> <p>e) Art 7: drivers who are driving only in Kent on journeys out of the UK via the Channel Tunnel or Dover, are permitted to break 45-minute rest breaks into up to 3 blocks of 15 minutes each, which together are at least 45 minutes (within a 4.5 hours period). This is designed for use when drivers are stuck in the queuing system in Kent.</p> <p><i>A driver should not be using more than one relaxation at the same time as another.</i></p>
32.	UK	22/01/2021-31/03/2021	New strain of Covid-19 and the end of the EU transition period	<p>All transport of goods in Great Britain</p> <p><i>Drivers engaged in international road transport or transport between GB and Northern Ireland (NI) should not use this relaxation.</i></p>	<p>- Art 6(3): increasing the fortnightly driving limit from 90 hours to 96 hours</p> <p>- Art 8(6): replacement of the requirement to take a full weekly rest period of 45 hours in a 2-week period, with an alternative pattern of weekly rest periods specified below – this enables 2 consecutive reduced weekly rest periods to be taken:</p> <p>In a 4-week period, a driver can take 2 consecutive reduced weekly-rest periods of at least 24 hours (allowing them to work 2 6-day weeks):</p> <ul style="list-style-type: none"> ➔ any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question ➔ any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods) <p>This relaxation is not recommended for drivers engaged partly in</p>

					international journeys. <i>A driver should not be using more than one relaxation at the same time as another. Operators must notify DfT if this relaxation is used.</i>
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