



## **Transport Briefing The Trafalgar Hotel Thursday 25<sup>th</sup> May 2006, 5pm**

### **Daily Driving Time**

9 hours, extendable to no more than 10, twice per week- no compensation required

**Weekly limit 56 hours** (i.e. 4 x 9 plus 2 x 10)

**Two weekly limit 90 hours** (i.e. max days possible 12 days in two weeks) – so the above weekly limits could not be used for two weeks together

### **Rest period in the working day**

Maximum of 4.5 hours driving, then a 45 minute break. OR a 15 minute break, followed by a 30 minute break at the 4.5 hour mark.

### **Weekly rest**

45 hours rest required after no more than 6 x 24 hour periods after the previous weekly rest (making this an effective 144 hour maximum working week)

OR this can be reduced to a 24 hour rest (minimum) within a maximum two week period.

But the compensation, i.e. 45 hours minus whatever the reduced rest was, must be attached *en bloc* to a weekly or daily rest period (of at least 9 hours) before the end of the third week.

### **Daily rest**

11 hours, reducible to 9 hours (reduced daily rest) but no more than three times per week

### **Daily ‘Spread over’**

Max of 15 hours (24 maximum between two rest periods minus max permitted reduced daily rest of 9 hours but no more than three times per week) or 13 hours (24 maximum minus 11 hours rest).

### **Double Manning**

A maximum of 21 hour period (30 hours maximum total period from the last rest period must include at least a 9 hour rest period.). Both drivers don't have to be on the vehicle for the entire time- for the first hour of the defined multi manned journey, it is optional to have the second driver on board the vehicle

**Under Article 10, there is an obligation on tour operators (specifically named) to ensure schedules contractually entered into respect the regulations. In practical terms, this means if the tour operators plan the itinerary, they take a shared responsibility for the compliance of the rules.**