

Temporary exceptions submitted by EU and non-EU Member States during the COVID-19 pandemic under Article 14 of Reg. 561/2006

No	MS	Start date (included)	End date (included)	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from due to COVID-19
1.	AT	16/03/2020	10/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period.
		11/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours.
		24/12/2020	31/12/2020	Drivers coming from the UK, heading from North or West to South or East of Austria or Austria itself	<ul style="list-style-type: none"> -Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; -Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; -Art. 6(3): replacement of the maximum accumulated driving time during any two consecutive weeks from 90h to 100h; -Art. 8(1): reduction of the daily rest requirements from 11 to 9 hours
2.	BE	14/03/2020	18/03/2020	Transport of food, medication and other life essential goods to shops and pharmacies	<ul style="list-style-type: none"> - Art. 6: lifting of the rules on maximum driving times - Art 7: lifting of the rules on minimum breaks - Art 8: lifting of the rules on minimum rest periods

	19/03/2020	31/03/2020	Drivers involved in the supply chain relating to essential goods and medicine.	<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period.
	01/04/2020	12/04/2020	Drivers involved in the supply chain relating to essential goods and medicine.	<ul style="list-style-type: none"> - Art. 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. - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation.
	12/04/2020	31/05/2020	Essential goods including food for human consumption, medicines, medical equipment and fuel.	<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 59 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven-24 hours period. - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods of at least 24 hours provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for a reduced weekly rest periods should be taken before the end of the fourth week following the week in question.
	26/03/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 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.
	19/03/2020	17/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation.

3.	BG	18/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods of at least 24 hours provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for these two reduced weekly rest periods should be taken before the following rest period. - Art. 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
		19/03/2020	30/04/2020	Essential goods and basic supply	<ul style="list-style-type: none"> - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 112 hours (2x56h). - Art. 8(4): replacement of five instead of three maximum reduced rest periods between two weekly rest periods. - Art. 8(6): reduction of two regular weekly rest period from 45 hours to 36h in two consecutive weeks.
4.	CH	24/12/2020	03/01/2021	Drivers engaged in international road freight transport returning from the United Kingdom	<ul style="list-style-type: none"> -Art. 8(1): reduction of daily rest from 11 to 9 h; -Art. 8(6): postponement of the weekly rest beyond 6 x 24 h period; -Art 8(8): possibility for driver to spend regular weekly rest longer than 45h in cabin;
5.	CZ	16/03/2020	14/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6: lifting of the rules on maximum driving times - Art 7: lifting of the rules on minimum breaks - Art 8: lifting of the rules on minimum rest periods
		15/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours; - Art. 8(2): reduction of the daily rest requirements from 11 to 9 hours;

					<ul style="list-style-type: none"> - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period; - Art. 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.
		24/12/2020	03/01/2021	All drivers coming from the United Kingdom due to new strain of Covid-19 in the UK	<ul style="list-style-type: none"> -Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours - Art. 8(6): postponement of a weekly rest period beyond six 24-hour period; - Art. 8(8): possibility for the driver to take weekly rest longer than 45 hours in the vehicle
6.	DE	18/03/2020	31/05/2020	Transport of essential goods such as food, medicine, medical protective equipment and fuels	<ul style="list-style-type: none"> -Art. 6(1): extension of the daily driving time limit to 10 hours <u>no more than five times a week</u>; - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for these two reduced weekly rest periods should be taken before the following rest period.
		13/03/2020	11/04/2020	All transport of goods	- Art. 8(6) : postponement of the requirement for a weekly rest period during the specified period
		24/12/2020	28/12/2020	Drivers of vehicles engaged in international road haulage operations for hire or reward affected by the border closure between the United Kingdom and France.	<ul style="list-style-type: none"> - Art. 6(1): daily driving time may be extended to a maximum of 11 hours. -Art. 6(2): weekly driving time shall not exceed 60 hours. The difference between 56 and 60 hours shall be compensated by a corresponding extension of the subsequent weekly rest period. -Art. 8(6): a weekly rest period may begin no later than the end of eight 24-hour periods following the end of the preceding weekly rest period provided that it is immediately followed by a rest period of at least 45 hours. - Art. 12: exceptional circumstances are established for the mentioned drivers.
7.	DK	19/03/2020	17/04/2020	All transport of goods	- Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours;

					<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period.
8.	EL	18/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods. - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours, provided that the reduction is compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question; - Art. 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.
		14/03/2020	28/03/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): lifting the daily driving time limit - Art. 8(6): provisions on weekly rest periods
9.	ES	29/03/2020	12/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): Driving time limit can be extended as long as breaks and rest requirements in Regulation 561/2006 are complied with. - Art. 8(6): A continuous rest period of at least 24 hours shall be considered as a valid weekly rest period, without any compensation. - Art. 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
		13/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): Possibility of taking two consecutive reduced weekly rest periods provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - no compensation required for reduced weekly rests. - Art. 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
		13/04/2020	31/05/2020	Transport of passengers on the Spanish territory dedicated to agricultural tasks where the route in question does not exceed 50 kilometres	<ul style="list-style-type: none"> - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours.
		15/12/2020	13/01/2021	Drivers affected by traffic jams at ports/border crossings involved in the delivery of goods between UK and Spain	<ul style="list-style-type: none"> -Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; -Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; -Art. 8(6): postponement of a weekly rest period beyond six-24 hours period -Art. 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
10.	FI	27/03/2020	25/04/2020	Transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): no limit on the daily driving time; - Art. 6(2): no limit on the weekly driving time; - Art. 6(3): no limit on the maximum fortnightly driving time; - Art. 7(2): exemption to the arrangement of shorter breaks to replace break of 45 minutes: break of 30 minutes may be taken first - Art. 8(1): reduction of the daily rest requirements from 11 to 9 hours;

					- Art. 8(6) : weekly rest period can be reduced to 24 hours, with no compensation required.
		26/04/2020	31/05/2020	Transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours; - Art. 7: the 45-min break can be split into 30 minutes followed by 15 minutes thereafter. - Art. 8(2): reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The reduced weekly rest period does not have to be compensated; - Art. 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.
		21/03/2020	19/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 10 hours or 11 hours <u>up to twice a week</u>; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours.
11.	FR	18/03/2020	16/04/2020	Domestic and international freight transports of carriage of products consisting of life and health such as: <ul style="list-style-type: none"> - distribution of food and related industries; - distribution of fuels; - transport of raw materials; - food for life and animal life, - medicines and medical 	<ul style="list-style-type: none"> - Art. 6(1): increasing the maximum daily driving time limit from 9 hours to 11 hours; - Art. 6(2): increasing the maximum weekly driving time limit from 56 hours to 60 hours; - Art. 6(3): the fortnightly driving limit is lifted from 90 hours to 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation.

				equipment; - distribution of equipment to hospitals and other public institutions.	
		24/12/2020	27/12/2020	Drivers of vehicles transporting goods entering the French territory from the UK with a negative PCR or Antigen Test due to the COVID-19 situation in the UK	<p>-Art. 6(1): replacement of the maximum daily driving limit of 9 hours, or 10 hours not more than twice a week, with one of 11 hours, or 12 hours not more than twice a week ;</p> <p>-Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>-Art. 8(4): relaxation of the limitation of number of reduced daily rest periods between any two weekly rest periods.</p>
12.	HR	17/04/2020	31/05/2020	Transport of the products essential for life and health, such as transport of: <ul style="list-style-type: none"> - food and related industries, - fuel, - raw materials, - animal feed - transport of livestock, - medicines and medical supplies, - equipment to hospitals and other public institutions. 	<p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>- Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</p> <p>- Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>- Art. 8(2): daily rest period of at least 9 consecutive hours within 24 hour period</p>
		21/03/2020	19/04/2020	All transport of goods and passengers	<p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 65 hours;</p> <p>- Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 105 hours;</p> <p>- Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>- Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours;</p> <p>- Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24</p>

					hours without any compensation. - Art. 8(6) : postponement of a weekly rest period from six to seven 24-hour period.
13.	HU	20/04/2020	31/05/2020	All transport of goods	- Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2) : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3) : replacement of the maximum fortnightly driving limit of 90 hours with one of 105 hours; - Art. 7 : replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2) : Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6) : reduction of the regular weekly rest period from 45 hours to 24 hours, provided that the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question OR - Art. 8(6) : postponement of a weekly rest period from six to seven 24-hour period.
		18/03/2020	16/04/2020	All transport of goods	- Art. 6(3) : the fortnightly driving limit is lifted from 90 hours to 112 hours. - Art. 8(6) : at least two reduced weekly rest periods in any two consecutive weeks. No requirement for compensation or for a regular weekly rest period to be taken. <u>No postponement</u> of the requirement to start a weekly rest period after six-24 hours periods.
14.	IE	17/04/2020	31/05/2020	All transport of goods	- Art. 6(3) : the fortnightly driving limit is lifted from 90 hours to 112 hours; - Art. 8(4) : possibility to take five reduced daily rest periods between any two weekly rest periods; - Art. 8(6) : In any two consecutive weeks drivers must continue to take at least two regular weekly rest periods, or one regular weekly rest period and one reduced weekly rest period of at least 24 hours but in this case <u>no compensation is required for the reduced weekly rest period.</u> - Art. 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
25/03/2020	26/04/2020	Transport of ensuring the supply of goods relevant for the primary care of the population including daily necessities	<ul style="list-style-type: none"> - Art. 6(3): the fortnightly driving limit is lifted from 90 hours to 112 hours; - Art. 8(4): possibility to take five reduced daily rest periods between any two weekly rest periods; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 36 hours without any compensation.
01/01/2021	30/01/2021	<p>Drivers subject to Customs and Sanitary & Phytosanitary (SPS) checks and delays at the ports.</p> <p>It will also apply to drivers who may be delayed due to traffic congestion in the port area or on any of the adjacent routes or alternatively have their daily working period impacted elsewhere by these delays.</p>	<ul style="list-style-type: none"> - Article 9: The one-hour maximum duration of the two interruptions to a regular daily rest period or a reduced weekly rest period is being extended as follows: <ul style="list-style-type: none"> - Drivers who are subjected to Customs or Sanitary & Phytosanitary (SPS) checks: The number of interruptions is being increased from two to three and the total accumulated duration of the interruptions is being increased from one hour to three hours. The obligation to take a daily rest period within the 24hr period will be increased to 26 hours. - Drivers who are not subjected to Customs or Sanitary & Phytosanitary (SPS) checks: The number of interruptions remains unchanged, but the duration of those interruptions will be increased from one hour to two hours. <p>The obligation to take a daily rest period within the 24hr period will be increased to 25 hours.</p> <ul style="list-style-type: none"> - Art 8(4): the maximum of 3 reduced daily rest periods between any two weekly rest periods is increased from 3 to 5. Important to note: 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.

15.	LIE	27/03/2020	25/04/2020	Transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation.
16.	LV	19/03/2020	15/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period.
17.	LU	15/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours <u>no more than three times a week</u>; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods, with a compensation in the following week. - Art. 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
		18/03/2020	16/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours;
18.	MT	17/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;

					- Art. 8(2) : Reduction of the daily rest requirements from 11 to 9 hours.
		14/03/2020	06/04/2020	National transport performed in subsectors that are crucial for supplying pharmacies, supermarkets and other food shops.	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period.
19.	NL	07/04/2020	31/05/2020	National transport performed in subsectors that are crucial for supplying pharmacies, supermarkets and other food shops.	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods.
		13/03/2020	12/04/2020	All transport of goods and passengers	<ul style="list-style-type: none"> - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): at least one reduced weekly rest every week throughout the dispensation period.
20.	NO	18/03/2020	16/04/2020	All transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hour.

	13/04/2020	14/05/2020	All transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): every second week a reduction of the regular weekly rest period from 45 hours to 24 hours, no compensation for reduced weekly rest required.
	31/08/2020	29/09/2020	Drivers of vehicles transporting live animals to slaughterhouses	<ul style="list-style-type: none"> -Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 10 hours four times a week -Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours -Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 94 hours -Art. 7: replacement of the maximum driving limit of 4.5 hours before a break, with 5 hours before a 15 minute break, then 3 hours before a 30 minute break -Art. 8(4): replacement of the maximum limit of reduced daily rest periods between two weekly rest periods, with a maximum of five reduced daily rest periods -Art. 8(6): <i>In any four consecutive week a driver shall take at least one regular weekly rest and three reduced weekly rest periods of at least 24 hours, no compensation for reduced weekly rest required.</i>
	30/09/2020	01/11/2020	Drivers engaged in transport of lambs to slaughterhouses	<ul style="list-style-type: none"> -Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 10 hours four times a week -Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours -Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 94 hours -Art. 7: replacement of the maximum driving limit of 4.5 hours before a break, with 5 hours before a 15 minute break, then 3 hours before a 30

				<p>minute break</p> <p>-Art. 8(4): replacement of the maximum limit of reduced daily rest periods between two weekly rest periods, with a maximum of five reduced daily rest periods</p> <p>-Art. 8(6): <i>In any four consecutive weeks a driver shall take at least two regular weekly rest and two reduced weekly rest periods of at least 24 hours. The reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the fourth week following the week in question.</i></p>
		12/11/2020	03/12/2020	<p>Vehicles transporting live animals to slaughterhouses within the central eastern part of Norway - "Østlandet"- (Viken, Oslo, Vestfold and Telemark, and Innlandet)</p> <p>-Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 10 hours four times a week</p> <p>-Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours</p> <p>-Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 94 hours</p> <p>-Art. 7: replacement of the maximum driving limit of 4.5 hours before a break, with 5 hours before a 15 minute break, then 3 hours before a 30 minute break</p> <p>-Art. 8(4): replacement of the maximum limit of reduced daily rest periods between two weekly rest periods, with a maximum of five reduced daily rest periods</p> <p>-Art. 8(6): <i>In any four consecutive weeks a driver shall take at least two regular weekly rest and two reduced weekly rest periods of at least 24 hours. The reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the fourth week following the week in question.</i></p>
		11/12/2020	01/02/2021	<p>All transport of goods</p> <p>Art. 8(8): A driver may take the regular weekly rest in a vehicle while undergoing travel quarantine, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.</p>
		01/02/2021	01/04/2021	<p>All transport of goods</p> <p>Art. 8(8): A driver may take the regular weekly rest in a vehicle while undergoing travel quarantine, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.</p>
21.	PL	17/04/2020	31/05/2020	<p>- All transport of goods and</p> <p>- Transport of passengers in connection with the return of</p> <p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with</p>

				citizens to their home countries	<p>one of 60 hours;</p> <ul style="list-style-type: none"> - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 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.
		07/04/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(6): in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The reduction does not have to be compensated. - Art. 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.
22.	PT	18/03/2020	16/04/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period.
		23/12/2020	13/01/2021	All drivers coming from the United Kingdom	<ul style="list-style-type: none"> -Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; -Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; -Art. 6(3): replacement of the maximum accumulated driving time during any two consecutive weeks from 90h to 96h; -Art. 8(1): reduction of the daily rest requirements from 11 to 9 hours; -Art. 8(6): postponement of a weekly rest period beyond six-24 hours period. -Art. 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
23.	RO	17/04/2020	31/05/2020	All transport of goods All transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods.
		16/03/2020	14/04/2020		<ul style="list-style-type: none"> - Art. 8(2): daily rest period of at least 9 consecutive hours within 24 hour period - Art. 8(6): continuous rest period of at least 24 hours shall be considered as a weekly rest period without any compensation - Art. 6: daily, weekly and the fortnightly driving time limits can be extended as long as rest requirement and breaks in Reg. 561/2006 are complied with.
24.	SE	15/04/2020	31/05/2020	All transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours; - Art. 8(2): daily rest period of at least 9 consecutive hours within 24 hour period - Art. 8(6): in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The reduced weekly rest period does not have to be compensated; - Art. 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.
		16/03/2020	14/04/2020		All transport of goods

					<p>one of 60 hours;</p> <ul style="list-style-type: none"> - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six 24-hour period.
25.	SI	15/04/2020	14/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period. - Art. 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.
		15/05/2020	14/06/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 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.
		19/03/2020	31/05/2020	All transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours.

26.	SK	11/11/2020	10/12/2020	All transport of goods and passengers	<p>-Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>-Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>-Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</p> <p>-Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>-Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours.</p>
		19/03/2020	23/03/2020	Delivery of oil and solid fuel to agricultural, commercial and domestic consumers in Northern Ireland – this includes hospitals, landfill sites, airports.	<p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>OR</p> <p>- Art 8(6): Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>- Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</p> <p>- Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>- Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours;</p> <p>- Derogation to Article 9(1) of Regulation 561/2006: to allow the use of the ferry/train derogation when on a reduced daily rest of 9 hours (<u>applicable from 4 April 2020 in Northern Ireland and from 8 April 2020 in England, Scotland and Wales</u>).</p>
27.	North. Ireland	14/01/2021	12/02/2021	Drivers driving in Northern Ireland (NI) under the retained EU drivers' hours rules and undertaking carriage of feed and feed materials by road.	<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; In a 4-week period beginning on 14 January 2021, a</p>

				<i>Drivers engaged in international road transport or transport between NI or GB <u>should not</u> use this relaxation.</i>	driver can take 2 consecutive reduced weekly rest periods of at least 24 hours (allowing them to work two 6-day weeks); - 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).
28.		23/03/2020	21/04/2020	All transport of goods in England, Scotland, Wales and Northern Ireland.	- Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; OR
29.	UK	18/03/2020	23/03/2020	<p>Delivery of food, non-food (personal care and household paper and cleaning) and over the counter pharmaceuticals when undertaking the following journeys in England, Scotland and Wales:</p> <ul style="list-style-type: none"> - Distribution centre to stores (or fulfilment centre) - From manufacturer or supplier to distribution centre (including backhaul collections) - From manufacturer or supplier to store (or fulfilment centre) - Between distribution centres and transport hub trunking - Transport hub deliveries to stores <p>This exemption <u>does not apply to drivers undertaking deliveries directly to consumers.</u></p>	<p>- Art 8(6): Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>- Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</p> <p>- Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>- Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours;</p> <p>- Derogation to Article 9(1) of Regulation 561/2006: to allow the use of the ferry/train derogation when on a reduced daily rest of 9 hours (<u>applicable from 4 April 2020 in Northern Ireland and from 8 April 2020 in England, Scotland and Wales</u>).</p> <p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; OR</p> <p>- Art 8(6): Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with</p>

		22/04/2020	31/05/2020	All transport of goods in England, Scotland, Wales and Northern Ireland	<p>one of 60 hours;</p> <ul style="list-style-type: none"> - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 9(1): Allowing the use of the ferry/train derogation when on a reduced daily rest of 9 hours.
		10/12/2020	30/12/2020	Drivers involved in the carriage of food and essential goods by road	<ul style="list-style-type: none"> - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 99 hours. - Art. 8(6): <ul style="list-style-type: none"> - Replacement of the requirement to take a regular weekly rest period of 45 hours in a two-week period, with a derogation allowing drivers to take two consecutive reduced weekly rest periods of at least 24 hours. - Reduction in rest shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question and must be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
		23/12/2020	22/01/2021	All transport of goods in Great Britain	<ul style="list-style-type: none"> - Art 6(3): increasing the fortnightly driving limit from 90 hours to 99 hours. - 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; In a 4-week period beginning on 23 December 2020, a driver can take 2 consecutive reduced weekly rest periods of at least 24 hours (allowing them to work two 6-day weeks); - 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).

UK	23/12/2020	22/01/2021	All types of international carriage of goods by road or the carriage of goods between Great Britain and Northern Ireland	<p>- Art 6: Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively; - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours.</p> <p>- Art. 8(2): 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)</p> <p>- Art 8(6): Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight; Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest. In addition, drivers of lorries within the "Operation Brock" queue or other queues in the Kent Traffic Management system can relax the break requirements to take two or three breaks of at least 15 minutes, which together are at least 45 minutes (within a 4.5 hours period).</p>
	22/01/2021	31/03/2021	All types of international carriage of goods by road or the carriage of goods between Great Britain and Northern Ireland	<p>a) Art. 6(1): replacing the maximum daily driving limit of 9 hours with one of 11 hours.</p> <p>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):</p> <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>
	UK	22/01/2021	31/03/2021	<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 international journeys.</p> <p><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></p>