

Temporary exceptions submitted in December 2020 due to COVID-19 and Brexit under Article 14(2) of Reg. 561/2006

MS	Start date (included)	End date (included)	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from due to COVID-19
EXCEPTIONS IN FORCE				
ES	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
UK	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): -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 types of international carriage of goods by road or the carriage of goods between Great Britain and Northern Ireland	<ul style="list-style-type: none"> - 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; - 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); - 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

				<p>regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight;</p> <p>Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest.</p> <p>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>
	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; <p>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);</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 - 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)
UPCOMING EXCEPTIONS DUE TO BREXIT (not yet in force)				
BE	28/12/2020	26/01/2021	<p>Transport towards ports in Belgium and France experiencing traffic problems as a result of Brexit.</p> <p>This will mainly concern the border crossings on the E40 to</p>	<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.

			<p>and from France, the E17 at Rekkem, transport to seaports in BE and FR with the aim of shipping goods to the UK.</p> <p><i>(Exception due to Brexit)</i></p>	
IE	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> <p><i>(Exception due to Brexit)</i></p>	<p>- 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:</p> <ul style="list-style-type: none"> ○ <u>Drivers who are subjected to Customs or Sanitary & Phytosanitary (SPS) checks:</u> <p>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.</p> <ul style="list-style-type: none"> ○ <u>Drivers who are not subjected to Customs or Sanitary & Phytosanitary (SPS) checks:</u> <p>The number of interruptions remains unchanged, but the duration of those interruptions will be increased from one hour to two hours.</p> <p>The obligation to take a daily rest period within the 24hr period will be increased to 25 hours.</p> <p>- Art 8(4): the maximum of 3 reduced daily rest periods between any two weekly rest periods is increased from 3 to 5. <u>Important to note:</u> the applicable spread must continue to be complied with, on whatever day that a daily rest is extended to make a weekly rest.</p> <p>If a driver avails of the maximum of five reduced daily rest periods on the first</p>

				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.
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