

## Imprint

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Englische Version



**National requirements:** Vehicles used for the carriage of goods including any trailer or semi-trailer (more than 2.8 tonnes up to and including 3.5 tonnes)  
**EU and AETR rules:** Vehicles used for the carriage of goods including any trailer or semi-trailer (greater than 2.8 tonnes up to and including 3.5 tonnes)

	<b>Driving time</b>	
	daily	9 hours, 10 hours twice per week
	weekly	max. 56 hours
	Bi-weekly	not exceeding 90 hours
	<b>Rests</b>	45 minutes after 4.5 hours at the latest, can be split into separate break of at least 15 minutes followed by a second period of at least 30 minutes
	<b>Daily rest period</b>	11 hours
	reduced	The daily rest period can be reduced a minimum of 9 hours three times between two weekly rest periods
	split	Into 2 periods: the first period has a minimum of 2 hours, the second
	Multi-manning	9 hours within each period of 30 hours
	<b>Weekly rest period</b>	45 hours, reducible to 24 hours if compensatory rest was taken within 3 weeks
	<b>Work proof to be kept with the driver</b>	Digital driver card and/or or inspections sheets or manual submissions for the current day and the 28 days preceding it
	<b>Other work periods</b>	Journeys on the way to pick up the vehicle, loading and unloading activities.

This does not apply when the driver has applied but is still waiting for a digital driver card. In such cases, the driver is not allowed to drive a vehicle for which record-keeping is required.

### What needs to be taken into account for vehicles with over 2.8 to 3.5 tonnes?

In Germany, drivers of vehicles with a maximum permissible weight of over 2.8 tonnes must comply with rules on driving and rest times. They are required to keep records of driving and rest times and other periods of work. If the vehicle is equipped with an analogue or digital tachometer, the driver must use it for this record keeping.

If the vehicle is not equipped with a tachometer, the driver must keep daily check sheets ("Tageskontrollblatt"). The company is required to provide drivers with blank forms.

Drivers are required to make all entries on the sheet immediately following the beginning and end of driving times, breaks and rest periods.

### What proof is required?

Drivers must keep gapless records of their driving and rest periods and other periods spent working for the current day and previous 28 calendar days. The driver must keep these records with them and be prepared to show them to officials for inspection at any time.



#### The following are considered proof:

- Digital driver card with data from the digital tachometer;
- Print-outs from the digital tachometer;
- Inspection sheets ("Schaublatt") with records from the analogue tachometer or substitute recordings;
- Handwritten records, e.g. if the digital driver card is defective
- Daily check sheets, and
- Proof of days requiring manual submission according to Section 20 of the German Regulation on Driving Personnel [Fahrpersonalverordnung – FPersV].



## DRIVING AND REST TIMES

Basics for drivers of vehicles used for transporting passengers or goods



This pamphlet is intended for drivers of vehicles used for transporting passengers and goods. It provides an overview of the key provisions of European Social Regulations pertaining to road traffic. These regulations generally apply for drivers of:

- vehicles used for transporting commercial goods with a maximum permissible weight including trailer exceeding 2.8 tonnes.
- Vehicles designed and used for passenger transport with an intended capacity of up to nine passengers including the driver.

## Driving time

Driving time is the total time a vehicle is driven. The daily driving time is the total time between two daily rest periods, or between a daily and a weekly rest period. The daily driving time must not exceed 9 hours. It may be extended to 10 hours twice per week. The weekly driving time must not exceed 56 hours and cannot lead to the exceeding of the maximum permissible weekly working time of 60 hours (48 hours on average).

The driving time within two successive weeks must not exceed 90 hours.

A calendar week is deemed to run from 00:00 on Monday to 24:00 on Sunday. Driving times which begin as of 22:00 on Sunday are added to the following week's driving time.

**Please note:** Driving times accumulates if the rest periods are insufficient (see section on rest periods). A new driving time does not commence until after this rest period.

## Driving time and breaks

After 4.5 hours of driving time, the driver must break from their journey for at least 45 minutes. Drivers must not perform any other work during a break.

This continuous break of 45 minutes may be replaced by one break of at least 15 minutes followed by a further break of at least 30 minutes.

Please note: Periods lasting less than 15/30 minutes are not considered breaks.

Drivers who have operated their vehicle for a total of 10 hours must take an additional break of 45 minutes after a maximum of 9 hours' driving time. It is possible to split up this break as described above.

For multi-manning operations, drivers are allowed to take a break of 45 minutes inside a vehicle being driven by another driver.

Please note: Drivers taking a break from driving are not allowed to assist the current driver.

## Daily rest period

A daily rest period is defined as a period where a driver may freely dispose of their time and has no obligation to undertake duties for their employer. This period must be taken outside of the vehicle. It can also be spent inside the cab if the vehicle is not operating.

The daily rest period consists of at least 11 hours within a 24-hour period. It can be split in two; in this case, the daily rest period is extended to 12 hours. The first period must comprise at least 3 continuous hours and the second period must comprise at least 9 continuous hours. Three times a week it is possible to reduce the weekly rest period from 11 to 9 hours.

The driver must take a daily rest period within every 24-hour period. The 24-hour period does not need to align with the calendar day. For example, if a driver begins their work duties following a daily or weekly rest period at 22:00 on a Sunday they are required to take an additional daily rest period before 22:00 on the Monday at the latest.

The daily rest period can be interrupted at most twice a day by other activities, or when the vehicle is being transported by ferry or train. These activities must not exceed one hour. The driver must have access to a sleeping cab or berth during this regular daily rest period.

With double-manning, each driver must have taken a daily rest period of at least 9 consecutive hours within every 30-hour period.

## Weekly rest period

Each week, a driver must take a weekly rest period of a least 45 continuous hours no later than the end of six 24-hour periods.

In two consecutive weeks, one of the two weekly rest periods can be reduced to 24 hours up to the end of the third week that follows if this reduction is replaced by another continuous rest period. This alternative rest period must be taken together with a different 9-hour (minimum) rest period.

A weekly rest period falling on two different weeks can be counted towards one of these two weeks but not both.

The regular weekly rest period and each weekly rest period of 45 hours or more in duration must not be spent inside the vehicle.

## Special rules

Under sudden, unavoidable and unforeseeable circumstances, drivers are allowed to exceed their daily and weekly driving times by up to one hour in order to reach their home or their employer's premises where they can take their regular weekly break.

If drivers have taken an uninterrupted break of 30 minutes as a result of an unforeseeable situation as described above, they are, as an exception, allowed to extend their driving time by two hours. Once again, this is subject to the provision that they use this time to drive to their home or their employer's premises where they can take their regular weekly break.

All extensions to driving times must be replaced by subsequent equivalent rest periods. They are subject to record keeping rules.

### Important:

When applying these exceptions, road safety must not be put at risk at any time.

## Driving without a digital driver card

Driving without a digital driver card is prohibited.

If the digital driver card is lost, does not work or is damaged, the driver must apply for a replacement card within seven days. In such cases, the trip may be continued without a digital driver card for a maximum of 15 days.

To record their journeys, the driver must produce a signed daily printout with their first and last name, digital driver card number and driving licence number at the beginning and at the end of each trip.