

Temporary exceptions submitted by EU and third-countries under Article 14 of Reg. 561/2006 or any other equivalent provisions (e.g. Section 2 of Part B of Annex 31 to the TCA)

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.	ES	28/04/2025- 04/05/2025	General power outage, which occurred on 28 April 2025, throughout the territory of mainland Spain	Drivers involved in the delivery of GOODS in the mainland Spanish territory	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> The daily driving time is extended to 11 hours.</li> <li>- <b>Article 6(2):</b> The weekly driving time is extended to 60 hours.</li> <li>- <b>Article 6(3):</b> The total accumulated driving time during any two consecutive weeks is extended to 96 hours.</li> <li>- <b>Article 7:</b> The continuous driving period is extended to 5 hours.</li> <li>- <b>Article 8(1):</b> Reduction of the daily rest requirements to 9 hours.</li> <li>- <b>Article 8(6):</b> possibility to take two consecutive reduced weekly rest periods of at least of 24 hours, provided that the driver takes both compensations attached to the following regular weekly rest; or postponement of a weekly rest period beyond six-24 hours period without exceeding 12 periods of 24 hours.</li> </ul>
2.	ES	28/04/2025- 30/04/2025	General power outage, which occurred on 28 April 2025, throughout the territory of mainland Spain	Drivers involved in the delivery of PASSENGERS in the mainland Spanish territory	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> The daily driving time is extended to 11 hours.</li> <li>- <b>Article 7:</b> The continuous driving period is extended to 5 hours.</li> <li>- <b>Article 8(1):</b> Reduction of the daily rest requirements to 9 hours.</li> </ul>
3.	PT	29/04/2025- 04/05/2025	General power outage, which occurred on 28 April 2025, throughout the territory of mainland Portugal	Drivers involved in the delivery of GOODS in the entire Portuguese territory	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 11 hours.</li> <li>- Article 8(6): The regular weekly rest is reduced from 45 hours to 24 hours</li> <li>- Article 8(8): Possibility for the driver to take the regular weekly rest period in the cabin, provided that the vehicle is safely parked and has adequate conditions for that rest</li> </ul>



4.	FR	07/02/2025-10/02/2025	Rockslide on Route Nationale 90 (RN 90) on 1 February 2025, which made traffic very difficult on this road, which is the only access route to certain winter sports resorts in the Savoie department	Drivers of vehicles carrying passengers on the RN 90 in the Savoie department	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 11 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): The total accumulated driving time during any two consecutive weeks is extended to 100 hours.</li> </ul>
5.	IE	28/12/2024-12/01/2025	Damage to the port in Holyhead due to Storm Darragh, disrupting supply chains and the need for significant diversion of freight transport to other routes	Drivers of vehicles undertaking the transport of GOODS to Irish ports (excluding Dublin) for onward shipping to the UK, and delivery of GOODS shipped into Irish ports (excluding Dublin) from the UK	<ul style="list-style-type: none"> <li>- The fortnightly driving limit is increased from 90 hours to 102 hours.</li> <li>- Drivers are allowed to take a reduced weekly rest of at least 24 hours in each consecutive week during the relaxation period. No obligation on a driver to take at least one regular weekly rest period in any two consecutive weeks until the derogation expires. Before taking the derogation, drivers must take a regular weekly rest, i.e. a rest period of at least 45 hrs. After the relaxation period, drivers who have taken the derogation will be required to take a regular weekly rest (at least 45 hrs).</li> <li>- The permitted period of interruption where a driver accompanies a vehicle which is transported by ferry or train and takes a regular daily rest period or a reduced weekly rest period in a sleeper cabin, bunk or couchette is being increased from 1 hour to 2 hours.</li> </ul>
6.	IE	14/12/2024-27/12/2024	Damage to the port in Holyhead due to Storm Darragh, disrupting supply chains in the lead up to Christmas	Drivers of vehicles undertaking the transport of GOODS between the UK and Ireland and within Ireland, irrespective of their nationality	<ul style="list-style-type: none"> <li>- The daily driving limit is increased from 9 hours to 11 hours 2 times per week.</li> <li>- The maximum weekly driving limit is increased from 56 hours to 60 hours.</li> <li>- The fortnightly driving limit is increased from 90 hours to 102 hours.</li> <li>- Drivers are allowed to take a reduced weekly rest of at least 24 hours in each consecutive week during the relaxation period. No obligation on a driver to take at least one regular weekly rest period in any two consecutive weeks until the derogation expires. No requirement for compensation where reduced weekly rest is being taken.</li> <li>- The permitted period of interruption where a driver accompanies a vehicle which is transported by ferry or train and takes a regular daily</li> </ul>



					rest period or a reduced weekly rest period in a sleeper cabin, bunk or couchette is being increased from 1 hour to 2 hours.
7.	FR	20/11/2024-24/11/2024	Disruptions of transport operations of military equipment through France (Atlantic Resolve 24 Operation)	Drivers transporting military equipment from the <i>Pyrénées-Atlantiques</i> department to the <i>Haut-Rhin</i> department as part of the Atlantic Resolve 24 Operation	<ul style="list-style-type: none"> <li>- Article 6(1) of Regulation 561/2006: The daily driving time is extended to 11 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> </ul>
8.	ES	11/11/2024-17/11/2024	Extreme weather conditions in the Autonomous Communities of Andalucía, Castilla-la Mancha and Valencia	<ul style="list-style-type: none"> <li>- Drivers involved in the transport operations of goods carried out from any part of Spanish territory to deliver goods to these areas;</li> <li>- Cleaning, clearing and reconstruction operations</li> </ul>	<ul style="list-style-type: none"> <li>- Article 6(1) of Regulation 561/2006: The daily driving time is extended to 11 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours.</li> <li>- Article 8(1): reduction of the daily rest requirements from 11 to 9 hours.</li> <li>- 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 attached to the following regular weekly rest; or postponement of a weekly rest period beyond six-24 hours period without exceeding 12 periods of 24 hours.</li> </ul>
9.	ES	29/10/2024-10/11/2024	Extreme weather conditions in the Autonomous Communities of Andalucía, Castilla-la Mancha and	Drivers involved in the transport operations of goods carried out totally or partially within the affected regions; or carried out from any part of Spanish territory to deliver goods to these areas; or	<ul style="list-style-type: none"> <li>- Article 6(1) of Regulation 561/2006: The daily driving time is extended to 11 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours.</li> <li>- Article 8(1): reduction of the daily rest requirements from 11 to 9 hours.</li> </ul>



			Valencia	cleaning and debris removal operations in the affected areas	- 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 attached to the following regular weekly rest; or postponement of a weekly rest period beyond six-24 hours period.
10.	NO	25/10/2024-08/11/2024	Need to close parts of the E6 road following a train accident	All drivers transporting goods operating in Norway via the affected roads (E6 between Bjerka and Mo-I-Rana)	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 10 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): The total accumulated driving time during any two consecutive weeks is extended to 100 hours.</li> <li>- Article 8(4): A driver may have a maximum of 5 unlimited reduced daily rest periods between any two weekly rest periods.</li> </ul>
11.	NO	10/09/2024-15/09/2024, or, if E6 reopens before that date (it opened 12/09/2024)	Landslides during extreme weather conditions resulting in closing part of E6	All drivers of vehicles transporting goods, irrespective of their nationality, when operating in Norway	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 10 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 8(4): A driver may have unlimited reduced daily rest periods between any two weekly rest periods.</li> </ul>
12.	NO	06/09/2024-13/09/2024 or, if E18 reopens before that date (it opened 12/09/2024)	Landslides during extreme weather conditions resulting in closing part of E18	All drivers of vehicles transporting goods, irrespective of their nationality, when operating in Norway	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 10 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): The total accumulated driving time during any two consecutive weeks is extended to 100 hours.</li> <li>- Article 8(4): A driver may have unlimited reduced daily rest periods between any two weekly rest periods.</li> </ul>



13.	PT	16/09/2024-22/09/2024	Several major fires occurred since 15 September 2024 in mainland Portugal	Drivers of passenger and goods transport vehicles	<ul style="list-style-type: none"> <li>- Article 6(1) - replacement of the daily driving limit of 9 hours with one of 12 hours;</li> <li>- Article 6(2) - replacement of the weekly driving limit of 56 hours with a limit of 60 hours;</li> <li>- Article 6(3) - replacement of the bi-weekly driving limit of a maximum of 90 hours, for one of 102 hours;</li> <li>- Article 8(1) - reduction of the daily rest period from 11 hours to 4 hours.</li> </ul>
14.	AT	13/09/2024-12/10/2024	Severe storms on 13 September 2024 in the province of Lower Austria, causing sever damages	Drivers of vehicles involved in disaster relief operations in the Province of Lower Austria	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
15.	AT	13/09/2024-12/10/2024	Severe storms on 13 September 2024 in the province of Styria, causing sever damages	Drivers of vehicles involved in disaster relief operations in the province of Styria	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>



16.	AT	16/08/2024-14/09/2024	Severe storms on 16 August 2024 in the province of Tyrol, district Landeck, causing sever damages	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
17.	AT	10/08/2024-08/09/2024	Severe storms on 10-11 August 2024 and on 17-18 August 2024, in the province of Salzburg, district Zell am See, causing sever damages	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> <li>-</li> </ul>
18.	AT	12/08/2024-10/09/2024	Severe storms in the district of St. Johann in Pongau, province of Salzburg on 12.8.2024, causing flooding, mudslides and landslides	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>



19.	AT	17/07/2024-15/08/2024	Severe storms and rainfalls in Styria in the districts of Leoben and Bruck Mürzzuschlag on 17.7.2024, causing flooding, mudslides and landslides	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
20.	AT	11/07/2024-09/08/2024	Severe storms with hail, heavy rain, causing flooding, mudslides and landslides, in Voitsberg, province of Styria, on 11 July 2024	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
21.	AT	11/07/2024-15/07/2024	Storm on 11-12 July 2024, causing flooding, hail, clogging and tree throws, in the province of Salzburg, Pinzgau region, Zell am See district	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>



22.	AT	08/06/2024 – 07/07/2024	Heavy rainfalls, floods, mudslides and landslides in the province of Styria, Hartberg-Fürstenfeld and Graz area districts on 7-8 June 2024.	Drivers of vehicles involved in disaster relief operations	<ul style="list-style-type: none"> <li>- <b>Article 6(1)</b>: replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2)</b>: replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Art 6(3)</b>: the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Article 8(1)</b>: reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6)</b>: possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
23.	IE	22/04/2024 – 05/05/2024	Extraordinary crisis situation faced by Irish farmers due to prolonged wet weather	Drivers transporting animal feed and fertiliser	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Art 6(3)</b>: the fortnightly driving limit is lifted from 90 hours to 100 hours.</li> <li>- <b>Art 8(4)</b>: the maximum of three reduced daily rest periods between any two weekly rest periods is lifted from three to four.</li> <li>- <b>Art 8(6)</b>: 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 regular weekly rest period in any two consecutive weeks until the derogation expires. There will be no requirement for compensation where reduced weekly rest is being taken.</li> </ul>
24.	SE	18/04/2024 – 05/05/2024	Urgent need to transport a large amount of fresh milk to other dairies  This is due to the sudden shut down of the digitised operations at the	Drivers transporting milk for the company “Norrmejerier’s” (“Northern dairies”) dairy’s facility in Umeå, in the north of Sweden, to other dairies further south in Sweden	<ul style="list-style-type: none"> <li>- <b>Art 6(1)</b>: replacement of the maximum daily driving limit of 9 hours with one of 13 hours;</li> <li>- <b>Art 8(1)</b>: reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Art 8(6)</b>: possibility to take weekly rest periods of at least of 24 hours, without later compensation.</li> </ul>



			dairy		
25.	ES	05/02/2024-14/02/2024 and 19/02/2024-26/02/2024	Consequences of the protests of Spanish farmers and agricultural unions	Drivers involved in the delivery of goods on the territory of Spain	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 10 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to postpone the start of a weekly rest period beyond six-24 hours period.</li> </ul>
26.	PT	06/02/2024-18/02/2024	Consequences of the stoppage of the road freight transport sector in the Spanish and French territories	Drivers of vehicles transporting all types of goods on the territory of Portugal.	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1) of Regulation 561/2006:</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 6(3):</b> replacement of the maximum accumulated driving time during any two consecutive weeks from 90 hours to 102 hours;</li> <li>- <b>Article 8(1):</b> reduction of the daily rest requirements from 11 hours to one of 9 hours;</li> <li>- <b>Article 8(6):</b> reduction of the weekly rest period, with the possibility of taking two consecutive reduced weekly breaks of at least 24 hours, provided that compensation is taken, together with the next normal weekly rest period; or the possibility of postponing the start of the weekly rest period beyond six 24-hour periods.</li> </ul>



27.	ES	22/01/2024-04/02/2024	Consequences of the protests of French farmers and the closure of roads in France and on the border with Spain	Drivers of vehicles involved in the delivery of goods throughout Spain	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours;</li> <li>- <b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> possibility to take two consecutive reduced weekly rest periods of at least of 24 hours, provided that the driver takes the both compensations attached to the following regular weekly rest; or postponement of a weekly rest period beyond six-24 hours period.</li> </ul>
28.	AT	27/08/2023-25/09/2023	Consequences of weather conditions (heavy rainfall) occurred from 27 until 29 August 2023 in the <b>Province of Tyrol, district of Imst</b>	Drivers of vehicles involved in disaster relief operations	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> increase of the maximum permissible daily driving limit of 9 hours up to 11 hours;</li> <li>- <b>Article 6(2):</b> increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours;</li> <li>- <b>Article 6(3):</b> increase of the maximum permissible fortnightly driving limit of 90 hours up to 100 hours;</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirement from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</li> </ul> <p>The companies concerned must properly document such transport operations. In order to avoid problems during inspections and to ensure legal certainty for companies and drivers, a <b>confirmation</b> from the competent civil protection authority must be issued for each driving day in the context of disaster relief operations. These confirmations must be carried out by the driver for a total of 29 days from the date of issue, and then kept in the company.</p>
29.	AT	27/08/2023-25/09/2023	Consequences of weather conditions	Drivers of vehicles involved in disaster relief operations	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> increase of the maximum permissible daily driving</li> </ul>



			(heavy rainfall) occurred from 27 until 29 August 2023 in the <b>Province of Tyrol, district of Kufstein</b>		<p>limit of 9 hours up to 11 hours;</p> <ul style="list-style-type: none"> <li>- <b>Article 6(2)</b>: increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours;</li> <li>- <b>Article 6(3)</b>: increase of the maximum permissible fortnightly driving limit of 90 hours up to 100 hours;</li> <li>- <b>Article 8(2)</b>: reduction of the daily rest requirement from 11 to 9 hours;</li> <li>- <b>Article 8(6)</b>: postponement of a weekly rest period beyond six-24 hours period.</li> </ul> <p>The companies concerned must properly document such transport operations. In order to avoid problems during inspections and to ensure legal certainty for companies and drivers, a <b>confirmation</b> from the competent civil protection authority must be issued for each driving day in the context of disaster relief operations. These confirmations must be carried out by the driver for a total of 29 days from the date of issue, and then kept in the company.</p>
30.	AT	17/08/2023-13/09/2023	Consequences of weather conditions (storms and heavy rainfall) occurred on 17 and 28 August 2023 in the <b>Province of Salzburg</b> (District Prinzgau, in the Municipalities of Rauris and Mittersill)	Drivers of vehicles involved in disaster relief operations	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1)</b>: increase of the maximum permissible daily driving limit of 9 hours up to 11 hours;</li> <li>- <b>Article 6(2)</b>: increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours;</li> <li>- <b>Article 6(3)</b>: increase of the maximum permissible fortnightly driving limit of 90 hours up to 100 hours;</li> <li>- <b>Article 8(2)</b>: reduction of the daily rest requirement from 11 to 9 hours;</li> <li>- <b>Article 8(6)</b>: postponement of a weekly rest period beyond six-24 hours period.</li> </ul> <p>The companies concerned must properly document such transport operations. In order to avoid problems during inspections and to ensure legal certainty for companies and drivers, a <b>confirmation</b> from the competent civil protection authority must be issued for each driving day in the context of disaster relief operations. These confirmations must be carried out by the driver for a total of 29 days from the date of issue, and</p>



					then kept in the company.
31.	SI	12/08/2023-10/09/2023	Extraordinary situation caused by the severe weather conditions, extraordinary hailstorm and heavy floods that took place in Slovenia in the previous weeks	The temporary exception applies to drivers transporting forest wood assortments and drivers involved in the removal of material from flooded areas and rehabilitation of flooded buildings, and for delivery or supplying stores with essentials for residents in flooded areas.	<ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with 60 hours;</li> <li>- <b>Article 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with 120 hours;</li> <li>- <b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(4):</b> replacement of the maximum of three reduced daily rest periods between any two weekly rest periods with five reduced daily rest periods between any two weekly rest periods;</li> <li>- <b>Article 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</li> </ul>
32.	AT	04/08/2023-02/09/2023	Consequences of weather conditions (storms and heavy rainfall) occurred from 4 August 2023 in Austria (provinces of <b>Styria &amp; Carinthia</b> )	Drivers of vehicles involved in disaster relief operations	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1):</b> increase of the maximum permissible daily driving limit of 9 hours up to 11 hours;</li> <li>- <b>Article 6(2):</b> increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours;</li> <li>- <b>Article 6(3):</b> increase of the maximum permissible fortnightly driving limit of 90 hours up to 100 hours;</li> <li>- <b>Article 8(2):</b> reduction of the daily rest requirement from 11 to 9 hours;</li> <li>- <b>Article 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</li> </ul> <p>The companies concerned must properly document such transport operations. In the context of disaster control, not only municipal but also Land authorities are competent (depending on Land regulations). In order to avoid problems during inspections and to ensure legal certainty for companies and drivers, a <b>confirmation</b> from the competent civil protection authority must be issued for each driving day in the context of disaster relief operations. These confirmations must be carried out by the driver for a total of 29</p>



					days from the date of issue, and then kept in the company.
33.	NO	09/08/2023 - 20/08/2023	Extreme weather to the infrastructure in southern Norway with many closed roads and railway lines	Drivers, irrespective of their nationality, when operating in Norway	<ul style="list-style-type: none"> <li>- Article 6(1): The daily driving time is extended to 10 hours for drivers of vehicles transporting passengers. For drivers of vehicles transporting goods the daily driving time is extended to 11 hours.</li> <li>- Article 6(2): The weekly driving time is extended to 60 hours.</li> <li>- Article 6(3): The total accumulated driving time during any two consecutive weeks is extended to 100 hours.</li> <li>- Article 7: The driving period is extended from 4,5 hours to 5 hours.</li> <li>- Article 8(4): A driver may have unlimited reduced daily rest periods between any two weekly rest periods.</li> </ul>
34.	NO	27/07/2023- 01/08/2023	a critical situation concerning an error in the contents of a large amount of compound feed and the need to replace compound feed to safeguard animal welfare	drivers driving vehicles with registration numbers: VH 78217, VJ 17397, VJ 28345, VJ 22374, VH 95155, VJ 10643, VH 98029, VJ 22278, VJ 11540, VJ 28523, VJ 27585, VJ 21240, VJ 16463, VJ 31262, VH 90411, VJ 17171, VJ 16637, EF 47782, VJ 15439, VJ 28522, VJ 27371, VJ 32701, VJ 33148, VJ 18177, VJ 22378, VJ 31690, VJ 22803, VH 79550, VH 33844, UA 40040 and US 34185	<ul style="list-style-type: none"> <li>- Article 8(6): postponement of a weekly rest period beyond six- 24 hours period up to six days, i.e. postponement for up to 12 consecutive 24-hour periods. Immediately after the use of the derogation, the driver must take two regular weekly rest periods, i.e. 90 hours.</li> </ul>
35.	FR	22/10/2022 – 26/10/2022	Disruptions in national supply of fuel	Drivers transporting <b>fuel</b>	<ul style="list-style-type: none"> <li>- Exceeding the maximum daily driving time within the limit of 1 hour (10 hours)</li> <li>- Exceeding the maximum weekly driving time within the limit of 4 hours (60 hours)</li> <li>- Exceeding the maximum fortnightly driving time within the limit of 6 hours (96 hours)</li> </ul>



36.	FR	15/10/2022 – 21/10/2022	Disruptions in national supply of fuel	Drivers transporting <b>fuel</b>	<ul style="list-style-type: none"> <li>- Exceeding the maximum daily driving time within the limit of 1 hour (10 hours)</li> <li>- Exceeding the maximum weekly driving time within the limit of 4 hours (60 hours)</li> <li>- Exceeding the maximum fortnightly driving time within the limit of 6 hours (96 hours)</li> </ul>
37.	FR	07/10/2022 – 14/10/2022	Disruptions in national supply of fuel	Drivers transporting <b>fuel</b>	<ul style="list-style-type: none"> <li>- Exceeding the maximum daily driving time within the limit of 1 hour.</li> <li>- Exceeding the maximum weekly driving time within the limit of 4 hours.</li> </ul>
38.	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 taking place across Great Britain	Drivers driving under the EU drivers' hours rules involved in the delivery of <b>Operation London Bridge</b> during the period of National Mourning.	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul> <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"> <li>- 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.</li> <li>- 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.</li> <li>- In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest</li> </ul>



					period of at least 45 hours (which can be split over 2 regular weekly rest periods).
39.	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"> <li>- <b>Article 6(1)</b>: increase of the maximum permissible daily driving limit of 9 hours up to 11 hours;</li> <li>- <b>Article 6(2)</b>: increase of the maximum permissible weekly driving limit of 56 hours up to 60 hours;</li> <li>- <b>Article 6(3)</b>: increase of the maximum permissible fortnightly driving limit of 90 hours up to 96 hours;</li> <li>- <b>Article 7</b>: 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;</li> <li>- <b>Article 8(8)</b>: 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.</li> </ul>
40.	FR	22/07/2022-01/08/2022	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	<p>The following derogations to <b>Articles 6 and 8</b> are allowed:</p> <ul style="list-style-type: none"> <li>- exceeding the maximum daily driving time within the limit of two hours;</li> <li>- 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;</li> <li>- possibility that all daily rest periods taken between two weekly rest periods constitute reduced daily rest periods;</li> <li>- 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.</li> </ul>
41.	FR	20/07/2022-24/07/2022	Intense forest fires underway in the	Drivers transporting animals from the Arcachon basin zoo to other	<p>The following derogation to <b>Article 6</b> is allowed:</p> <ul style="list-style-type: none"> <li>- exceeding the maximum weekly driving time within the limit of</li> </ul>



			Gironde department, particularly in the commune of La-Teste-de-Buch	zoological parks	four hours.  No derogation to maximum weekly working time under Article 4a) of Directive 2002/15/CE.
42.	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"> <li>- 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);</li> <li>- Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively;</li> <li>- 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.</li> </ul> <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>
43.	FR	01/04/2022 - 08/04/2022	Disruption of the country's hydrocarbon supply by the international	Drivers carrying hydrocarbon road transport operations in metropolitan France, in the Department of Mayotte, in Guadeloupe, in Guyana, in	<p>The following derogation to <b>Article 6</b> are allowed:</p> <ul style="list-style-type: none"> <li>- exceeding the maximum daily driving time within the limit of one hour;</li> <li>- exceeding the maximum weekly driving time within the limit of four hours.</li> </ul>



			situation	Martinique and in Reunion	
44.	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"> <li>- <b>Article 6(1)</b>: replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2)</b>: replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 6(3)</b>: replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours</li> <li>- <b>Article 8(1)</b>: reduction of the daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6)</b>: 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.</li> </ul>
45.	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"> <li>- <b>Article 6(1), 6(2) &amp; 6(3)</b>: <ul style="list-style-type: none"> <li>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;</li> <li>b) possibility of extending the weekly driving time to 60 hours (compared to 56 hours);</li> <li>c) possibility of extending the accumulated driving time during two consecutive weeks to 96 hours (compared to 90 hours);</li> </ul> </li> <li>- <b>Article 7</b>: possibility to take a break of 45 minutes after a driving period of 5 hours and 30 minutes of continuous driving;</li> <li>- <b>Article 8(8)</b>: possibility to have the regular weekly rest period of at least 45 hours in the vehicle cab.</li> </ul> <p>Drivers are required to indicate in writing, on the record sheets of</p>



					the analogue tachograph or on the back of the digital tachograph prints, all cases in which they have implemented the derogations approved above.
46.	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"> <li>- <b>Article 6(1), 6(2) &amp; 6(3):</b> <ul style="list-style-type: none"> <li>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;</li> <li>b) possibility of extending the weekly driving time to 60 hours (compared to 56 hours);</li> <li>c) possibility of extending the accumulated driving time during two consecutive weeks to 96 hours (compared to 90 hours);</li> </ul> </li> <li>- <b>Article 7:</b> possibility to take a break after a driving period of 5 hours and 30 minutes of continuous driving;</li> <li>- <b>Article 8(8):</b> possibility to have the regular weekly rest period in the vehicle cab.</li> </ul>
47.	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"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</li> <li>- <b>Article 7:</b> replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</li> <li>- <b>Article 8 (8):</b> 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.</li> </ul>



48.	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 for in Article 3(c) and/or (d) of Regulation (EC) No 561/2006	<p>The following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Article 6(1) &amp; 6(2):</b> no restrictions on the maximum driving time limit of 9 hours per day and 56 hours per week;</li> <li>- <b>Article 7:</b> no restrictions on breaks;</li> <li>- <b>Article 8:</b> 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.</li> </ul> <p><b>No derogations to return journeys</b> to Germany in connection with the above-mentioned transport operations.</p>
49.	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"> <li>- <b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li>- <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li>- <b>Article 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours</li> <li>- <b>Article 8(1):</b> reduction of the regular daily rest requirements from 11 to 9 hours;</li> <li>- <b>Article 8(6b):</b> reduction of the regular weekly rest period does not need to be compensated;</li> </ul> <p><b>No derogation</b> to Article 7 of Regulation 561/2006.</p>
50.	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"> <li>- <b>Article 6(1):</b> the driver's maximum daily driving time is limited to 11 hours per day;</li> <li>- <b>Article 6(2):</b> the driver's maximum weekly driving time is limited to 60 hours;</li> </ul>



					<p>- <b>Article 6(3)</b>: the driver's maximum fortnightly driving time is limited to 120 hours;</p> <p>- <b>Article 8(1)</b>: reduction of the daily rest requirements from 11 to 9 hours;</p> <p>- <b>Article 8(6)</b>: weekly rest period can be reduced to 24 hours in any consecutive weeks, with no compensation is required;</p> <p>- <b>Article 7</b>: 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;</p> <p>- <b>Article 8(8)</b>: 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.</p>
51.	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"> <li>• 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</li> <li>• 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</li> </ul>



					<p>of rest taken before the end of the third week following the week in question.</p> <ul style="list-style-type: none"> <li>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).</li> </ul>
52.	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"> <li><b>Article 6(3):</b> the fortnightly driving limit is lifted from 90 hours to 112 hours.</li> <li><b>Article 8(4):</b> 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></li> <li><b>Article 8(6):</b> 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.</li> </ul>
53.	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"> <li><b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</li> <li><b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</li> <li><b>Article 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 102 hours</li> <li><b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</li> </ul>



					- <b>Article 8(6)</b> : 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.
54.	DE	01/10/2021- <b>30/11/2021</b>	Consequences of weather conditions (heavy rainfall) occurred between 12 and 18 July 2021 in Germany	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"> <li>- <b>Art. 6(1)</b>: 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.</li> <li>- <b>Art. 6(2)</b>: the weekly driving time shall not exceed 59 hours. Article 6(3) remains unchanged.</li> <li>- <b>Art. 8(6)</b> : 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.</li> </ul>
55.	RO	28/10/2021- 27/11/2021	COVID-19	Drivers involved in the delivery of medical oxygen to medical units.	<ul style="list-style-type: none"> <li>- <b>Art. 6(1)</b>: replacement of the maximum daily driving time limit of 9 hours with one of 11 hours.</li> <li>- <b>Art. 7</b>: replacement of the minimum daily breaks requirements with a break of 45 minutes after 5 hours and a half.</li> <li>- <b>Art. 8(6)</b>: postponement of a weekly rest period up to seven-24 hours periods.</li> </ul>
56.	UK	04/10/2021- <b><u>09/01/2022</u></b>	Shortage of HGV drivers	Drivers carrying transport of goods by road in Great Britain	<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</p>



					<p>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 .</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"> <li>• 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</li> <li>• 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.</li> <li>• 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).</li> </ul>
57.	AT	16/08/2021 - 05/09/2021	Weather conditions and heavy rainfalls in the province of Salzburg.	Drivers involved in disaster relief operations	<p><b>Art 6(1):</b>The daily driving time is extended to 11 hours.  <b>Art 6(2):</b> The weekly driving time is extended to 60 hours.  <b>Art 6(3):</b> The fortnightly driving time is extended to 100 hours.  <b>Art 8(1):</b> The daily rest time is reduced to 9 hours.  <b>Art. 8(6):</b> A weekly rest of at least 24 hours after 6x24 hour periods.</p>
58.	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"> <li>- <b>Art. 6(1):</b> the daily driving time may be extended, but not more than five times a week to a maximum of 10 hours.</li> <li>- <b>Art. 6(2):</b> the weekly driving time shall not exceed 59 hours.</li> </ul>



					<p>Article 6(3) remains unchanged.</p> <p>- <b>Art. 8(6)</b> : 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.</p>
59.	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"> <li>• The regular weekly rest period in a two-week period can be replaced by two reduced weekly rest periods of at least 24 hours.</li> <li>• 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.</li> <li>• In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest</li> </ul>



					period of at least 45 hours (which can be split over 2 regular weekly rest periods).
60.	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 areas <b>From 27/07 to 08/08:</b> transport of oil and fuels	<p><b>Art. 6(1):</b>The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p><b>Art. 6(2):</b> 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><b>Art 8(1):</b> A reduction of the daily rest time from 11 to 9 hours;</p> <p><b>Art 8(6):</b> 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>
61.	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><b>Art. 6(1):</b>The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p><b>Art. 6(2):</b> 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><b>Art 8(1):</b> A reduction of the daily rest time from 11 to 9 hours;</p> <p><b>Art 8(6):</b> 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</p>



					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.
62.	NO	03/06/2021-15/06/2021 (Or as soon as the road is opened)	Landslide resulting in the closing of Norwegian county road 98 (Fv98)	The exception will apply to all drivers employed by <b>Styro Nor AS</b> 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.	<b>Article 6(1):</b> Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.
63.	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 <b>Styro Nor AS</b> when transporting fish crates to the fishing industry at Nordkyn.	<b>Article 6(1):</b> Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.
64.	CZ	14/02/2021 - 15/03/2021	Covid-19	All drivers on transit from Czech Republic to Germany	<b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours; <b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; <b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours; <b>Article 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.
65.	UK	22/01/2021-31/03/2021	New strain of Covid-19 <i>and</i> the end of the EU transition period	All types of international carriage of goods by road or the carriage of goods between <b>Great Britain and Northern Ireland</b>	<b>a) Art. 6(1):</b> replacing the maximum daily driving limit of 9 hours with one of 11 hours. <b>b) Art. 8(2) and 9:</b> 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"> <li>• 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</li> <li>• the total accumulated duration of the interruptions is increased from one hour to 3 hours</li> </ul> <p><b>c) Art 6:</b> Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively.</p> <p><b>d) Art 8(6):</b> 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><b><i>Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest.</i></b></p> <p><b>e) Art 7:</b> 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>
66.	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 <b>in Great Britain</b></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>- <b>Art 6(3):</b> increasing the fortnightly driving limit from 90 hours to 96 hours</p> <p>- <b>Art 8(6):</b> 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> <p>➔ any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the</p>



					<p>end of the third week following the week in question</p> <p>➔ 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> <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>
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