



Department for Transport

Essential Information for
UK Hauliers – Drivers'
Hours Rules Changes

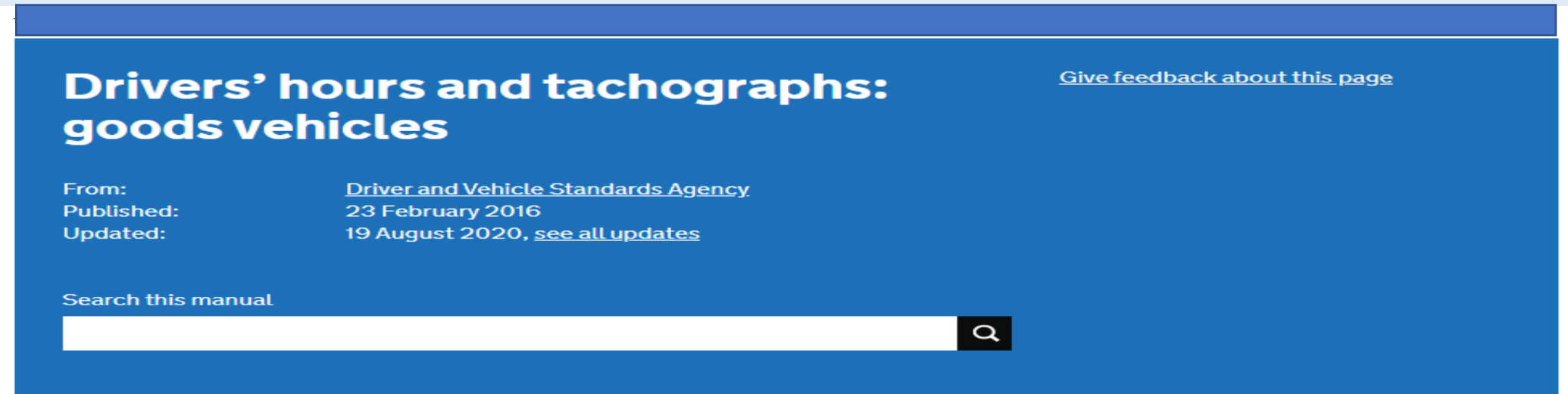
Driver Vehicle Standards Agency ([DVSA](#)) Guidance

Drivers' Hours and Tachograph Rules

1. As of today (**Thursday 20 August 2020**) changes have been made to the [EU drivers' hours and tachograph rules](#). There is **updated** guidance for **goods vehicles** and guidance for **passenger vehicles** to help **drivers** and **operators comply** with the **new rules** can be accessed in guidance [GV262](#).
2. This guide reflects the Driver and Vehicle Standards Agency's **current** [enforcement policy](#). It **does not** reflect the **interpretation** of the [law](#) in other **countries**.
3. After **reading** the **detailed guidance** if you still have any queries related to the changes, please contact enquiries@dvsa.gov.uk
4. **Official** guidance for [Driving and Transport](#)
5. **Official** guidance for [Lorry, Bus and Coach drivers'](#) can be found on [GOV.UK](#).

Driver Vehicle Standards Agency ([DVSA](#)) Guidance

[Home](#) > [Transport and Driving](#) > [Lorry, Bus and Coach Drivers](#)



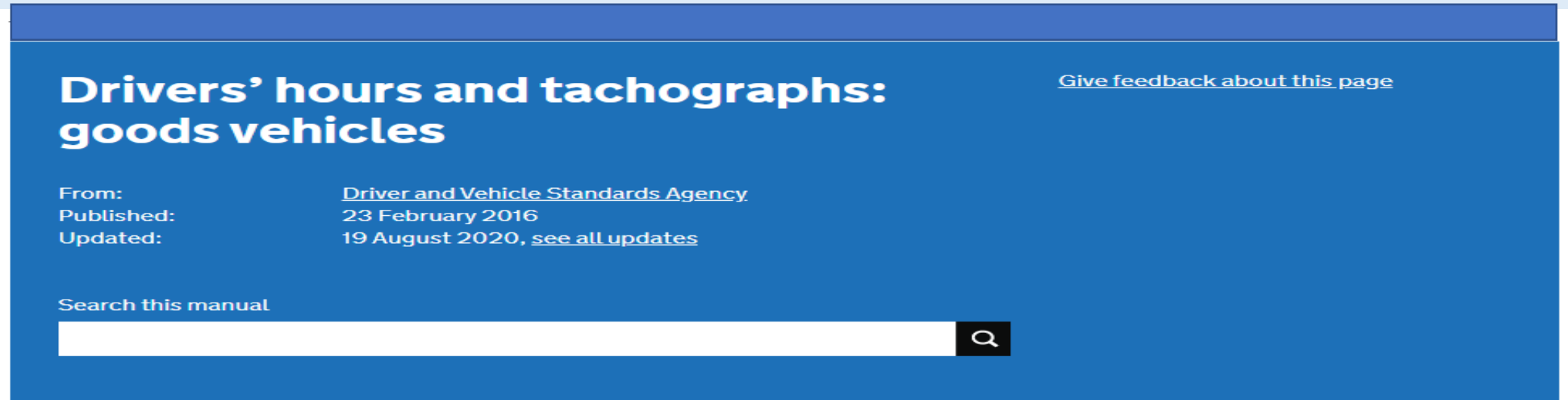
The screenshot shows a blue header with the title "Drivers' hours and tachographs: goods vehicles" in white. To the right of the title is a link "Give feedback about this page". Below the title, there is a metadata section with the following text: "From: Driver and Vehicle Standards Agency", "Published: 23 February 2016", and "Updated: 19 August 2020, see all updates". At the bottom of the header is a search bar with the placeholder text "Search this manual" and a magnifying glass icon.

[Annex 1.](#)

1. EU Rules > [Driving Time](#) in Road Transport
2. AETR Rules > Are now the same as [EU Rules](#) on Drivers Hours > [Drivers' Hours](#)
3. Domestic Rules > [Legislation](#) > [Table of contents](#) > Keeping of [Records](#)

Driver Vehicle Standards Agency ([DVSA](#)) Guidance

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[Annex 2. Working Time Rules](#)

[Annex 3. Example of a weekly record sheet](#)

Roadside Checks: [Fines and Financial deposits](#)

Enforcement [Sanctions Policy](#)

Better Recognition of Skills and Qualifications for Road Transport Professionals



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Vehicle **Drive CPC** Training Shortcomings

The Driver Vehicle Standards Agency ([DVSA](#)) enforce the regulations. If you **break** the **rules** you can be given:

1. An **improvement notice** – setting out the **changes** you need to make by a **curtain date**.
2. A **prohibition notice** – this requires you to **stop dangerous activity** or start **complying** with the **regulations**

DVSA takes a **'Proportionate'** approach to Enforce **Formal action** is usually taken only against **persistent** or **serious offenders**.

Qualification / Training Shortcomings put **drivers'** and/or **employers** are at **risk** of receiving an **improvement** or **prohibitions**.

- Qualifying Lorry and **Bus Drivers'**
- **Safe Driving** for Life: **Initial Driver Certificate of Professional Competence (Driver CPC)** } **Outdated Syllabus: Driver CPC Amendments**

3. **Roadside Checks: Fines and Financial deposits** — Keeping of Records — IR35 — Social Environment of Road Transport & Rules Governing it.

Drivers' Hours: [Rule for Employers](#) | [Safe Driving for Work](#)

As an **employer**, you **must plan and monitor** your **mobile workers'** **working time** and make sure they **do not** go over the **limit**. **You must** record **working time** and keep the **records** for at **least 2 years**. Mobile workers are:

1. **drivers** - including **employed drivers**, **own-account drivers** and **agency drivers** [Keeping of Records](#)
2. members of the **vehicle crew**, for example a **second driver** on a coach
3. **anyone else** who is part of the **travelling staff**, for example a **bus conductor**, a **drayman** or a **security guard** aboard a vehicle carrying high-value goods

Workers who only **occasionally** carry out activities covered by **EU drivers' hours rules** are **not covered** by **mobile worker regulations**. They need to **follow other rules**.

Drivers' need to be properly trained to **Driver** in the most efficient manner

1. Social Regulation [\(EC\) No 561/2006](#) applies to the carriage by road of goods by vehicles with a total mass exceeding 3.5 tonnes and to the transport by road of passengers by vehicles that are adapted to carry more than nine people (including the driver).
2. It applies, irrespective of the country of registration of the vehicle, to carriage by road in the EU and between EU countries, Switzerland, European Economic Area countries.
3. On 18th March 2016 the European Commission adopted legislation defining new technical specifications for smart Tachographs. Shortcomings in [Driver CPC](#) training have resulted in non-compliance with the [Scope and Objectives](#) of [Drivers' Hours Rules](#).

NOTE: UK [Transport Undertakings](#) Liabilities > Textual amendments [F1](#) ([Common Rules for Drivers Hours](#)) ([Smart Tachograph](#))

- Consignors,
- freight forwarders,
- tour operators,
- principal contractors,
- subcontractors and
- driver employment agencies

UK Law: Transport undertakings shall ensure that contractually agreed transport time schedules in relation to the regulation and [Supervision](#) of [Qualifications](#) and working conditions of persons that fall within scope of the [Road Traffic Act 1988](#)

Science and Technology

behind Safer Lorries: Drivers' Hours Common Rules

1. **Digital and Smart tachographs**. These devices help **fight fatigue** and **speeding**, the most **common causes** of **accidents**, by allowing authorities to check vehicles without **stopping them**
2. Smart tachographs **track** and **record** the **driving** and **resting times** of **professional drivers**.
3. They use **satellite navigation**, connect to **intelligent transport systems** (Vehicle safe systems) and provide **remote detection**.
4. They allow **authorities** to identify **potential offenders** and **detect fraud** without Stopping vehicles
5. Authorities all over Europe will **rely** on **smart tachographs** to tell what is going on with a **given vehicle** in a **given moment**.
6. As with every **digital** and **networked device**, they are **only as good** as the **data they provide**. Shortcomings in training (tachographs/telematics), which make it **highly likely** that data management systems **will fail** to **provide trustworthy data** to **enforcement authorities**, resulting in **socioeconomic** and **road safety objectives** **not** being achieved.

Related Content

- Digital Tachograph - increase road safety, ensure working conditions standards, guarantee fair competition
- Tachograph (Council Regulation (EU) N° 165/2014) - UK Legislation
- Safe Driving for Work
- Work-related Road Safety
- **Penalties** for **non-compliant** Transport **undertakings** and **Drivers'**: DVSA Enforcement Sanctions Policy

Expertise for Individuals and Road Transport Professionals



VOCATIONAL EDUCATION AND TRAINING ([VET](#))

“[Education](#) and [training](#) which aims to equip people with knowledge, know-how, skills and/or competences required in particular occupations or more broadly on the labour market”.

It's simple **you tell us** what **you want to achieve** at work and we will build the program to meet **your** objectives.

All you have to do is **demonstrate** that you can apply and discharge your new found skills and abilities safely and responsibly in the workplace to a recognised level of achievement”.

‘The **minimum level** of qualification shall be comparable at least to [level 2](#) of the European Qualifications Framework’

[Drive Time](#)TM provide digital learning systems and services facilitating [interoperable learning](#) to [regulated professions](#).

[Europass Tools](#): Take the [Next Step](#).

Drivers' Hours Common Rules

aims to promote **Road Safety** at All Levels

EUROVOC multilingual and multidisciplinary thesaurus.

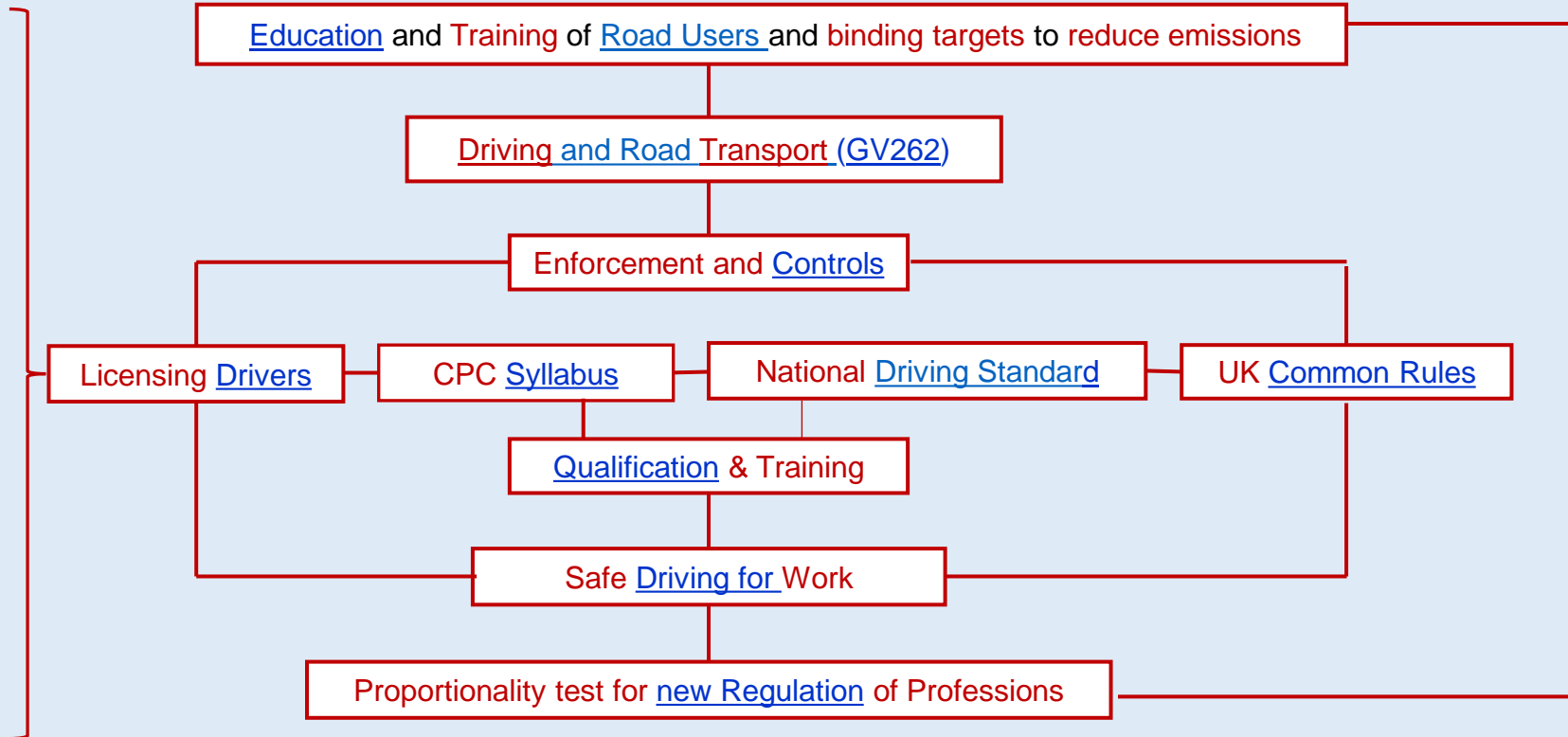
- a) Drivers
- b) driving period
- c) road safety
- d) rest period
- e) carriage of goods
- f) carriage of passengers
- g) international road transport
- h) data protection
- i) parking area
- j) working conditions

Subject Matter

- 1. Transport
- 2. Social provisions

Directory Code

- 05.20.50.00 Freedom of movement for workers and social policy / Social policy / Approximation of certain social provisions
- 07.20.40.20 Transport policy / Inland transport / Structural harmonisation / Social conditions



Regulation, Qualification and Supervision of Working Conditions Proportionality Test

Key Points

Regulated professions

1. The **directive** applies to **new rules** in **EU countries** which **restrict access to** or the **pursuit of** **Regulated professions**
2. A **regulated profession** means that the **access to** or the **pursuit of** a **professional activity** or **group of professional activities** **restricted**, by **regulation**, to people having **specific Professional qualifications** .
3. This also covers the use of **professional titles** which are **restricted** to holders of **specific qualifications**

Public interest

EU countries **must ensure** that any **new** or **amending rules** are **justified** and **proportionate** with regard to public interest **objectives** recognised by the **Court of Justice of the European Union**, such as:

- public **policy**, public **security** or **Public Health** ;
- protecting consumers, the recipients of **services** and **workers**;
- safeguarding the **effectiveness** of **fiscal supervision**;
- combating **fraud** and **preventing** **Tax evasion** and **avoidance**;
- **protection** of the **Environment**

Around 50 million people – 22% of the European labour force – work in professions to which access is **conditional** upon the possession of **specific qualifications** or for which the use of a **specific title** is protected, e.g. pharmacists or architects.

Regulation is often warranted for a number of **professions**, for example those linked with **health and safety** (**Safe driving for work**)

Qualification and Training of Goods Drivers binding targets new Rules Proportionality Test

Assessment of new measures **beforehand** and **monitoring** afterwards

EU countries must:

1. **assess** the proportionality of a **measure** before introducing **new** or **amending existing**, legislative, regulatory or **administrative** rules; and
2. monitor the **compliance** of such **measures** with the **principle** of **proportionality** after their **adoption**.
3. Having evaluated the implementation of **Directive 2003/59/EC** of the European Parliament and of the Council, the Commission identified a number of **Shortcomings**.
4. The main **shortcomings** identified were difficulties relating to, and **legal uncertainty** in, the **interpretation** of **exemptions**; the **content of the training**, which was **found to be only partially relevant for drivers' needs**; difficulties for **drivers** in **obtaining mutual recognition** of **completed** or **partially completed training** undergone in **another Member State**; and **inconsistencies** of **minimum age** requirements between Directives **2003/59/EC** and **2006/126/EC** **Driver CPC Syllabus** of the European Parliament and of the Council. **Amending legislation** will do little to **resolve drivers hours** and **road safety issues**, when **training** is the **problem!**
5. **UK Statutory Instruments**: The Vehicle Drivers' (Certificate of Professional Competence) (**Amendments**) Regulation 2020.

Working Time mobile worker activities : Safety and Security

1. The transport industry directly employs around 10 million people and accounts for about 5% of the GDP. The **quality** and **cost** of transport **services** have a **major impact** on the **ability** of **businesses** to **compete**, on **economic growth** and the **quality of life**.
2. Enhancing **safety** and **security** in all transport **modes** is a **key objective** of the European Commission. Drive Time© **Research** and **innovation** can provide the **solution** for **safer transport** in the future. The following slides aim to provide **learners at all levels** by instant access to subject matter essential to the learners field of work or study, or access research tools within an agreed structured learning programme. **Drive Time**™ digital learning designed systems and products to raise transport professionals **knowledge**, **skills** and **qualification** levels in **regulated environments**.
3. **Transport undertaking shall organise** the work of the **driver**.
4. **Undertakings** are defined as **consignors**, **freight forwarders**, **tour operators**, **principal contractors**, **subcontractors** and driver **employment agencies**.
5. Undertakings **shall ensure that** **contractually agreed** transport **time schedules** respect **monitoring** and **managing** **mobile worker transport activities** by means of a **tachograph**. **Drivers shall be** responsible for **keeping accurate records** of **working**, **driving** and **rest activities**.

Periodic Training of Goods Vehicle Drivers'

Those drivers who were exempted from the initial qualification requirement **should**, while continuing to benefit from this exemption, nonetheless **be required** to **undergo** periodic training to **ensure** that their **knowledge** of **matters** which are **essential** for **their work** remains **up-to-date**.

Periodic Training (Article 7)

1. Periodic training **shall consist** of training to enable holders of a CPC to update the **knowledge** which is **essential** for **their work** with **specific emphasis** on **Road safety**, **Health and safety** at work, and the **reduction** of the **environmental impact** of **driving**.
2. That **training shall be** organised by an **approved training centre**, in accordance with section 5 of Annex I. Training shall consist of **classroom teaching**, **practical training** and, **if available**, training by means of **information** and **communication technology** (ICT) tools or on **top-of-the-range simulators**. If a **driver** moves to **another** **Undertakings**, the periodic training **already undergone must be taken into account**.
3. **Periodic training shall be designed to expand on**, and to **revise**, some of the **subjects** referred in section 1 of **Annex**. It shall cover a **variety of subjects** and **shall always** include at **least one road safety** related subject. The **training subjects** shall take into **account developments** in the **relevant** **legislation** and **technology** and **shall**, as far as possible, take into **account** **Specific training needs** of the **driver**.

1. 'The **minimum level** of qualification **shall be** comparable **at least** to level 2 of the **European Qualifications Framework (EQF)** as provided for in Annex II to Recommendation of the European Parliament and of the Council of 23 April 2008(1).'

2. Social Regulations

Objective: to **know** the **social environment** of road transport and the **rules governing** it:

- **maximum working periods specific** to the **transport industry**; **principles**, **application** and **consequences** of Regulations
- (EC) No 561/2006 ⁽²⁾ and (EU) No 165/2014 ⁽³⁾ of the European Parliament and of the Council;
 - a) penalties for failure to use,
 - b) improper use of and tampering with the tachograph;
 - c) knowledge of the social environment of road transport:
 - d) **rights** and **duties** of drivers as regards **Initial Qualification and Periodic Training**

Sharing Knowledge and Experience: [Essential information](#) to resolve Driver CPC shortfalls



About [Drive Time](#)TM

We are a group of friendly and professional service providers initially specialising in one stop shop for drivers, operators and CPC Trainers who wish to increase earnings, reduce tax bills, become more productive or engage in self development, workplace and vocational learning.

As we build our business we will be expanding the same efficiency and time management solutions into other regulated sectors.

We are a web based company located in the East Midlands, UK

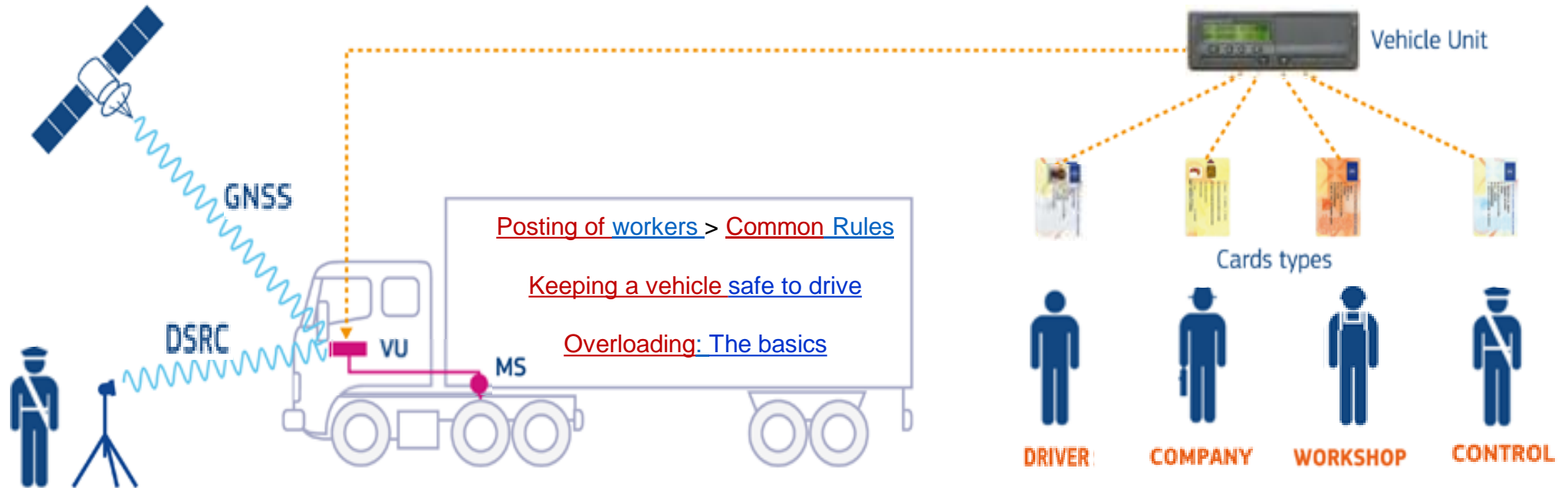
With over 80 years of combined direct learning and business experience, the two founder members of Drive Time are able offer a comprehensive personal learning package to translate your vision into an effective & engaging plan to achieve your vision and personal goals at home, work or in business.

Company No [09673316](#)

[Drive Time](#)[®]

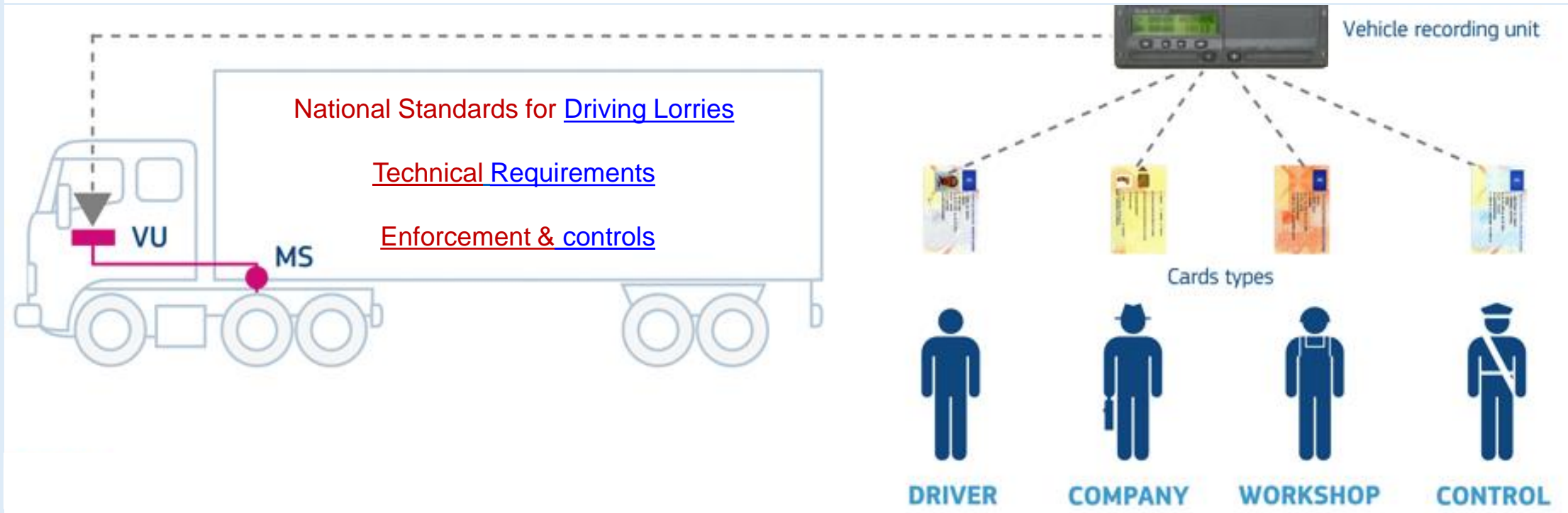
Road Safety – Driving Licences Objective: Improve Road Safety and Reduce Fraud

Tachographs Organising Working Time of Persons Performing **Mobile** Worker Activities



Regulated Qualification & Training Vision Zero Objectives : Safe Driving for Work Legislation

Improving the Education and Training of Road Users : Qualifications All Levels



Safe Driving for Work

Road Safety Qualification and Training

Driving Licences

Proportionality

Standardisation

ERCA Certification distribution workflow



ERCA



Member State Authority

Member State Certificate Authority
(Ministry of Transports)



Card Issue Authority

Agency



End users

Drivers
Company
Workshop
Control

Interoperability Scope

Common Rules

