

AETR Agreement (UNECE)

Tachograph : driving and rest times

Activity	continuous	daily		Weekly		Two-weeks (2 consécutives weeks)
		Normal	Extended/ reduced	Normal	Reduced	
Driving	4h30 max	9h max	10h max (twice per week max)	56h max		90h max
Rest	45 mini or 15 mini+ 30 mini	11h mini	9h mini (3 times per week max)	45h mini (taken after 6x24h at last)	24h mini (compensation of 21h to be taken <i>en bloc</i> with 9h rest mini before end of 3 rd week)	Only 1 reduced rest allowed

1 day = 24 hours for 1 driver or 30 hours if multi-manning

Article 1

(o) “Daily rest period” means the daily period during which a driver may freely dispose of his time and covers a regular daily rest period’ and a ‘reduced daily rest period’:

- (i) “Regular daily rest period” means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least 9 hours;
- (ii) “Reduced daily rest period” means any period of rest of at least 9 hours but less than 11 hours;

(p) “Weekly rest period” means the weekly period during which a driver may freely dispose of his time and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’:

- (i) “Regular weekly rest period” means any period of rest of at least 45 hours;
- (ii) “Reduced weekly rest period” means any period of rest of less than 45 hours, which may, subject to the conditions laid down in article 8, paragraph (6), of the Agreement be shortened to a minimum of 24 consecutive hours;

(l) “week” means the period between 0000 hours on Monday and 2400 hours on Sunday;

(v) “Multi-manning” means the situation where, during each period of driving between any two consecutive daily rest periods, or between a daily rest period and a weekly rest period, there are at least two drivers in the vehicle to do the driving. For the first hour of multi-manning the presence of another driver or drivers is optional, but for the remainder of the period it is compulsory;

Article 6

Driving periods

1. The daily driving time, as defined in article 1, paragraph (s), of this Agreement, shall not exceed 9 hours. It may be extended to at most 10 hours not more than twice during the week.
2. The weekly driving time, as defined in article 1, paragraph (t), of this Agreement, shall not exceed 56 hours.
3. The total accumulated driving time during any two consecutive weeks shall not exceed 90 hours.
4. Driving periods shall include all driving in the territory of Contracting and non-Contracting Parties.
5. A driver shall record as other work any time spent as described in article 1, paragraph (q), as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Agreement, and shall record any periods of availability, as set out in article 12, paragraph 3 (c), of the Annex to this Agreement. This record shall be entered either manually on a record sheet or printout or by use of the manual input facilities of the recording equipment.

Article 7

Breaks

1. After a driving period of four and a half hours, a driver shall take an uninterrupted break of not less than 45 minutes, unless he begins a rest period.
2. This break, as defined in article 1, paragraph (n), of this Agreement, may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the driving period or immediately after this period in such a way as to comply with the provisions of paragraph 1.
3. For the purposes of this article, the waiting time and time not devoted to driving spent in a vehicle in motion, a ferryboat or a train shall not be regarded as 'other work', as defined in article 1, paragraph (q), of this Agreement, and will be able to be qualified as a "break".
4. The breaks observed under this article may not be regarded as daily rest periods.

Article 8

Rest periods

1. A driver shall take daily and weekly rest periods as defined in article 1, paragraphs (o) and (p).
2. Within each period of 24 hours after the end of the previous daily rest period or weekly rest period, a driver shall have taken a new daily rest period. If the portion of the daily rest period which falls within that 24-hour period is at least 9 hours but less than 11 hours, then the daily rest period in question shall be regarded as a reduced daily rest period.
3. By way of derogation from paragraph 2, within 30 hours of the end of a daily or weekly rest period, a driver engaged in multi-manning must have taken a new daily rest period of at least 9 hours.
4. A daily rest period may be extended to make a regular weekly rest period or a reduced weekly rest period.
5. A driver may have at most three reduced daily rest periods between any two weekly rest periods.
6.
 - (a) In any two consecutive weeks, a driver shall take at least:
 - (i) Two regular weekly rest periods; or
 - (ii) One regular weekly rest period and one reduced weekly rest period of at least 24 hours.
However, the reduction shall be compensated by an equivalent period of rest taken *en bloc* before the end of the third week following the week in question. A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.
 - (b) By way of derogation from paragraph 6 (a), a driver engaged in a single service of international carriage of passengers, other than a regular service, may postpone the weekly rest period for up to twelve consecutive 24-hour periods following a previous regular weekly rest period, provided that:
 - (i) the service lasts at least 24 consecutive hours in a Contracting Party or a third country other than the one in which the service started, and
 - (ii) the driver takes after the use of the derogation:
 - a. either two regular weekly rest periods, or
 - b. one regular weekly rest period and one reduced weekly rest period of at least 24 hours.
However, the reduction shall be compensated by an equivalent period of rest taken *en bloc* before the end of the third week following the end of the derogation period, and
 - (iii) four years after the country of registration has implemented the digital tachograph, the vehicle is equipped with recording equipment in accordance with the requirements of Appendix 1B of the Annex, and
 - (iv) after 1 January 2014, in case of driving during the period from 22:00 to 06:00, the vehicle is multi-manned or the driving period referred to in Article 7 is reduced to three hours.
 - (c) By way of derogation from paragraph 6 (a), drivers who are engaged in multi manning shall take each week a regular weekly rest period of at least 45 hours. This period may be reduced to a minimum of 24 hours (reduced weekly rest period). However, each reduction shall be compensated by an equivalent period of rest taken *en bloc* before the end of the third week following the week in question. A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.
7. Any rest taken as compensation for a reduced weekly rest period shall be attached to another rest period of at least 9 hours.
8. Where a driver chooses to do this, daily rest periods and reduced weekly rest periods taken away from base may be taken in a vehicle, as long as it has specially fitted sleeping facilities for each driver as foreseen by the constructor's design, and it is stationary.
9. A weekly rest period that falls in two weeks may be counted in either week, but not in both.