

Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (Text with EEA relevance)

CHAPTER I

INTRODUCTORY PROVISIONS

*Article 4*

For the purposes of this Regulation the following definitions shall apply:

- (a) ‘carriage by road’ means any journey made entirely or in part on roads open to the public by a vehicle, whether laden or not, used for the carriage of passengers or goods;
- (b) ‘vehicle’ means a motor vehicle, tractor, trailer or semi-trailer or a combination of these vehicles, defined as follows:
  - ‘motor vehicle’: any self-propelled vehicle travelling on the road, other than a vehicle permanently running on rails, and normally used for carrying passengers or goods,
  - ‘tractor’: any self-propelled vehicle travelling on the road, other than a vehicle permanently running on rails, and specially designed to pull, push or move trailers, semi-trailers, implements or machines,
  - ‘trailer’: any vehicle designed to be coupled to a motor vehicle or tractor,
  - ‘semi-trailer’: a trailer without a front axle coupled in such a way that a substantial part of its weight and of the weight of its load is borne by the tractor or motor vehicle;
- (c) ‘driver’ means any person who drives the vehicle even for a short period, or who is carried in a vehicle as part of his duties to be available for driving if necessary;
- (d) ‘break’ means any period during which a driver may not carry out any driving or any other work and which is used exclusively for recuperation;
- (e) ‘other work’ means all activities which are defined as working time in [F<sup>1</sup>regulation 2 of the Road Transport (Working Time) Regulations 2005 in England and Wales and Scotland, or in regulation 2(2) of the Road Transport (Working Time) Regulations (Northern Ireland) 2005 in Northern Ireland] except ‘driving’, including any work for the same or another employer, within or outside of the transport sector;
- (f) ‘rest’ means any uninterrupted period during which a driver may freely dispose of his time;
- (g) ‘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’:
  - ‘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 nine hours,
  - ‘reduced daily rest period’ means any period of rest of at least nine hours but less than 11 hours;

---

*Changes to legislation: This version of this Regulation was derived from EUR-Lex on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on legislation.gov.uk. (See end of Document for details)*

---

- (h) ‘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’:
- ‘regular weekly rest period’ means any period of rest of at least 45 hours,
  - ‘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(6), be shortened to a minimum of 24 consecutive hours;
- (i) ‘a week’ means the period of time between 00.00 on Monday and 24.00 on Sunday;
- (j) ‘driving time’ means the duration of driving activity recorded:
- automatically or semi-automatically by the recording equipment as defined in [<sup>F2</sup>Article 2(2)(a) of Regulation (EU) No 165/2014], or
  - manually as required by [<sup>F3</sup>Article 37(2) of Regulation (EU) No 165/2014];
- (k) ‘daily driving time’ means the total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period or between a daily rest period and a weekly rest period;
- (l) ‘weekly driving time’ means the total accumulated driving time during a week;
- (m) ‘maximum permissible mass’ means the maximum authorised operating mass of a vehicle when fully laden;
- (n) ‘regular passenger services’ means national and international services [<sup>F4</sup>which provide for the carriage of passengers at specified intervals along specified routes, passengers being picked up and set down at predetermined stopping points];
- (na) [<sup>F5</sup>“special regular passenger services” means services by whomsoever organised, which provide for the transport of specified categories of passengers to the exclusion of other passengers;
- (nb) “occasional passenger services” means services which are not regular passenger services or special regular passenger services, and which are characterised above all by the fact that they carry groups of passengers assembled at the initiative of the customer or the carrier themselves;]
- (o) ‘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;
- (p) ‘transport undertaking’ means any natural person, any legal person, any association or group of persons without legal personality, whether profit-making or not, or any official body, whether having its own legal personality or being dependent upon an authority having such a personality, which engages in carriage by road, whether for hire or reward or for own account;
- (q) ‘driving period’ means the accumulated driving time from when a driver commences driving following a rest period or a break until he takes a rest period or a break. The driving period may be continuous or broken [<sup>F6</sup>];
- (r) [<sup>F7</sup>‘ non-commercial carriage ’ means any carriage by road, other than carriage for hire or reward or on own account, for which no direct or indirect remuneration is received

---

**Changes to legislation:** This version of this Regulation was derived from EUR-Lex on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](http://legislation.gov.uk). (See end of Document for details)

---

and which does not directly or indirectly generate any income for the driver of the vehicle or for others, and which is not linked to professional or commercial activity.]

#### Textual Amendments

- F1** Words in Art. 4(e) substituted (31.12.2020) by [The Drivers' Hours and Tachographs \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/453\)](#), regs. 1(3), **59(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F2** Words in Art. 4(j) substituted (31.12.2020) by [The Drivers' Hours and Tachographs \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/453\)](#), regs. 1(3), **59(b)(i)**; 2020 c. 1, Sch. 5 para. 1(1)
- F3** Words in Art. 4(j) substituted (31.12.2020) by [The Drivers' Hours and Tachographs \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/453\)](#), regs. 1(3), **59(b)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)
- F4** Words in Art. 4(n) substituted (31.12.2020) by [The Drivers' Hours and Tachographs \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/453\)](#), regs. 1(3), **59(c)**; 2020 c. 1, Sch. 5 para. 1(1)
- F5** Art. 4(na)(nb) inserted (24.12.2022) by [The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators \(Amendment\) Regulations 2022 \(S.I. 2022/1260\)](#), regs. 1(1), **2(4)**
- F6** Substituted by [Regulation \(EU\) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation \(EC\) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation \(EU\) No 165/2014 as regards positioning by means of tachographs.](#)
- F7** Inserted by [Regulation \(EU\) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation \(EC\) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation \(EU\) No 165/2014 as regards positioning by means of tachographs.](#)

**Changes to legislation:**

This version of this Regulation was derived from [EUR-Lex](#) on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](#).