

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 IV

EXCEPTIONS

Article 11

A Member State may provide for longer minimum breaks and rest periods or shorter maximum driving times than those laid down in Articles 6 to 9 in the case of carriage by road undertaken wholly within its territory. In so doing, Member States shall take account of relevant collective or other agreements between the social partners. Nevertheless, this Regulation shall remain applicable to drivers engaged in international transport operations.

Article 12

Provided that road safety is not thereby jeopardised and to enable the vehicle to reach a suitable stopping place, the driver may depart from Articles 6 to 9 to the extent necessary to ensure the safety of persons, of the vehicle or its load. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable stopping place.

[^{F1}Provided that road safety is not thereby jeopardised, in exceptional circumstances, the driver may also depart from Article 6(1) and (2) and Article 8(2) by exceeding the daily and weekly driving time by up to one hour in order to reach the employer's operational centre or the driver's place of residence to take a weekly rest period.

Under the same conditions, the driver may exceed the daily and weekly driving time by up to two hours, provided that an uninterrupted break of 30 minutes was taken immediately prior to the additional driving in order to reach the employer's operational centre or the driver's place of residence for taking a regular weekly rest period.

The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment, or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the destination or the suitable stopping place.

Any period of extension shall be compensated by an equivalent period of rest taken *en bloc* with any rest period, by the end of the third week following the week in question.]

Textual Amendments

- F1** 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.](#)

Status: Point in time view as at 20/08/2020.

Changes to legislation: There are currently no known outstanding effects for the Regulation (EC) No 561/2006 of the European Parliament and of the Council, CHAPTER IV. (See end of Document for details)

Article 13

1 Provided the objectives set out in Article 1 are not prejudiced, each Member State may grant exceptions from Articles 5 to 9 and make such exceptions subject to individual conditions on its own territory or, with the agreement of the States concerned, on the territory of another Member State, applicable to carriage by the following:

- a vehicles owned or hired, without a driver, by public authorities to undertake carriage by road which do not compete with private transport undertakings;
- b vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity within a radius of up to 100 km from the base of the undertaking;
- c agricultural tractors and forestry tractors used for agricultural or forestry activities, within a radius of up to 100 km from the base of the undertaking which owns, hires or leases the vehicle;
- [^{F2}d vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used by universal service providers as defined in Article 2(13) of Directive 97/67/EC of the European Parliament and of the Council of 15 December 1997 on common rules for the development of the internal market of Community postal services and the improvement of quality of service⁽¹⁾ to deliver items as part of the universal service.]

These vehicles shall be used only within a [^{F2}100 km] radius from the base of the undertaking, and on condition that driving the vehicles does not constitute the driver's main activity;

- [^{F3}e vehicles operating exclusively on islands or regions isolated from the rest of the national territory not exceeding 2 300 square kilometres in area which are not linked to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicle, and which do not border another Member State;]
- f vehicles used for the carriage of goods within a [^{F2}100 km] radius from the base of the undertaking and propelled by means of natural or liquefied gas or electricity, the maximum permissible mass of which, including the mass of a trailer or semi-trailer, does not exceed 7,5 tonnes;
- g vehicles used for driving instruction and examination with a view to obtaining a driving licence or a certificate of professional competence, provided that they are not being used for the commercial carriage of goods or passengers;
- h vehicles used in connection with sewerage, flood protection, water, gas and electricity maintenance services, road maintenance and control, door-to-door household refuse collection and disposal, telegraph and telephone services, radio and television broadcasting, and the detection of radio or television transmitters or receivers;
- i vehicles with between 10 and 17 seats used exclusively for the non-commercial carriage of passengers;
- j specialised vehicles transporting circus and funfair equipment;
- k specially fitted mobile project vehicles, the primary purpose of which is use as an educational facility when stationary;
- [^{X1}l vehicles used for milk collection from farms and/or for the return to farms of milk containers or milk products intended for animal feed;]
- m specialised vehicles transporting money and/or valuables;
- n vehicles used for carrying animal waste or carcasses which are not intended for human consumption;
- o vehicles used exclusively on roads inside hub facilities such as ports, interports and railway terminals;

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- p vehicles used for the carriage of live animals from farms to local markets and vice versa or from markets to local slaughterhouses within a radius of up to [^{F2}100 km][^{F3};
- [^{F1}q vehicles or combinations of vehicles carrying construction machinery for a construction undertaking, up to a radius of 100 km from the base of the undertaking, provided that driving the vehicles does not constitute the driver's main activity;
- r vehicles used for the delivery of ready-mixed concrete.]
- 2 Member States shall inform the Commission of the exceptions granted under paragraph 1 and the Commission shall inform the other Member States thereof.
- 3 Provided that the objectives set out in Article 1 are not prejudiced and adequate protection for drivers is provided, a Member State may, after approval by the Commission, grant on its own territory minor exemptions from this Regulation for vehicles used in predefined areas with a population density of less than five persons per square kilometre, in the following cases:
- regular domestic passenger services, where their schedule is confirmed by the authorities (in which case only exemptions relating to breaks may be permitted), and
 - domestic road haulage operations for own account or for hire or reward, which have no impact on the single market and are needed to maintain certain sectors of industry in the territory concerned and where the exempting provisions of this Regulation impose a limiting radius of up to 100 km.

Carriage by road under this exemption may include a journey to an area with a population density of five persons or more per square kilometre only in order to end or start the journey. Any such measures shall be proportionate in nature and scope.

Editorial Information

- X1** Substituted by [Corrigendum to 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 \(Official Journal of the European Union L 102 of 11 April 2006\)](#).

Textual Amendments

- F1** 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](#).
- F2** Substituted by [Regulation \(EU\) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation \(EEC\) No 3821/85 on recording equipment in road transport and amending Regulation \(EC\) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport \(Text with EEA relevance\)](#).
- F3** 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](#).

Article 14

- 1 Provided that the objectives set out in Article 1 are not prejudiced, Member States may, after authorisation by the Commission, grant exceptions from the application of Articles 6 to 9 to transport operations carried out in exceptional circumstances.

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Changes to legislation: There are currently no known outstanding effects for the Regulation (EC) No 561/2006 of the European Parliament and of the Council, CHAPTER IV. (See end of Document for details)

[^{F32} In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information on a public website.]

3 The Commission shall inform the other Member States of any exception granted pursuant to this Article.

Textual Amendments

F3 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.](#)

[^{F3} Article 15

Member States shall ensure that drivers of vehicles referred to in point (a) of Article 3 are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers.]

Textual Amendments

F3 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.](#)

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(1) [^{F2}OJ L 15, 21.1.1998, p. 14.]

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Textual Amendments

- F2** Substituted by [Regulation \(EU\) No 165/2014](#) of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (Text with EEA relevance).

Status:

Point in time view as at 20/08/2020.

Changes to legislation:

There are currently no known outstanding effects for the Regulation (EC) No 561/2006 of the European Parliament and of the Council, CHAPTER IV.