

Temporary exceptions submitted by EU and non-EU Member States due to the COVID-19 outbreak under Article 14(1) of Reg. 561/2006

| No | MS | Exceptional circumstances linked to COVID-19 | Start date (included) | End date (included) | Categories of transport/drivers | Provisions from Regulation 561/2006 derogated from | Status |
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| 1. | AT | Ensure national supply of goods | 11/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours. | COM Decision adopted on 29/04/2020 |
| 2. | BE | Ensure national supply of goods | 12/04/2020 | 31/05/2020 | Essential goods including food for human consumption, medicines, medical equipment and fuel. | <ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 59 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven-24 hours period. - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods of at least 24 hours provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for a reduced weekly rest periods should be taken before the end of the fourth week following the week in question. | COM Decision adopted on 29/04/2020 |
| | | | | | All transport of goods | - Art. 8(8) : 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. | |
| 3. | BG | Ensure national supply of goods | 18/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes | COM Decision adopted on 29/04/2020 |

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| | | | | | | <p>after 5 and a half hours;</p> <ul style="list-style-type: none"> - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods of at least 24 hours provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for these two reduced weekly rest periods should be taken before the following rest period. - Art. 8(8): 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 | |
| 4. | CH | Ensure national supply of goods | 19/04/2020 | 30/04/2020 | Essential goods and basic supply | <ul style="list-style-type: none"> - Article 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 112 hours (2x56h). - Art. 8(4): possibility to take five reduced daily rest periods between any two weekly rest periods; - Art. 8(6): reduction of two regular weekly rest period from 45 hours to 36h in two consecutive weeks. | Adopted by CH |
| 5. | CZ | Ensure national supply of goods | 18/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period; - Art. 8(8): 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 | COM Decision adopted on 19/05/2020 |

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| | | | | | | vehicle is stationary. | |
| 6. | DE | Ensure national supply of goods | 18/04/2020 | 31/05/2020 | Transport of essential goods such as food, medicine, medical protective equipment and fuels | <p>-Art. 6(1): extension of the daily driving time limit to 10 hours <u>no more than five times a week</u>;</p> <p>- Art. 8(6): possibility of taking two consecutive reduced weekly rest periods provided that:</p> <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for these two reduced weekly rest periods should be taken before the following rest period. | COM Decision adopted on 13/05/2020 |
| 7. | EL | Ensure national supply of goods | 18/04/2020 | 31/05/2020 | All transport of goods | <p>- Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>- Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours;</p> <p>- Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours</p> <p>- Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>- Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours;</p> <p>- Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods.</p> <p>- Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours, provided that 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;</p> <p>- Art. 8(8): 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</p> | COM Decision adopted on 29/04/2020 |

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| | | | | | | vehicle is stationary. | |
| 8. | ES | Ensure national supply of goods | 13/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): Possibility of taking two consecutive reduced weekly rest periods provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - no compensation required for reduced weekly rests. - Art. 8(8): 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 | COM Decision adopted on 13/05/2020 |
| | | | | | Transport of passengers on the Spanish territory dedicated to agricultural tasks where the route in question does not exceed 50 kilometres | <ul style="list-style-type: none"> - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours. | |
| 9. | FI | Ensure national supply of goods and mobility | 26/04/2020 | 31/05/2020 | <ul style="list-style-type: none"> - All transport of goods - All transport of passengers | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours; - Art. 7: the 45-min break can be split into 30 minutes followed by 15 minutes thereafter. - Art. 8(2): reduction of the daily rest requirements from 11 to 9 hours; | COM Decision adopted on 19/05/2020 |

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| | | | | | | <ul style="list-style-type: none"> - Art. 8(6): in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The reduced weekly rest period does not have to be compensated; - Art. 8(8): 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. | |
| 10. | HR | Ensure national supply of goods | 17/04/2020 | 31/05/2020 | <p>Transport of the products essential for life and health, such as transport of:</p> <ul style="list-style-type: none"> - food and related industries, - fuel, - raw materials, - animal feed - transport of livestock, - medicines and medical supplies, - equipment to hospitals and other public institutions. | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2): daily rest period of at least 9 consecutive hours within 24 hour period | COM Decision adopted on 19/05/2020 |
| 11. | HU | Ensure national supply of goods | 20/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 105 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2): Reduction of the daily rest requirements | COM Decision adopted on 29/04/2020 |

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| | | | | | | <p>from 11 to 9 hours;</p> <ul style="list-style-type: none"> - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours, provided that 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 OR - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period. | |
| 12. | IE | Ensure national supply of goods | 17/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(3): the fortnightly driving limit is lifted from 90 hours to 112 hours; - Art. 8(4): possibility to take five reduced daily rest periods between any two weekly rest periods; - Art. 8(6): In any two consecutive weeks drivers must continue to take at least two regular weekly rest periods, or one regular weekly rest period and one reduced weekly rest period of at least 24 hours but in this case <u>no compensation is required for the reduced weekly rest period.</u> - Art. 8(8): 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 | COM Decision adopted on 29/04/2020 |
| 13. | LU | Ensure national supply of goods | 15/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours <u>no more than three times a week</u>; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods, with a compensation in the following week. - Art. 8(8): 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 | COM Decision adopted on 29/04/2020 |

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| 14. | MT | Ensure national supply of goods | 17/04/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2): Reduction of the daily rest requirements from 11 to 9 hours. | COM Decision adopted on 13/05/2020 |
| 15. | NL | Ensure national supply of goods | 07/04/2020 | 31/05/2020 | National transport performed in subsectors which are crucial for supplying pharmacies, supermarkets and other food shops. | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period up to seven 24-hour periods. | COM Decision adopted on 29/04/2020 |
| 16. | NO | Ensure national supply of goods | 13/03/2020 | 31/05/2020 | All transport of goods | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 58 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): every second week a reduction of the regular weekly rest period from 45 hours to 24 hours, no compensation for reduced weekly rest required. | Authorised by EFTA |
| 17. | PL | Ensure national supply of goods and repatriation of citizens | 17/04/2020 | 31/05/2020 | <ul style="list-style-type: none"> - All transport of goods and - Transport of passengers in connection with the return of citizens to their home countries | <ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; | COM Decision adopted on 13/05/2020 |

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| | | | | | | - Art. 8(8) : 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. | |
| 18. | PT | Ensure national supply of goods | 22/04/2020 | 31/05/2020 | All transport of goods | - Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(6) : in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The reduction does not have to be compensated; - Art. 8(8) : 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. | COM Decision adopted on 19/05/2020 |
| 19. | RO | Ensure national supply of goods | 17/04/2020 | 31/05/2020 | All transport of goods | - Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7 : replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours - Art. 8(2) : Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6) : postponement of a weekly rest period up to seven 24-hour periods. | COM Decision adopted on 29/04/2020 |
| 20. | SE | Ensure national supply of goods and mobility | 15/04/2020 | 31/05/2020 | - All transport of goods - All transport of passengers | - Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2) : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3) : replacement of the maximum fortnightly driving limit of 90 hours with one of 120 hours; - Art. 8(2) : daily rest period of at least 9 consecutive hours within 24 hour period - Art. 8(6) : in two consecutive weeks, a driver shall take at least one regular weekly rest and one reduced weekly rest period of at least 24 hours. The | COM Decision adopted on 29/04/2020 |

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| | | | | | | reduced weekly rest period does not have to be compensated; - Art. 8(8) : 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. | |
| 21. | SK | Ensure national supply of goods | 18/04/2020 | 31/05/2020 | All transport of goods | - Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2) : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3) : replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7 : replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(2) : Reduction of the daily rest requirements from 11 to 9 hours; | COM Decision adopted on 29/04/2020 |
| 22. | UK | Ensure national supply of goods | 22/04/2020 | 31/05/2020 | All transport of goods in England, Scotland, Wales and Northern Ireland | - Art. 6(1) : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; OR - Art 8(6) : Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight; - Art. 6(2) : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3) : replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(2) : Reduction of the daily rest requirements from 11 to 9 hours; - Art. 9(1) : Allowing the use of the ferry/train derogation when on a reduced daily rest of 9 hours. | COM Decision adopted on 19/05/2020 |

Last updated on: 19/05/2020 at 10:20 – Source: European Commission, DG MOVE