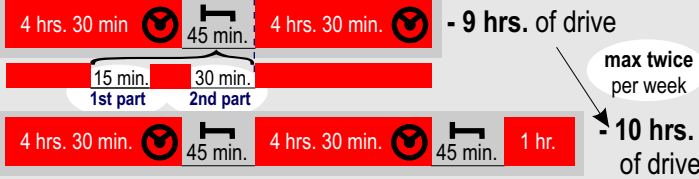


# Regulation 561/2006

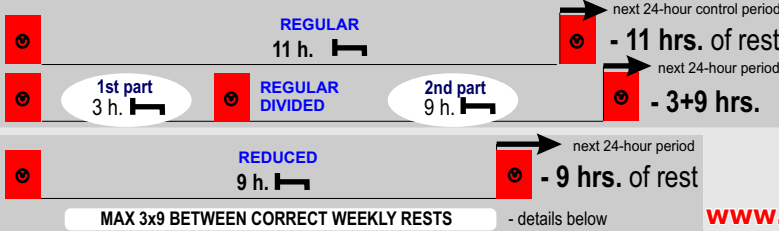
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## DRIVING TIME AND BREAKS in DDP - 1 driver

Ⓧ driving  
Ⓧ availability  
— rest/break  
👍 correct  
👎 incorrect  
**week** - from Mon 0:00 till Sun 24:00



## DAILY REST PERIOD (DRP) - 1 driver (within 24-hour period from first activity)



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## DAILY DRIVING PERIOD (DDP) - period between correct daily or weekly rest periods

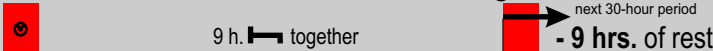


## DRIVING TIME AND BREAKS in DDP - multi-manning (crew)



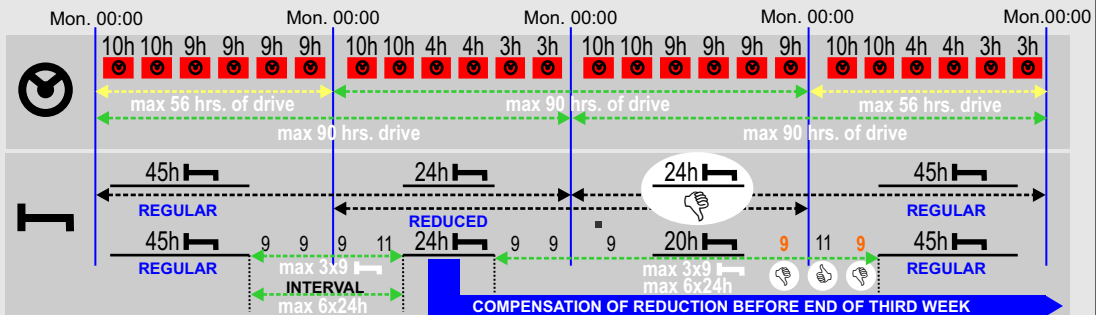
\* according to EU guideline the first 45 minutes of availability recorded in multi-manning operation shall be treated as break  
 reason: 20 h Ⓧ + 4x45 min. — + 9 h — = 32 h - which is longer than 30-hour control period, hence break as — shall not be required

## DAILY REST PERIOD - multi-manning (within 30-hour period from first activity)



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## DRIVING AND REST TIMES IN ANY TWO CONSECUTIVE WEEKS



\*\*\* 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. Two consecutive weeks are controlled as follows: 1st with 2nd, 2nd with 3rd, 3rd with 4th. In any two consecutive weeks a driver shall take at least one 45-hour rest period and one at least 24-hour rest period in following week. However, the reduction shall be compensated by an equivalent period of rest taken en bloc with at least 9-hour rest before the end of the third week following the week in question.

ROADSIDE CHECK - TACHO CHARTS / PRINTOUTS / DRIVER CARD / ATTESTATIONS FROM CURRENT DAY AND 28 PREVIOUS DAYS  
 COMPANY INSPECTION - TACHO CHARTS / DIGITAL FILES .DDD/ESM FROM CARDS AND VEHICLE UNITS FROM LAST 365 DAYS

