

The EU Road Transport Directive

Costs - £2bn (Clearstone and the [Transport News Network](#))

Talking Points

No opt out

This was one area of working time legislation that refused to include an opt-out. The UK benefits by opting out of the full working time directive, but hauliers have been critical of the rigidity of road transport legislation from the EU. The Road Haulage Association is particularly critical of this aspect of the Directive.

Increased costs for businesses and trade

A survey by Clearstone recruitment consultancy found the haulage industry will have to employ 8.4% more workers to comply with the directive and the regulations will increase distribution costs by 2.5%. ([Source](#))

What is it?

A Directive to regulate the working time of drivers with vehicles over 3.5 tonnes, complementing the main provisions of the EU Working Time Directive. It aimed to increase protection to heavy vehicle drivers and long distance coach and bus drivers.

The previous Working Time Directive exempted road users from the regulations on working time.

The [main provisions](#) of the directive include:

- A 48 hour average working week to be applied over 4 to 6 months.
- Limiting working time to ten hours in any 24 hour period if part of the work is carried out during night time.
- Workers must have a break of 45 minutes after every 4 and a half hours driving.
- Up to 60 hours can be worked a week provided the 48 hour average is maintained.

The European Parliament voted in June 2010 to keep self employed drivers within the scope of the Directive.

Third Party Opinions

“The Road Transport Directive has been a mess since its inception. It is a confused mixture of road safety and social legislation which creates a second regulation to EU 561/2006 on HGV (and coach) drivers’ hours. It adds further complexity to drivers; and vehicle operators have to keep two separate sets of records on working time” Jack Semple, director of policy for the [Road Haulage Association](#).

“The Road Transport Directive is the most serious and expensive compliance legislation the [haulage] industry has ever faced. The difficulties of reducing a current average working week of 55 hours down to a maximum of 48 hours – a loss of almost 15 per cent – simply cannot be over emphasised.” Richard Turner, former chief executive of the [Freight Transport Association](#).