

### The Questionnaire

<p>1. Title of the legal instrument (EU legislation or IC/A), subject and objective of its regulatory scope</p> <p>Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonization 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) – Declaration, OJ L 102, 11.4.2006, p. 1–14</p> <p>Preamble (17) This Regulation aims to improve social conditions for employees who are covered by it, as well as to improve general road safety. It does so mainly by means of the provisions pertaining to maximum driving times per day, per week and per period of two consecutive weeks, the provision which obliges drivers to take a regular weekly rest period at least once per two consecutive weeks and the provisions which prescribe that under no circumstances should a daily rest period be less than an uninterrupted period of nine hours. Since those provisions guarantee adequate rest, and also taking into account experience with enforcement practices during the past years, a system of compensation for reduced daily rest periods is no longer necessary.</p> <p><i>Article 2</i></p> <p>1. This Regulation shall apply to the carriage by road:</p> <p>(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or</p> <p>(b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose.</p> <p>2. This Regulation shall apply, irrespective of the country of registration of the vehicle, to carriage by road undertaken:</p> <p>(a) exclusively within the Community; or</p> <p>(b) between the Community, Switzerland and the countries party to the Agreement on the European Economic Area.</p> <p>3. The AETR shall apply, instead of this Regulation, to international road transport operations undertaken in part outside the areas mentioned in paragraph 2, to:</p> <p>( a vehicles registered in the Community or in countries which are contracting parties to the AETR for the whole journey;</p> <p>)</p> <p>( b vehicles registered in a third country which is not a contracting party to the AETR, only for the part of the journey on the territory of the Community or of countries which are contracting parties to the AETR.</p>			
<p>2. Title of the national legal instrument and the subject and objective of its regulatory scope</p> <p>Law on road transport</p>			
<p>3. Existence of the matter of the legal instrument (EU legislation or IC/A) in national legislation</p>			
The main provisions of the EU legislation	Yes	No	Notes (Contradiction)
a)	b)	c)	d)
<p><i>Article 4</i></p> <p>For the purposes of this Regulation the following definitions shall apply:</p>			

<p>(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;</p> <p>(b) 'vehicle' means a motor vehicle, tractor, trailer or semi-trailer or a combination of these vehicles, defined as follows:</p> <p>    '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,</p> <p>    '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,</p> <p>    'trailer': any vehicle designed to be coupled to a motor vehicle or tractor,</p> <p>    '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;</p> <p>'driver' means any person who drives the vehicle even for a short period, or who is carried in</p>			
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<p>(f) 'rest' means any uninterrupted period during which a driver may freely dispose of his time;</p> <p>(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':</p> <p style="padding-left: 40px;">'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,</p> <p style="padding-left: 40px;">'reduced daily rest period' means any period of rest of at least nine hours but less than 11 hours;</p> <p>( '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':</p> <p style="padding-left: 40px;">'regular weekly rest period' means any period of rest of at least 45 hours,</p> <p style="padding-left: 40px;">'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;</p>			
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