

----- INTERNAL MEMORANDUM -----

MR T MINSHULL
NANTWICH TRANSPORT SERVICES
CHURCH LANE
NANTWICH
CHESHIRE

[DRIVER COPY]

06/07/07

For The Attention of TAYLOR TREVOR [1]

EC Council Regulations 3820/85 Article 15 Para 2 oblige me to draw your attention to any breaches of these Regulations found during periodic analysis of your tachograph charts. You are kindly requested to take appropriate steps to prevent their repetition. Heavy penalties can be imposed by the Courts on any driver contravening these Regulations and on any Company which permits such breaches to continue. It is the joint responsibility of both Company and driver to ensure that breaches of the Regulations do not occur. The undertakings of an Operators Licence also require these and other matters to be brought to your attention.

For And On Behalf Of

NANTWICH TRANSPORT SERVICES

THU 12/04/07	Infringement	: 4.5 hr Rule Periods with Insufficient Breaks:[05:25 Hrs Driven]
FRI 13/04/07	Infringement	: Start/Finish date missing/wrong
FRI 13/04/07	Advisory	: start and finish dates must be entered
SAT 14/04/07	Infringement	: No written entries to replace missing data 08:17-09:25
MON 16/04/07	Infringement	: Start/Finish location missing/wrong
MON 16/04/07	Advisory	: start and finish place names must be entered
MON 16/04/07	Advisory	: Duty times overlap 12:01-12:06
TUE 17/04/07	Advisory	: Start Location different to previous Finish Location
WED 18/04/07	Infringement	: Less than minimum Daily Rest 08:32 hours of Rest taken.
WED 18/04/07	Infringement	: Permitted Daily Drive hours Exceeded by 02:18 [TWO DAY ASSESSMENT]
WED 18/04/07	Infringement	: 4.5 hr Rule Periods with Insufficient Breaks:[06:24 Hrs Driven]
WED 18/04/07	Advisory	: Departure from regulations declared runnig back to depot valuable load
THU 19/04/07	Advisory	: Written explanations on chart break taken 16:00
FRI 20/04/07	Infringement	: 4.5 hr Rule Periods with Insufficient Breaks:[05:24 Hrs Driven]

General Guideline Information & Regulations Extracts:

BREAKS: Article 7(1) & 7(2) of Council Regulations states that drivers may not drive for more than 4½ hours without taking a break of 45 minutes either as a single break or, as several periods of 15 minutes or greater totalling 45 minutes during the 4½ hour drive period. Effective 11/04/07 a single break of 45 minutes or two breaks of at least 15 minutes followed by a break of at least 30 minutes is required. When 45 or more break minutes have been taken, calculation begins afresh.

CENTREFIELD INFORMATION: Each driver must enter: His/Her surname and first name (not initials): Date and place of start and finish: Vehicle registration number: Start and finish odometer readings (accuracy is important because these are subtracted and the result compared with actual distance traces). Care must be taken that handwritten entries do not obscure any of the chart traces.

SERIOUS ERRORS include: Vehicle driven with head open: Clock rewinds: Speed stylus bent or obstructed: Drawing on chart faces to simulate machine drawn traces. Distance (finish odo minus start odo) not confirmed by actual distance trace.

DAILY REST: A driver must have a daily rest of at least 11 consecutive hours taken within a period of 24 hours commencing at the start time for that day. This may be reduced to 9 hours not more than 3 times a week provided that shortfalls are compensated before the end of the following week. Alternatively 12 hours can be taken in 2 or 3 periods the last of which must be at least 8 consecutive hours and the others of duration more than 1 hour. Effective 11/04/07 12 hours may be taken in two periods of 3 hours plus 9 hours and shortfall compensation is not required.

DRIVE HOURS: WEEKLY - It is possible to drive up to 56 hours in any week provided that any fortnightly total does not exceed 90 hours. **DAILY** - Limit is 9 hours which can be increased twice a week to 10 hours. Driving off-road does not count as driving provided that ALL off-road times are declared. [TWO DAY ASSESSMENT] - When less than 9 hours daily rest is found, daily drives will be calculated as the the sum of driving for days each side of the short daily rest.