



STABLE *talk*

NARS Newsletter - December 2024



Photo by Catherine Donovan



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GEORGE'S COLUMN

Reflections on 2024

The year 2024 got off to a difficult start for most of us in racing regardless of your role in the industry. If you were running a racecourse and were hosting a "Premier" race meeting you couldn't help feeling disappointed at the fact the only difference was a few billboards on display saying, "Premier Racing", but to the customer, punter, trainer, racing staff there was nothing different. The concept of Premier Racing was to attract the best runners in class with better prize money on offer to attract those runners. In reality, the better prize money on offer was simply taken from other race meetings that didn't meet the premier prize money threshold. The biggest losers seemed to be national hunt racing which saw prize money from their cards used to boost prize money at premier race meetings. The first premier meeting was on January the 1st at Cheltenham and the fact you are reading this and probably didn't know that says all there needs to be said on premier racing and its impact!

But it wasn't just racecourses that got off to a difficult start. If you were working in a flat based yard, you will recall the trial of Sunday floodlight racing which was as welcome as a dose of Covid. This was another concept to try and boost racings fortunes. Both NARS and the NTF opposed this trial with some degree of success. While we were unable to prevent the trial from taking place, we did get it reduced to just six meetings instead of the thirty that was proposed, and NARS was able to ensure the staff that attended the meetings earned an additional £150 (on top of the £30 Sunday payment). Our ultimate success, however, was the discontinuation of those Sunday floodlight trials.

It would be great to point out the highlights of 2024, but the fact is there is simply not much to get excited about. We still have some of the best racing in the world, with some of the worst prize money! We have some of the best jockeys in the world with some of the worst facilities to get changed



in, and some of the best staff with the worst work/life balance. However, in terms of staff and work/life balance, we are seeing more trainers moving away from the traditional split shift where you do a morning's work, and then return a few hours later to do evening stables. I have always questioned the logic of all staff returning to perform evening stables every day. We don't all return for the evening stables on a Saturday and Sunday with plenty of racing, especially the Saturdays, yet we manage to look after the horses. So, if we can manage on a weekend, why can't a yard manage on a weekday. Those trainers that are moving away from these split patterns will start to attract staff and those who want to manage as they did in eras gone by, will continue to struggle to attract and retain staff.

Looking ahead to 2025, we can expect to see the Horseracing Industry Peoples Board start to make a difference to your working lives. For years racing has had an Equine Welfare board, but nothing similar for the staff. As much as I love horses, people are more important than animals. The HIPB will focus on recruitment and retention initiatives, with an objective to achieve a well-paid, appropriately skilled, motivated and diverse workforce. There will be a focus on the two racing schools, to help them deliver a better skilled graduate who will be supported in the workplace by ensuring they have a job to go to that doesn't require them to work 13 out of 14 mornings a week and treats them as young people who need to be supported initially, rather than thrown in at the deep end and being expected to be up to speed straight away.

Driving regulations, covered elsewhere in this newsletter, will also come under more scrutiny and not before time. As more trainers use the two boxes (or two stallers) we are seeing more staff driving these unregulated vehicles and clocking up excessive hours. The issue with a two box is that the staff often do a morning's work, travel in the day, complete all the work necessary to prepare the horse for its race, then complete all the post-race work, and then drive back to the yard. An average day would be twelve consecutive hours work, with the last three or four hours spent driving back. If the two boxes were regulated

like the 7.5 tonne plus vehicles are, they wouldn't be allowed to work in this way. It isn't the last few hours of the drive home from the racecourse that makes you tired, and therefore more likely to lose concentration, it's the fact you probably worked for the last ten to twelve hours before you got into the horse box to drive back!

Over the next twelve months NARS will begin to campaign for more awareness on this. We can't make those that choose to drive back having worked excessive hours, but we can make sure your aware of the law and the consequences.

There will also be more drug and alcohol testing within racing yards. There has always been a drug and alcohol policy between NARS and the NTF, the difference you will see in 2025 is that this will now be implemented, whereas in previous years there was a drug and alcohol policy, it was rarely used. That has started to change with the catalyst being the positive test of an Ed Dunlop runner. The result of this positive test was that Ed Dunlop could have lost his licence to train, that would have resulted in dozens of job losses. As it stands, another positive test would see Ed Dunlop lose his licence for twelve months. It's a fair assumption to say the horse that tested positive didn't take cocaine. There are a handful of yards that already had active drug and alcohol testing in place, but you can expect to see much more of this in the coming year.

Some members have said there will be no staff left in racing if we test the staff. I find that really insulting, in any walk of life there will be a minority who abuse drugs and alcohol, racing is no different. However, the fact of the matter is if you are over the drink/drive limit, you shouldn't be riding out or handling a racehorse. And the same applies to drugs. This is about making the work around racehorses as safe as it can be, the only danger you should be in is from a racehorse, not the people around you. Riding and handling racehorses is dangerous enough without having to do it in the company of others under the influence of drugs and alcohol. I have also been vocal in terms of support for anyone who does test positive or has a dependency. There is support and help available for those who need it, but we simply cannot be an industry that turns a blind eye to drugs and alcohol in the workplace.

YOUR NEW EXECUTIVE.

Earlier this year NARS called for the members who would like to stand for the Executive to come forward. Every two years the Executive Committee is up for election. It is quite difficult to get racing staff to stand for a position on the Executive Committee, which is the decision-making body within NARS. Most staff just want to do their jobs, ride and look after their horses, there isn't a lot of appetite to put your head above the parapet and be responsible for the direction and decisions the Executive Committee make on behalf of the members. Below are the seventeen Executive Committee members.

NARS Executive Committee

Terry Albone (C Dunnett)

Anwar Ali (C Appleby)

Julia Bennet - Vice President (Self Employed)

Angela Bramham (M Dods)

Tony Eyre (Self Employed)

Richard Farmer (J Boyle)

Claudia Fisher (A Murphy)

Helen Halliwell (J Fanshawe)

Victoria Harris (O Sangster)

Shaun Johnson (D&C Kubler)

Thomas Kerby (Self Employed)

Jemma Marshall - President (T Ward)

Peter McCulloch (Self Employed)

Patrick McEwan (Self Employed)

Mudassir Razzaq (G Scott)

Wendy Storrie (S Woods)

Svetlana Zinchenko (W Haggas)



YOU ARE BREAKING THE LAW!!

Every race meeting around the country, today, tomorrow and every day after that will have racing staff arriving with two horses on a so called 'two box,' or two stallers.

These two boxes are all generally 3.5t boxes, capable of carrying exactly that, 3.5 tonnes.

Now a general two box weight, without any horses, people or equipment on, would be around 2.4t - 2.75t, so once adding two 400/500 kilo horses on, as well as fuel, equipment, people etc, you are very likely, almost certainly going to be over the 3.5t payload that is allowed and the legal weight limit.

This would mean any insurance would be null and void on the vehicle, the driver, most likely you, the one behind the wheel, will have to pay the fine, you will get points on your license, and you would be unable to continue the journey.

And in the worst-case scenario if an accident did occur, again it would be you, the driver in trouble for breaking the law, not the employer!

The employer, is asking you to do this work (which is against the law), isn't the one carrying out the work illegally, therefore it is you that gets in trouble, and therefore down to you to say no, we can't do this.

Easier said than done when asked to take two racing, and we know the pressure staff are under to simply load two runners and set off on your journey. However, more and more staff are beginning to realise the danger of this practice and telling their employer that they will no longer take two racehorses illegally on a two box. The law isn't there to be awkward, it's there because

when you have two horses on a two box you will have too much weight on the back axle, and not enough on the front axle which affects your ability to break and turn as the wheels don't have the correct amount of traction on them.

Until staff stand up for themselves this won't change, and as your trade union, we can only advise you on this, we can't force you not to load two runners on a two box.

The driver cards that a person needs to drive a 7.5t or HGV lorry, ensure they are keeping within their regulated working hours and helping to prevent accidents through tiredness and overworking.

But it seems driving a 3.5t lorry means you never get tired, ever, and seemingly can drive every day, working every hour without needing breaks like those that are regulated. It is crazy that this downsizing of horseboxes is seeing more and more staff breaking the law, in weight carried, and hours driving, that's before even seeing the speeds some of those boxes have also been witnessed going.

We can only advise staff on the regulations, if you choose to drive these boxes illegally because your employer asked you to, unfortunately that is down to you.

We have added the Driving Regulations enforced by the DVSA on the back page of this newsletter.

THOROUGHBRED GROUP

For decades the staff were underrepresented in racing and its decision-making policies. Over the last 10 years that has changed with members of NARS now represented on the Commercial Committee (the committee that feeds into the BHA Board) and the Horseracing Industry Peoples Board, and also the Thoroughbred Group below. While having a member's seat on any of these boards doesn't necessarily mean we will get every wish or block every proposal

(Sunday floodlight racing for example) but it does mean our concerns are heard, and acted upon (the discontinuation of Sunday floodlight racing). Most staff won't be very interested in such boards, but it is important that the members understand the work that goes into representing at every level. It would be easy to just appear at race meetings, but no decisions are made at a race meeting, the fact is decisions are made in boardrooms.

What is the Thoroughbred Group?



The Thoroughbred Group membership brings together the five participant representative bodies within British Racing.

The group is now centrally resourced so that it can support its Members, and provide an industry counter-balance to the Racecourse Association.

What has the Thoroughbred Group been working on?

Commercial Partnerships

- Background research
- Concept development
- Proposal production
- Stakeholder presentations and engagement

Project support

- Project Premier agency liaison
- Project Pace administrative lead
- Project Beacon SteerCo member
- High Quality Horse analysis

Central function

- TG Board administration
- TG data dashboard
- TG Members' Agreement rewrite
- CEO working sessions facilitation
- TG branding and industry presence

Industry representation

- Racing Committee member
- ComCo co-ordination and support
- Collective representation provided on:
 - Joint Communications Group
 - Public Affairs Group
 - Betting Liaison Group
 - HWB Review Group
 - Industry Marketing Group

How does the Thoroughbred Group support its members?



Identifying, proposing and brokering **areas of common ground** between Members so as to **strengthen our collective bargaining power**



Providing **central resource** to the Members in matters of strategic support, project management and data analytics



Negotiating outcomes which **promote the long-term health of British Horseracing** and the thoroughbred breed more generally



APPRENTICE AND CONDITIONAL SPONSORSHIP

Photo by Dominique Tortice

NARS for the last year have sponsored Kaiya Fraser (H Eustace) and Ryan Kavanagh (I Williams), two flat based apprentices. The objective of NARS sponsoring an apprentice and conditional is to give that young person a helping hand getting started and the costs associated with the buying of necessary equipment. We also hope our chosen apprentices and conditionals are successful and that in return for sponsorship, they will help raise the profile of NARS.

Both Kaiya and Ryan have seen much success this season with 39 and 14 winners respectively, as this goes to print.

Kaiya Fraser is one of the four apprentice jockeys nominated for the Lesters, and Ryan Kavanagh is a great shout for champion apprentice in 2025. However, he will be challenged by Tom Keily-Marshall (J Camacho), who makes up the third apprentice NARS will be sponsoring for 2025.

The fourth sponsorship goes to conditional Dom Hislop (N Alexander) who is based in Scotland, we wish all four the very best for a successful 2025.

RYAN KAVANAGH AND KAIYA FRASER

both sponsored by NARS fighting out the finish at Kempton.





Photo by John Hoy

W: www.naors.co.uk 9



Photo by Karen Woods

WE HAVE YOUR BACK, BUT WE NEED YOUR ADDRESS!

If you are reading our newsletter, you will see it has been addressed to you personally. However, although it has your name on the envelope, the address will be the address that was provided by the trainer or the trainers office. When you start employment for any trainer the office must register you on the SER. (stable employee register). The problem with this is if your office has decided to use the trainers yard address that is where your newsletter will be delivered to, rather than your actual postal address.

We use Weatherbys to print and post all the hard copy information we send out and they rely on the information provided to them to be accurate. This is why you might see newsletters delivered to a yard and addressed

to a person who may no longer be employed there anymore.

While that is frustrating when printing and posting a newsletter, it becomes much more serious when it comes to the members right to vote for their President, currently Jemma Marshall, or Chief Executive, George McGrath. All elections for trade union posts must be by postal ballot, so if the information we have for your address isn't correct, you might not receive a postal ballot paper if your employer hasn't correctly recorded your address.

Please email us your full name and address to ensure you get all our postal communications if or any of your colleagues have any concerns.

RACECOURSE INSPECTION PROGRAM

It has been another great year of progress, working with courses to help improve the facilities for staff. Now whilst we don't have any jurisdiction over courses, it is the BHA who license them, and in most cases the courses won't see any major return on their investment, it is greatly appreciated when these recommended improvements are made.

Every course is visited/inspected twice a year, working with the course management to have a look at what is currently provided and what changes could or need to be made for the benefit of our members.

The areas we look at on an inspection cover the overnight accommodation, shower and changing facilities, relaxing room/area, the canteen, walkways, parade rings and winners' enclosure, as well as the stable yard facilities, covering the loading ramp and wash down facilities.

No doubt many of you would have possibly seen these improvements, some big, some small, but it is great to work with the courses, who pretty much all work with us, in helping to achieve the best experience for staff.

One of the biggest improvers over the last year working together has been Huntingdon, having a close relationship with former Clerk of the Course there Roderick Duncan (who is a NARS Trustee) saw a new stable yard built and now one of the best in the country.

A free meal at fifty-two of the fifty-nine course canteens for staff is another great bonus, much appreciated, and thanks to all the tracks that do so. There is a significant cost to the racecourses, but even more so the Jockey Club, who have fourteen courses, and Arena Racing who own sixteen, covering these costs annually.

This was something we worked hard for, and whilst thirty of the tracks are covered by two groups, the other twenty-nine are individual discussions. It isn't easy to get one idea across the line with every track, and while we have been successful with twenty-two of the twenty-nine racecourses on board, we continue to explore ways of getting the final seven racecourses to follow suit. Those racecourses that refuse to offer a hot meal free of charge are Beverley, Catterick, Ripon, Redcar, Thirsk, Wetherby and Musselburgh (country council owned).

The main aims of the overall program are to see staff who must stay overnight, in their own room with an en-suite bathroom. This would be standard in any business that required its employees to stay overnight on business. We have moved a long way from the days of four beds in a room, sharing with people you don't know, or you may know but don't like!

Shower and changing facilities have also improved out of all recognition in the last ten years with private lockable showers and space to change in. I recall the days of communal showers with old school curtains instead of frosted glass. Thankfully these are becoming a thing of the past, and not before time.

The program in 2025 will continue in the same vein working with the racecourses to improve facilities for the staff.

This couldn't be achieved without the work of the NARS appointed racecourse inspectors who not only inspect their allocated course twice per year but also monitor and report on other racecourses when racing.

NARS Racecourse Inspectors; Julia Bennet, Angela Bramham, Mark Ellwood, Sarah Guest, Helen Halliwell, Natasha Kent, Pete McCulloch and Mel Tingey.

NARS EVENTS FOR RACING STAFF

Every year NARS hold a series of events for the staff working in racing.

These are mostly a mixture of quizzes, sports days and golf events. The quizzes get a good mixture of staff and we host these in the racing centres, if you are interested in having a quiz in your area, just email us on admin@naors.co.uk and we will contact you to set it up.

The sports days are generally football matches, which can be 5-a-side tournaments, or a full team of eleven, it is depending on the size of the racing centre.

We have also hosted or helped with a sports day in Lambourn and Newmarket, but with so much racing and fewer staff these events have become more difficult to organise.

We then have 3 qualifying golf events hosted in the Lambourn area, Newbury and Crookham Golf Club, the West Country, Gloucester Golf Club, and Newmarket at the Links. All these events are designed to give the staff a day or evening enjoyment, with a competitive feel to it in good company, and away from work!

NARS funds all of the events, but the golf days are covered by the generous sponsorship of Morrish (our solicitors), the Jockey Club and NKT Financial Solutions, in addition to a fee of £25 paid per player.

The one area we still need to crack is more female engagement in any or all of these events. If you are female and you have an idea how we could and should be doing more to put on events to ensure you are included in, please get in touch with your ideas. We will support anything within reason. It is also worth noting that there are eight females on our Executive committee out of a possible seventeen, so the gender representation is evenly split.

NARS Golf 2024

The Golf series was a great success, this saw regional events at Newbury and Crookham, Newmarket and Gloucester. The Gloucester option was chosen instead of the North this year, only due to the fact we have very little take up at our northern events, so we decided to give the west of the country an opportunity.

The top ten at each of these events once again qualify for our final at The Warwickshire.

This year's winner at The Warwickshire was Richard Cosgrave, 'Cozzie' as most know him by works for Harry Whittington and took home the Chris 'Yorkie' Conway Memorial Trophy for 2024.

The winners at each regional event were

Newbury and Crookham; Paul Francis (J & T Gosden)

Newmarket; Aaron Rid; (M Bastard)

Gloucester; Jody Mogford (G McPherson)

The annual event wouldn't be possible if it wasn't for the generous sponsorship from Morrish Solicitors, NKT Financial Solutions and the Jockey Club.

The Warwickshire Top 20 positions.

Pos	Points	Name	H'Cap
1st	36	Richard Cosgrave	16
2nd	35	Eddie Cuthbert	17
3rd	33	Barry O'Dowd	19
4th	33	Aaron Rid	12
5th	32	George McGrath	14
	32	Ben Tillett	19
7th	31	Nick Bishop	13
	31	Dwayne Pettitt	20
9th	30	Chris Durham	16
	30	Charlie Wilson	16
	30	Nathan Brennan	19
	30	Shane Quinlan	13
	30	Greg Cheyne	7
14th	29	Peter Hawkins	14
	29	Jodie Mogford	11
	29	Kevin Skelton	18
17th	28	Ryan Tate	15
	28	Karrie Fanshawe	30
	28	Paul Francis	15
20th	27	Ciaran Jones	10



Richard Cosgrave 2024 Winner.
Photo by Anna Malmenlid

NARS EDUCATION PROGRAMME



The project which started in 2012 was originally funded by Union Learn; the government funded adult education programme for Trade Unions, to reach workers within the workplaces. With a change of government policy this fund was rerouted via colleges and therefore our funding stopped.

The project was then funded by the John Pearce Foundation for the following year. We then submitted a bid to the Racing Foundation, who have been great supporters of NEP and for the last year two years have funded the project. We are very grateful to them for this.

The Racing Foundation, as with most of the industry, are awaiting the strategy from the Horseracing Industry Peoples Board, to help centralise funding for these types of projects, for better longer-term sustainability, outreach, and outcomes. The strategy has been held up, but is expected to be published early in the new year.

With much of the learning now becoming easier for many online, lots of staff are taking part on the various modules on Racing2learn, the industry online learning platform. This is where we have racing industry relevant modules in Maths, English, Introduction to

Mentoring and an Introduction to Leadership & Team Skills. We also have a Handicapping Module as well as a Racing Secretaries module, there will hopefully be more courses to come in time, future funding depending of course.

156 racing staff members have taken part on these courses in the last year, with many of those completing more than one.

Ten staff members from around the country have just finished our latest Equine Photography Course, a course for those keen on developing their photography skills.

This course includes trips out around Newmarket, including to the Racecourse, Dalham Hall Stud, access to the Heath, as well as a visit to Tattersalls and welcomed into James Fanshawe's stable.

A huge thanks to all of those for allowing the photographers access, it is much appreciated.

Our Photography Exhibition event will be in January, showcasing the work of all of those who took part, a great event highlighting different skills of those working in the industry.

All the photos used throughout this newsletter are the work of the students on the previous course.

In total the NEP project had 249 staff members take part on our courses in the last year.

That's 21% more than the planned outcomes for the funding.



Course dates 2025 - Spring 2026



T: 01638 665103 www.brs.org.uk

Pre-Licence Assessments:

15th January	2025
26th March	2025
28th May	2025
30th July	2025
24th September	2025

Jockey Licence Courses:

24th February – 7th March	2025
14th – 25th July	2025
29th September – 10th October	2025

Cat B Licence Assessment Courses:

1st – 5th December	2025
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Overseas Apprentice Course:

7th – 11th April	2025
9th – 13th June	2025
20th – 24th October	2025

Cat A Courses:

28th – 29th January	2025
18th – 19th February	2025
22nd – 23rd April	2025
24th – 25th June	2025
5th – 6th August	2025
9th – 10th September	2025
18th – 19th November	2025
27th – 28th January	2026
10th – 11th March	2026

Point-To-Point Pre-Season:

31st October	2025
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Trainers Module 1:

10th – 14th February	2025
13th – 17th October	2025
9th – 13th February	2026

Trainers Module 2:

3rd – 7th March	2025
10th – 14th November	2025
23rd – 27th February	2026

Trainers Module 3:

24th – 28th March	2025
8th – 12th December	2025
16th – 20th March	2026

Assistant Trainers Course:

9th – 11th September	2025
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Staff Management Course:

13th – 14th May	2025
4th – 5th November	2025

Racing Secretaries Course:

15th – 17th April	2025
15th – 17th July	2025
28th – 30th October	2025
24th – 26th March	2026

Introduction To Riding Work:

5th February	2025
18th June	2025
15th October	2025
4th February	2026

Transition To Racing Course:

24th – 28th March	2025
1st – 5th September	2025
23rd – 27th March	2026

Clipping Course:

26th November	2025
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Pony Racing:

17th February	2025 – L1 & L2
18th February	2025 – L3
30th May	2025 – L1 & L2
24th July	2025 – L1 & L2
25th July	2025 – L3
27th October	2025 – L1 & L2
28th October	2025 – L3
22nd December	2025 – L3

Pony Racing Courses:

<i>Easter Camp</i>	
Tues 8th – Sat 12th April	2025
<i>Summer Camp</i>	
Tues 29th July – Sat 2nd August	2025
<i>Summer Camp</i>	
Tues 5th – Sat 9th August	2025

The Racing Industry Course (TRIC):

27th – 31st January	2025
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Transport Qualification Exams:

23rd January	2025
20th March	2025
21st May	2025
18th June	2025
20th August	2025
17th September	2025
19th November	2025
10th December	2025
21st January	2026
18th March	2026

Foundation Course:

387	03/02/25	–	28/04/25
387A	10/02/25	–	21/03/25
388	24/03/25	–	28/07/25
389	02/06/25	–	26/08/25
390	28/07/25	–	20/10/25
391	04/08/25	–	08/12/25
391A	26/08/25	–	03/10/25
392	29/09/25	–	22/12/25
393	06/10/25	–	09/02/26
394	20/10/25	–	19/01/26
395	08/12/25	–	09/03/26

Equine Student

Progression Programme:	
30th June – 15th August	2025

Open Days:

Thursday 20th February	2025
Thursday 10th April	2025
Thursday 31st July	2025
Thursday 28th August	2025
Thursday 30th October	2025
Thursday 18th December	2025
Thursday 19th February	2026

DofE Gold Award

Residential Week:	
14th – 18th July	2025

Riding A Dream Academy

Residential Weeks:	
17th – 21st February	2025
26th – 30th May	2025
21st – 25th July	2025
27th – 31st October (Schol)	2025

Riding A Dream Academy

Taster Day Weeks:	
10th – 14th February	2025
10th – 14th March	2025
24th – 28th March at Epsom	2025
10th – 14th November	2025
8th – 12th December	2025

Riding A Dream Academy

Scholarship Weekends:	
17th – 19th January	2025
7th – 9th February	2025
14th – 16th March	2025
4th – 6th April	2025
25th – 27th April	2025
9th – 11th May	2025
20th – 22nd June	2025
11th – 13th July	2025
15th – 17th August	2025



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National Association of Racing Staff

DRIVING REGULATIONS

Whilst the 2 boxes don't have tachographs, if investigated, they will look into all your working/driving hours.

Daily Driving Hours

A driver can drive for 9 hours per day, but they can drive for 10 hours per day twice in any given week.

Weekly Driving Hours

A driver can drive a maximum of 56 hours per week.

A driving week will be considered as 6 days because a weekly rest must occur after 6 daily driving periods or 6 days.

(this means that you can't drive the horsebox seven days in a row)

Accumulated Driving Hours

In addition to the weekly driving hours limit of 56 hours, drivers must also follow the Accumulated Driving Hours rule where they must not exceed 90 hours driving time in any two consecutive weeks. This rule therefore prevents the maximum hours being worked each week in the interests of road safety.

Driver Breaks

Drivers can only drive for a maximum of 4½ hours without taking a break. After driving for a continuous period of 4½ hours a driver must take an uninterrupted break of at least 45 minutes.

No other work must be performed during a break period.

Drivers Daily Rest

A driver is required to have 11 hours rest in 24 hours – although this can be reduced to 9 hours three times between two weekly rest periods.

(So, coming back late from Wolverhampton etc and driving/working again first thing in the morning can't be done unless having at least a 9-hours break)

Uninterrupted rest means that the driver must not do any work for any employer during this time. Rest is determined as time that the driver may freely dispose of his/her time.

Weekly Rest Periods

A driver must start a weekly rest period after no more than 6 consecutive 24-hour periods from the end of the last weekly rest period taken.

A weekly rest period is a rest of at least 45 hours.

(This is two clear days off working altogether basically every two weeks)

Once again, the definition of rest is: a period of rest where the driver is freely able to dispose of his/her time. They must not undertake work for any employer during this time, including themselves.

Penalty

DVSA won't accept *"The boss made me do it"* or *"If I hadn't done it someone else from the yard would have"* as excuses, YOU are the driver breaking the law!

Anyone caught failing to observe driving time, break or rest period rules can face a fine of up to £2,500 and points on your licence.

That is You as the driver, not your boss!