



Bundesamt  
für Güterverkehr



## Road inspections

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## Road inspections of the BAG

The Federal Office of Goods Transport (BAG) performs a multitude of tasks related to road haulage as an independent Higher Federal Authority for the Federal Ministry of Transport, Construction, and Urban Development. The road inspection service is a visible representation of the Cologne office.

With more than six hundred thousand truck and bus inspections annually, the BAG-road inspection service makes a major contribution toward increasing safety on German roads. The BAG-inspectors constantly discover violations of the regulations, especially in the area of driver regulations, such as driving times and rest periods. This informational paper will serve to provide an overview of the valid regulations and will help to reduce the number of violations.

The inspectors of the Federal Office are authorized to stop foreign and domestic goods transport vehicles and (with the exception of Bavaria) buses for the purpose of inspection. These are performed by means of mobile inspections by flagging vehicles to the next parking lot or at fixed inspection sites at rest areas or parking lots on federal autobahns. But federal roads and country roads are also subject to inspections.

The inspections are often performed in conjunction with other offices, such as the police, customs, or the trade supervisory authority. Cross-border cooperation is also of particular importance. For this reason, BAG cooperates with other offices on the international level, especially with the inspection services of neighboring countries.

You can find additional information on the work of the Federal Office for Goods Transport – not only dealing with inspection service – in the Internet at [www.bag.bund.de](http://www.bag.bund.de). The employees of the 11 branch offices of the Federal Office are available as contact partners. You will find addresses for them at the end of this informational paper.

During inspections, the following items in particular are checked:

- the documents to be carried according to the Road Haulage Act (authorization, accompanying documents, proof of insurance for goods damage liability insurance),
- the check instrument, die record sheets and log books and the printouts of the digital check instrument and other prescribed time records,
- certain regulations of the law concerning the right of residence, work permit law, and social security act,
- the dimensions, axle loads, and total weights, as well as cargo securing and the technical condition of motor vehicles and trailers, as well as vehicle combinations,
- the regulations regarding the transport of hazardous materials,
- certain regulations of the motor vehicle tax act and the turnover tax law,
- the provisions of the international safe container act,
- certain regulations of the law relating to food production and distribution and of the wine act,
- certain regulations of the law of wastes,
- the permissible values for noise and for pollutants in the exhaust of motor vehicles for shipment of goods.

If certain violations against the road traffic, animal transport, or the social welfare legislation are discovered during the inspection, the Federal Office reports these types of discoveries to the responsible offices.

The inspectors take various steps in case of violations, depending upon the type and severity of the violation: They prepare inspection reports, demand a provision of security – for foreigners -, or they issue warnings. In case of serious violations against certain safety regulations, the inspectors prohibit the vehicle from traveling further.

The payment of the toll in accordance with the Autobahn toll law is monitored by the toll inspection services of the BAG.

## Driving personnel regulations

The driving personnel regulations serve to ensure the safety of road traffic, protect the driver, and ultimately regulate competition. They are in effect regardless of whether the drivers are in the employment of others or if they are independent.

The regulations are fundamentally in effect for goods traffic and passenger transport. They affect driving personnel of all vehicles (trucks, buses, and tractor trucks), which are suitable for goods traffic and passenger transport. Here, it does not matter whether the vehicle is empty or loaded or is carrying passengers.

Upon the coming into effect of the directive (EC) no. 561/2006, some of the existing regulations of the European Union (EU) regarding this were altered.

Until the planned (but currently not yet implemented) alignment of the regulations of the European agreement regarding the work of crews of vehicles engaged in international road transport (AETR) with the EU-regulations, these (older regulations) remain in effect in certain cases.

→ For the **obligations to carry job documents**, the regulations of the EU for the crews of vehicles, which are registered in the EU or in a contracting state of the agreement regarding the European Economic Area (EEA), are in effect.

For crews of vehicles, which are registered outside of the EU/the EEA, the regulations of the AETR are in effect.

→ With regard to the other driving personnel regulations (**driving times and rest periods, minimum age of the driver, etc.**), the regulations of the EU are in effect, regardless of the state of registration of the automobile, for trips within the EU and for trips between the EU, the EEA, and Switzerland.

For trips, which take place partially outside of the EU, the EEA or Switzerland, the regulations of the AETR are in effect for the entire route, if the vehicle is registered in the EU/the EEA or an AETR-state.

If the vehicle is registered in another state, the regulations of the AETR are only in effect for the part of the route that is within the EU/ the EEA or an AETR-state.

## Obligations to carry job documents

### 1. Regulations of the EU in accordance with VO (EWG) No. 3821/85

The crews must carry the following job documents in the vehicle and present these during an inspection:

- ➔ when driving vehicles, which are equipped with an analog check instrument (*these are check instruments that are operated with record sheets*)
  - a) the record sheets for the current day and the previous 28 calendar days **and**
  - b) the log book, if he was assigned one **and**
  - c) the printouts that must be created in accordance with Article 15 if a vehicle with a digital check instrument was driven in the period listed in a) and the log book could not be used due to damage, malfunction, or loss, **and**
  - d) the handwritten records prescribed in accordance with Article 16 in case of an equipment defect.
- ➔ when driving vehicles, which are equipped with a digital check instrument (*these are check instruments that are operated with a log book*)
  - a) the log book assigned to him **and**
  - b) the prescribed handwritten records, if there was a defect in the check instrument during the current day or during the previous 28 calendar days **and**
  - c) the prescribed printouts, if the log book could not be used during the period listed in b) **and**
  - d) the record sheets, if the vehicle was driven using an analog check instrument during the period listed b).

### 2. Regulations of the AETR

In accordance with the regulations of the AETR, job documents for the ongoing week and for the last day of the preceding week, in which the vehicle was driven, must be carried in the vehicle and presented during an inspection.

# Driving time and rest periods

## 1. Regulations of the EU in accordance with VO (EG) Nr. 561/2006

<b>Driving time interruption</b>	After a maximum of 4 ½ hours - at least 45 minutes. Can be divided up into 2 segments of at least 1 x 15 minutes followed by at least 1 x 30 minutes.
<b>Daily driving time</b>	Maximum of 9 hours. Increase to 10 hours 2 x weekly is possible.
<b>Daily rest period</b>	At least 11 hours. Reduction to 9 hours is possible 3 x between two weekly rest periods (no compensation regulation) - <b>or</b> At least 12 hours when divided into two segments of which the first must be at least 3 hours and the second part must be at least 9 hours. <b>Each within a period of 24 hours.</b> With two drivers, at least 9 hours within 30 hours
<b>Weekly rest period</b>	At least 45 hours, reduction to 24 hours is possible. But within two consecutive weeks, either 2 x 45 hours or 1 x 45 and 1 x 24 hours, but then compensation within 3 weeks.
<b>Weekly driving time</b>	Maximum of 56 hours.
<b>Driving time in two consecutive weeks</b>	Maximum of 90 hours.

## 2. Regulations of the AETR

<b>Driving time interruption</b>	At least 45 minutes after 4 1/2 hours at the latest. Can be divided up into 3 segments of at least 15 minutes each.
<b>Daily driving time</b>	Maximum of 9 hours. Increase to 10 hours 2 x weekly is possible.
<b>Daily rest period</b>	At least 11 hours. Reduction to 9 hours is possible 3 x weekly: the respective compensation must take place by the end of the following week - <b>or</b> at least 12 hours when divided into two or three segments, of which one must be at least 8 hours and no segment may be less than 1 hour. <b>Each within a period of 24 hours.</b> With two drivers, at least 8 hours within 30 hours
<b>Weekly rest period</b>	At least 45 hours, reduction is possible to - 36 hours at the location or base of the driver - 24 hours outside of these locations. In case of reduction, compensation within 3 weeks.
<b>Driving time between two weekly rest periods</b>	Maximum of 56 hours
<b>Driving time in two consecutive weeks</b>	Maximum of 90 hours

In certain cases, the regulations of the EU and the AETR are not in effect, but rather national regulations.

## Hazardous goods regulations



When transporting hazardous goods on the road, special accompanying documents must be carried. These can be the following, depending upon the type of transportation or the vehicle:

- Transport document,
- Written instructions, (accident data sheet),
- Training certificate of the vehicle driver,
- Route determination for particularly hazardous goods,
- Registrations certificates, for example for tankers, carrier vehicles of detachable tanks, battery vehicles, and EX II and EX III vehicles.

Depending upon the type and amount of the transported goods as well as the vehicle used, the transport units must be equipped with warning panels, placards, fire extinguishers, protective equipment, and self-supporting warning signs and the vehicles must fulfill certain construction requirements.

# Regulations for road haulage

If the transport is subject to the regulations of the road haulage act, the following documents must be carried:

	Type of transportation	Permit/ community license /authorization	Driver logbook	Accompanying documents or other proof <sup>1)</sup>
<b>Companies based in the Federal Republic of Germany</b>	<b><u>Commercial road haulage</u></b> Inland transport <sup>2)</sup>	Permit or community license	no	yes
	Cross-border traffic with - EU/EEA-states and Switzerland (CH) - member states of the CEMT - non-EEC states (except for CH) Combined traffic	Community license CEMT-authorization Permit or non-EEC state authorization no, but proof of profession and market access prerequisites	no yes <sup>3)</sup> no no	yes yes yes yes, and proof regarding combined traffic
	<b>Company operated transport</b>	no	no	no
<b>Companies based abroad</b>	<b><u>Commercial road haulage</u></b> Inland transport <sup>2)</sup> through - Companies from EU/EEA-states - Companies from non-EEC states Cross-border traffic through - Companies from EU/EEA-states - Companies from CEMT-states - Companies from non-EEC states (except for CH) - Companies from CH	Community license <sup>4)</sup> not permissible Community license CEMT-authorization non-EEC state authorization Swiss license	no - no yes <sup>3)</sup> if prescribed in the authorization no	yes - yes yes yes yes
	Combined traffic	Separate regulations with certain relief measures are in effect for this		
	<b>Company operated transport</b>	The same regulations are in effect as in inland transport		

<sup>1)</sup> The accompanying documents or other proof must include information regarding the transported goods, the loading and unloading location, and the client.

<sup>2)</sup> For inland transport, valid proof of goods damage liability insurance must be carried.

<sup>3)</sup> Not in effect for relocation traffic using a CEMT-relocation authorization.

<sup>4)</sup> Currently not in effect for entrepreneurs from Bulgaria, Estonia, Latvia, Lithuania, Poland, Romania, Slovakia, the Czech Republic, and Hungary.



## Maximum permissible dimensions, axle loads, and overall weights

<b>Width</b>	2.55 m	<b>Individual axle load</b>	
Width of refrigerated vehicles with certain wall thicknesses of the body	2.60 m	- non-driven	10.0 t
<b>Height</b>	4.00 m	- driven	11.5 t
<b>Length</b>		<b>Tandem axle load</b> depending upon axle base	
- Individual vehicle (except for semi-trailers)	12.00 m	- motor vehicle	11.5 – 19.0 t
- Articulated vehicle but with an articulated vehicle, whose semi-trailer does not exceed certain maximum permissible part lengths	15.50 m 16.50 m	- trailer	11.0 – 20.0 t
- Tractor trailer but with tractor trailers, which consist of a truck and a trailer, if certain maximum permissible part lengths are not exceeded	18.00 m 18.75 m	<b>Triple axle load</b>	
		depending upon axle base	21.0 – 24.0 t
		<b>Total weight *)</b>	
		- motor vehicles and trailer with not more than two axles	18.0 t
		- vehicles with more than two axles	
		• motor vehicles (depending upon design)	25.0 – 26.0 t
		• trailer	24.0 t
		- motor vehicles with more than three axles	32.0 t
		- vehicle combinations with less than four axles	28.0 t
		- vehicle combinations with four axles	
		- Tractor trailer (2-axle motor vehicle + 2-axle trailer)	36.0 t
		- Articulated vehicle	36.0 – 38.0 t
		- vehicle combinations (tractor trailers and articulated vehicles) with more than four axles	40.0 t
		*) Regulations regarding the individual axle loads and individual vehicles must be taken into consideration	
Special regulations are not taken into consideration in the overview			

# Federal Office for Goods Transport

## List of addresses

Status: April 2007

<b>Branch office:</b>	<b>Address:</b>	<b>Telephone: Fax:</b>
<b>Schwerin</b>	Bleicherufer 11 19053 Schwerin	0385/ 5 91 41 - 0 0385/ 5 91 41 - 290
<b>Hanover</b>	Goseriede 6 30159 Hannover	0511/ 12 60 74 - 0 0511/ 12 60 74 - 66
<b>Münster</b>	Grevener Straße 129 48159 Münster	0251/ 5 34 05 - 0 0251/ 5 34 05 - 99
<b>Erfurt</b>	Bahnhofstraße 37 99084 Erfurt	0361/ 6 64 89 - 0 0361/ 6 64 89 - 66
<b>Dresden</b>	Bernhardstraße 62 01187 Dresden	0351/ 8 79 96 - 0 0351/ 8 79 96 - 90
<b>Mainz</b>	Rheinstraße 4 B 55116 Mainz	06131/ 1 46 72 - 0 06131/ 1 46 72 - 75
<b>Stuttgart</b>	Schloßstraße 49 70174 Stuttgart	0711/ 61 55 57 - 0 0711/ 61 55 57 - 88
<b>Munich</b>	Winzererstraße 52 80797 München	089/ 1 26 03 - 0 089/ 1 26 03 - 321
<b>Kiel</b>	Willestraße 5-7 24103 Kiel	0431/ 98277 - 0 0431/ 98277 - 88
<b>Bremen</b>	Bürgermeister-Smidt-Str. 55-61 28195 Bremen	0421/ 1 60 82 - 0 0421/ 1 60 82 - 55
<b>Saarbrücken</b>	Mainzer Straße 32-34 66111 Saarbrücken	0681/ 9 67 02 - 0 0681/ 9 67 02 - 90

**The Federal Office wishes you a nice trip!**

. . . and this is the way to our office in Cologne:



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