STATUTORY INSTRUMENTS

2000 No. 3115

ROAD TRAFFIC

The Community Drivers' Hours (Tankers) (Temporary Exception) (Revocation) Regulations 2000

Made - - - - -	*23rd November 2000*
Laid before Parliament	*23rd November 2000*
Coming into force - -	*24th November 2000*

The Secretary of State for the Environment, Transport and the Regions, being a Minister designated(**a**) for the purposes of section 2(2) of the European Communities Act 1972(**b**) in relation to the regulation and supervision of working conditions of persons engaged in road transport, in exercise of the powers conferred by that section, hereby makes the following Regulations—

1. These Regulations may be cited as the Community Drivers' Hours (Tankers) (Temporary Exception) (Revocation) Regulations 2000 and shall come into force on 24th November 2000.

2. The Community Drivers' Hours (Tankers) (Temporary Exception) Regulations 2000(**c**) are hereby revoked.

Signed by authority of the Secretary of State
for the Environment, Transport and the Regions.

Larry Whitty
Parliamentary Under-Secretary of State
23rd November 2000 Department of the Environment, Transport and the Regions

(**a**) S.I. 1975/1707.
(**b**) 1972 c. 68.
(**c**) S.I. 2000/2960.

[DOT 9015]

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations revoke the Community Drivers' Hours (Tankers) (Temporary Exception) Regulations 2000 ("the principal Regulations") (S.I. 2000/2960).

Article 13(2) of Council Regulation (EEC) No. 3820/85 of 20th December 1985 on harmonisation of certain social legislation relating to road transport ("the Council Regulation") provides that Member States may in urgent cases grant a temporary exception for a period not exceeding 30 days to transport operations carried out in exceptional circumstances.

The principal Regulations provide that until 3rd December 2000, any time spent driving tankers in the exceptional circumstances occasioned by the exceptional demand for fuel supplies in Great Britain, or the effects or consequences of such exceptional circumstances, shall not be taken into account for the purposes of the application of Article 6(2) of the Council Regulation.

The principal Regulations also provide that in relation to the driving of tankers in the exceptional circumstances mentioned above, Articles 6(1) and 8(3) of the Council Regulation shall have effect subject to certain modifications.

ISBN 0-11-018869-1

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£1.50

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E2215 12/2000 19585 569383