



2017/0122(COD)

27.2.2018

AMENDMENTS

236 - 494

Draft report

Wim van de Camp

Amending Regulation (EC) No 561/2006 as regards on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) 165/2014 as regards positioning by means of tachographs

Proposal for a regulation

(COM(2017)0277 – C8-0167/2017 – 2017/0122(COD))

Amendment 236
Claudia Schmidt

Proposal for a regulation
Article 1 – paragraph 1 – point 4 a (new)
Regulation (EC) No 561/2006
Article 7 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 7, the following new paragraph is added:

(3a) "This break may be replaced by breaks of at least 15 minutes each distributed over the driving period or immediately after this period in such a way as to comply with the provisions of paragraph 1."

Or. de

Amendment 237
Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point -a (new)
Regulation (EC) No 561/2006
Article 8 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

-a In Article 8, new paragraph 2 a is inserted:

"2a. By way of derogation, a driver engaged in occasional coach services, as the latter's define in Regulation (EC) No 1073/2009 can increase to 16 hours the maximum daily duty time, provided that this applies maximum twice between two weekly rest periods. By way of derogation, drivers who are the owners of vehicles carrying out freight transport and who are also transport undertaking as defined

in Article 4p can increase to 16 hours the maximum daily duty time, provided that this applies maximum twice between two weekly rest periods."

Or. en

Amendment 238

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point -a (new)

Regulation (EC) No 561/2004

Article 8 – paragraph 4

Present text

4. A driver may have at most three reduced daily rest periods between any two weekly rest periods.

Amendment

-a In article 8, paragraph 4 is replaced by the following:

"4. A driver may have at most three reduced daily rest periods between any two weekly rest periods. *With application restricted only to the carriage of passengers, the driver may have maximum four reduced daily rest periods between two weekly rest periods.*"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&from=EN>)

Amendment 239

Alberto Cirio, Massimiliano Salini

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point -a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 4

Present text

Amendment

(-a) paragraph 4 is replaced by the following:

4. A driver may have at most **three** reduced daily rest periods between any two weekly rest periods.

"4. A driver may have at most **four** reduced daily rest periods between any two weekly rest periods."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&from=EN>)

Justification

This amendment is meant to increase flexibility for the drivers with regard to their work/rest balance

Amendment 240

Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

Text proposed by the Commission

Amendment

(a) in paragraph 6, the first subparagraph is replaced by the following:

deleted

6.

In any four consecutive weeks a driver shall take at least:

a) four regular weekly rest periods, or

b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

Or. fr

Justification

The current rules on driving time and rest time are able to ensure that the transport sector is attractive, while giving road transport operators and drivers a high level of protection.

Amendment 241

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

Text proposed by the Commission

Amendment

a) in paragraph 6, the first paragraph is replaced by the following: **deleted**

‘6.

In any four consecutive weeks a driver shall take at least:

a) four regular weekly rest periods, or

b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.’

Or. it

Amendment 242

Georges Bach

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – point 6 – subparagraph 1

Text proposed by the Commission

Amendment

(a) in paragraph 6, the first subparagraph is replaced by the following:

deleted

‘6.

In any four consecutive weeks a driver shall take at least:

(a) four regular weekly rest periods, or

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.’

Or. en

Justification

When applied and enforced correctly, the rules on driving and rest times that are currently in place still meet the objectives of the regulation, namely to improve working conditions and road safety.

Amendment 243

Christine Revault d'Allonnes Bonnefoy, Kathleen Van Brempt, Hugues Bayet, Ismail Ertug, Michael Detjen, Karoline Graswander-Hainz

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

Text proposed by the Commission

Amendment

(a) in paragraph 6, the first subparagraph is replaced by the following:

deleted

‘6.

In any four consecutive weeks a driver shall take at least:

(a) four regular weekly rest periods, or

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.’

Or. en

Amendment 244

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

Text proposed by the Commission

Amendment

(a) in paragraph 6, the first subparagraph is replaced by the following:

deleted

‘6.

In any four consecutive weeks a driver shall take at least:

(a) four regular weekly rest periods, or

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.’

Or. en

Justification

The currently applicable provisions of regulation 561/2006 and the reference period of 2 weeks should stay in place. Introducing flexibility here would go to the detriment of drivers well-being and road safety

Amendment 245

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – point 6 – subparagraph 1

Text proposed by the Commission

Amendment

6. In any four consecutive weeks a driver shall take at least: *deleted*

(a) four regular weekly rest periods, or

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

Or. en

Amendment 246

Wim van de Camp

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – introductory part

Text proposed by the Commission

Amendment

In any four consecutive weeks a driver shall take at least:

In any four consecutive weeks a driver operating a vehicle for the carriage of

goods shall take at least:

Or. en

Amendment 247
Claudia Schmidt

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 6 – introductory part

Text proposed by the Commission

Amendment

In any *four* consecutive weeks a driver shall take at least:

In any *two* consecutive weeks a driver shall take at least:

Or. de

Amendment 248
Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) 561/2006
Article 8 – paragraph 6 – introductory part

Text proposed by the Commission

Amendment

In any *four* consecutive weeks a driver shall take at least:

In any *two* consecutive weeks a driver shall take at least:

Or. en

Amendment 249
Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, István Ujhelyi

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 6 – introductory part

Text proposed by the Commission

In any **four** consecutive weeks a driver shall take at least:

Amendment

In any **two** consecutive weeks a driver shall take at least

Or. en

Amendment 250
Dominique Riquet

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – point 6 – introductory part

Text proposed by the Commission

In any **four** consecutive weeks a driver shall take at least:

Amendment

In any **two** consecutive weeks a driver shall take at least:

Or. fr

Amendment 251
Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 6 point a

Text proposed by the Commission

a) **four** regular weekly rest periods, or

Amendment

a) **two** regular weekly rest periods, or

Or. de

Amendment 252
Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006

Article 8– paragraph 6 – point a

Text proposed by the Commission

Amendment

(a) **four** regular weekly rest periods, or

(a) **two** regular weekly rest periods, or

Or. en

Amendment 253

Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, István Ujhelyi

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point a

Text proposed by the Commission

Amendment

(a) **four** regular weekly rest periods, or

(a) **two** regular weekly rest periods, or

Or. en

Amendment 254

Dominique Riquet

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 1 – point 6

Text proposed by the Commission

Amendment

a) **four** regular weekly rest periods, or

a) **two** regular weekly rest periods, or

Or. fr

Amendment 255

Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006
Article 8 – paragraph 6 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) four regular weekly rest periods, **or**

(a) four regular weekly rest periods,

Or. en

Amendment 256
Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 6 – point a

Text proposed by the Commission

Amendment

(a) four regular weekly rest periods, **or**

(a) four regular weekly rest periods,

Or. pl

Amendment 257
Dominique Riquet

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 1 – point b

Text proposed by the Commission

Amendment

b) **two** regular weekly rest **periods** of at least **45** hours **and two** reduced weekly rest periods **of at least 24 hours**.

b) **one** regular weekly rest **period and a reduced weekly rest period** of at least **24** hours. **The** reduced weekly rest periods **shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.**

Or. fr

Amendment 258
Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

b) *two* regular weekly rest *periods* of at least 45 hours and *two* reduced weekly rest periods of at least 24 hours.

Amendment

b) *at least one* regular weekly rest *period* of at least 45 hours and *no more than three* reduced weekly rest periods of at least 24 hours *within the four-week reference period*.

Or. It

Amendment 259
Inés Ayala Sender

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

Amendment

(b) *at least* two regular weekly rest periods of at least 45 hours and *at most* two reduced weekly rest periods of at least 24 hours.

Or. es

Amendment 260
Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

Amendment

(b) **two** regular weekly rest periods of at least 45 hours and **two** reduced weekly rest periods of at least 24 hours.

(b) **one** regular weekly rest periods of at least 45 hours and **one** reduced weekly rest periods of at least 24 hours.

Or. en

Amendment 261

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point a

Text proposed by the Commission

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

Amendment

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours, **or**

Or. pl

Amendment 262

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

Amendment

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours, **or;**

Or. en

Amendment 263

Deirdre Clune

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours, **or**

Or. en

Justification

To introduce greater operational flexibility

Amendment 264

Roberts Zile, Kosma Zlotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours, **or**

Or. en

Amendment 265

Claudia Tapardel

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) **two** regular weekly rest periods of

(b) **one** regular weekly rest periods of

at least 45 hours and **two** reduced weekly rest periods of at least 24 hours.

at least 45 hours and **three** reduced weekly rest periods of at least 24 hours.

Or. en

Amendment 266

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours.

Amendment

(b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours **or**

Or. en

Amendment 267

Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, István Ujhelyi

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

Text proposed by the Commission

(b) **two** regular weekly rest **periods of at least 45 hours and two** reduced weekly rest **periods** of at least 24 hours.

Amendment

(b) **one** regular weekly rest **period and one** reduced weekly rest **period** of at least 24 hours.

Or. en

Amendment 268

Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006
Article 8 – paragraph 6 – point b

Text proposed by the Commission

b) **two** regular weekly rest **periods** of at least 45 hours and **two** reduced weekly rest **periods** of at least 24 hours.

Amendment

b) **one** regular weekly rest **period** of at least 45 hours and **one** reduced weekly rest **period** of at least 24 hours.

Or. de

Amendment 269
Deirdre Clune

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 point b a (new)

Text proposed by the Commission

Amendment

(b a) In Article 8, paragraph 6, the following point shall be added:

"one regular weekly rest period of at least 45 hours and three reduced weekly rest periods of at least 24 hours.

For the purposes of points (b) and (b a), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the fourth week."

Or. en

Justification

To introduce greater operational flexibility

Amendment 270
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

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Article 8 – paragraph 6 – point b a (new)

Text proposed by the Commission

Amendment

(b a) In Article 8, paragraph 6, the following point shall be added:

"one regular weekly rest period of at least 45 hours and three reduced weekly rest periods of at least 24 hours."

Or. en

Amendment 271

Roberts Zīle, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) 561/2006

Article 8 – paragraph 6 – subparagraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) In Article 8, paragraph 6, the following point shall be added:

"one regular weekly rest period of at least 45 hours and three reduced weekly rest periods of at least 24 hours."

Or. en

Justification

The reference period suggested is four weeks – the period covered by a tachograph. This would help to guarantee continuity of work, more effective completion of jobs and the possibility to take longer regular rest periods in a place chosen by the driver.

Amendment 272

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b a (new)

Text proposed by the Commission

Amendment

(ba) one regular weekly rest period of at least 45 hours and three reduced weekly rest periods of at least 24 hours.

Or. pl

Amendment 273

Gabriele Preuß

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b a (new)

Text proposed by the Commission

Amendment

In Article 8, paragraph 6, the following point shall be added:

“(ba) notwithstanding points a) and b) in occasional passenger transport, one regular weekly rest of at least 45 hours and three reduced rests of at least 24 hours. If a reduced weekly rest period is taken, the driver must take the difference between the rest period taken and 45 hours, in a single block, by the end of the fourth week following the week in which the reduced rest period ends.”

Or. en

Justification

The proposal aims to further improve enforceability and provide operators with opportunities to better plan transport. The introduction of a four-week reference period gives drivers more freedom to apply for compensation periods in order to achieve a better work-life balance. Compensation for the reduced weekly rest period taken before the end of the fourth week makes it easier for drivers in passenger transport to spend their weekly rest period at home.

Amendment 274

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b a (new)

Text proposed by the Commission

Amendment

In Article 8, paragraph 6, the following point shall be added:

"ba) one regular weekly rest of at least 45 hours and three reduced rests of at least 24 hours."

Or. en

Justification

The proposal offers additional options for operators to better plan their transport operations and for drivers to make a more flexible use of compensations for a better work-life balance.

Amendment 275

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

Amendment

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

If a reduced weekly rest period is taken, the driver must take the difference between the rest period taken and 45 hours, in a single block, by the end of the fourth week following the week in which the reduced rest period ends.

Or. en

Justification

The proposal offers additional options for operators to better plan their transport operations and for drivers to make a more flexible use of compensations for a better work-life balance. It also introduces - in accordance with the proposed four week period - a longer compensation for reduced weekly rest taken before the end of the fourth week.

Amendment 276

Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, Angel Dzhambazki, Emil Radev, Filiz Hyusmenova, István Ujhelyi, Nedzhmi Ali

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

Amendment

A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

Or. en

Amendment 277

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.;

Amendment

For the purposes of point (b) *and* (c), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the *fourth* week following the week in question;

Or. pl

Amendment 278

Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the **third** week following the week in question.

Amendment

For the purposes of point (b) **and (ba)**, the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the **fourth** week following the week in question.

Or. en

Amendment 279

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the **third** week following the week in question.

Amendment

For the purposes of point (b) **and (c)**, the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the **fourth** week following the week in question.

Or. en

Amendment 280

Marie-Christine Arnautu

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

Amendment

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the *third week following the* week in question.

For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the week in question.

Or. fr

Amendment 281
Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a
Regulation (EC) No 561/2006
Article 8 – paragraph 6 – subparagraph 2

Text proposed by the Commission

For the purposes of point (b), the reduced weekly rest *periods* shall be compensated by an equivalent period of rest taken en bloc before the end of the *third* week following the week in question.

Amendment

For the purposes of point (b), the reduced weekly rest *period* shall be compensated by an equivalent period of rest taken en bloc before the end of the *fourth* week following the week in question.

Or. de

Amendment 282
Deirdre Clune

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)
Regulation (EC) No 561/2006
Article 8 – paragraph 6 – subparagraph 3 a (new)

Text proposed by the Commission

Amendment

6 a. In article 8, paragraph 6, new subparagraph 3 should be added:

“(3a) By way of derogation from subparagraph 2 and 3 of Article 8(6), a driver engaged in international goods transport operation, as established in Regulation (EC) 1072/2009 on common rules for access to the international road

haulage market, could postpone his weekly rest period up to nine periods of 24 hours after the end of the previous daily rest period, provided that:

a) International transport operations should include at least 24 consecutive hours in a Member State that is not the country where the undertaking is established.

b) Once the exception is granted, the driver should take a regular weekly rest period within the Member State where the undertaking is established.

c) The regular weekly rest period provided in paragraph (b) should be increased by one hour for each period of three hours (or by a fraction) exceeded by the driver in the six 24-hour periods after the end of the previous weekly rest period."

Or. en

Justification

To introduce greater operational flexibility

Amendment 283

Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 3 a (new)

Text proposed by the Commission

Amendment

In Article 8, paragraph 6, new subparagraph 3 should be added:

"By way of derogation, a driver engaged in international goods transport operation, as established in Regulation(EC) 1072/2009 on common rules for access to the international road haulage market, could postpone his weekly rest period up to nine (9) periods

of 24 hours after the end of the previous daily rest period, provided that:

(a) International transport operations should include at least 24 consecutive hours in a Member State that is not the country where the undertaking is established.

(b) Once the exception granted, driver should take a regular weekly rest period within the Member State where the undertaking is established.

(c) The regular weekly rest period provided in paragraph b) should be increased by one hour for each period of three hours (or fraction) exceeded by the driver in the six 24-hour period after the end of the previous weekly rest period."

Or. en

Amendment 284
Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

(aa) In Article 8, new paragraph is added:

'(6a) By way of derogation from paragraph 6, a driver engaged in the occasional service of carriage of passengers according to Regulation (EC) 1073/2009 may postpone the weekly rest period for up to 12 consecutive 24-hour intervals following a previous regular weekly rest period provided that, after using this derogation, it is followed by a regular weekly rest period. If driving during the period 22:00 and 06:00, the vehicle must be multi-manned, or the

driving period referred to in Article 7 is reduced to three hours.'

Or. de

Amendment 285

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

Present text

Amendment

(5 a) In Article 8, new paragraph 6 a is added:

"6a. Drivers engaged in occasional passenger services may derogate from the requirement to take a 24-hour rest in a given week provided they work for a maximum of twelve 24-hour periods, and this bloc of working periods is preceded by, and followed by, a regular weekly rest. If driving during the period from 22:00 to 06:00, the vehicle must be multi-manned or the driving period referred to in Article 7 reduced to three hours."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561>)

Justification

The proposed amendment would allow companies to make much better and efficient use of this key tourism-related flexibility

Amendment 286

Wim van de Camp

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a b (new)

Regulation (EC) 561/2006

Article 8 – paragraph 6a (new)

Text proposed by the Commission

Amendment

(a b) In Article 8, the following paragraph shall be inserted:

"6a (new). In any two consecutive weeks a driver operating a vehicle used for the carriage of passengers shall take at least:

(a) two regular weekly rest periods, or

(b) at least one regular weekly rest periods of at least 45 hours and one reduced weekly rest period of at least 24 hours.

For the purposes of point (b), reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question."

Or. en

Amendment 287

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) 561/2006

Article 8 – paragraph 6 a (new)

Present text

Amendment

(a a) In Article 8, new paragraph is added:

"Drivers engaged in occasional passenger services may derogate from the requirement to take a 24-hour rest in a given week provided they work for a maximum of twelve 24-hour periods, and this bloc of working periods is preceded by, and followed by, a regular weekly rest. If driving during the period from 22:00 to 06:00, the vehicle must be multi-manned or the driving period referred to in Article 7 reduced to three hours."

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561>)

Justification

The proposed amendment would allow companies to make much better and efficient use of this key tourism-related flexibility

Amendment 288
Inés Ayala Sender

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

(a a) Drivers engaged in occasional passenger services may derogate from the requirement to take a 24-hour rest in a given week provided they work for a maximum of twelve 24-hour periods, and this bloc of working periods is preceded by, and followed by, a regular weekly rest. If driving during the period from 22:00 to 06:00, the vehicle must be multi-manned or the driving period referred to in Article 7 reduced to three hours.

Justification

The current wording of the 12-day derogation makes it practically impossible for companies to make full use of it. The proposed AM would allow companies to make a more efficient use of this key tourism-related flexibility. The extended rest periods to be taken by drivers at home or at the place of driver's choice, as a compensation for weeks with reduced rest, would provide a more satisfactory work-life balance. There is no evidence such derogation would jeopardise road safety.

Amendment 289
Georges Bach

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a b (new)

Regulation (EC) No 561/2004

Article 8 – paragraph 6 a – subparagraph 1

Present text

‘6a. By way of derogation from paragraph 6, a driver engaged in **a single** occasional service of **international** carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services (14), may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

(a) the service lasts at least 24 consecutive hours in a Member State or a third country to which this Regulation applies other than the one in which the service started;

(b) the driver takes after the use of the derogation:

(i) either two regular weekly rest periods;
or

Amendment

(a b) In Article 8, paragraph 6 a, the subparagraph is amended as follows:

“6a. By way of derogation from paragraph 6, a driver engaged in **an** occasional service of carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services (14), may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

(b) the driver takes after the use of the derogation:

(i) either two regular weekly rest periods;
or

(ii) one regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the end of the derogation period;”

Or. en

((<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32009R1073>))

Justification

The 12-day rule is currently only allowed if a driver spends at least 24 hours in a different country than the one in which the service started. It also only applies if the driver carries the same group of passenger for the whole period. In order to leave more room for flexibility and to adapt the rules to the needs of both passengers and coach and bus services, the 12-day rule

should apply to the service of carriage of passengers on the territory of a single Member State without the restriction of a "single" service.

Amendment 290

Wim van de Camp, Deirdre Clune, Gesine Meissner, Norbert Lins, Markus Ferber

Proposal for a regulation

Article 1 – paragraph 1 – point 5 a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6a – introductory part

Present text

6a. By way of derogation from paragraph 6, a driver engaged in a single occasional service of *international* carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

Amendment

(5 a) In Article 8, introductory part of paragraph 6a shall be replaced by the following:

"6a. By way of derogation from paragraph 6, a driver engaged in a single occasional service of carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32006R0561>)

Justification

This derogation should also apply to national carriage especially larger Member States should benefit from this option.

Amendment 291

Dieter-Lebrecht Koch

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a – introductory part

Present text

(6a) By way of derogation from paragraph 6, a driver engaged in a single occasional service of international carriage of passengers, as defined in Regulation (EC) 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

Amendment

(aa) *the introductory part in paragraph 6a is replaced by the following:*

By way of derogation from paragraph 6, a driver engaged in a single occasional service of international carriage of passengers, as defined in Regulation (EC) 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the ***national or*** international market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02006R0561-20150302&qid=1518767657783&from=EN>)

Justification

The 12 days derogation for the occasional service of international carriage of passengers should also apply to national transport, not just international transport, seeing as there are no concerns with regard to road transport safety or any other aspects.

Amendment 292

Wim van de Camp, Deirdre Clune, Gesine Meissner, Norbert Lins, Markus Ferber

Proposal for a regulation

Article 1 – paragraph 1 – point 5 b (new)

Regulation (EC) No 561/2006

Article 8 – Paragraph 6a – Point (a)

Present text

(a) the service lasts at least 24 consecutive hours in a Member State or a third country to which this Regulation applies other than the one in which the service

Amendment

(5 b) Article 8, paragraph 6a point (a) is deleted:

""

started;

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32006R0561>)

Justification

Conform applying the derogation above also to national carriage.

Amendment 293

Wim van de Camp, Deirdre Clune, Gesine Meissner, Norbert Lins, Markus Ferber

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a a (new)

Text proposed by the Commission

Amendment

(a a) In Article 8, the following paragraph shall be inserted:

"6aa. Provided that road safety is not thereby jeopardised, a driver engaged in occasional carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and the of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may depart from Article 8(2) and the second subparagraph of Article 8(6) and postpone, at most twice per week, daily resting time by one hour, provided that the daily rest period taken after making use of the derogation lasts for at least 9 hours."

Or. en

Justification

Passenger transport is fundamentally different from goods transportation. Irrespective of possible changes in road conditions, drivers within the passenger transport sector need more flexibility since passengers need to get back home or must reach their accommodations for the night. This will help towards that goal without disproportionately affecting resting time.

Amendment 294

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point a a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a – subparagraph 1

Present text

'6a) By way of derogation from paragraph 6, a driver engaged in a single occasional service of **international** carriage of passengers, as defined in Regulation (EC) 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the **international** market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that: **a) the service lasts at least 24 consecutive hours in a Member State or a third country to which this Regulation applies other than the one in which the service started;** b) the driver takes after the use of the derogation i) either two regular weekly rest periods; or one regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the end of the derogation period; c) after 1 January 2014, the vehicle is equipped with recording equipment in accordance with the requirements of Annex IB to Regulation (EEC) No 3821/85; and d) after 1 January 2014, if driving during the period from 22:00 to 06:00, the vehicle is multi-manned or the driving period referred to in

Amendment

(aa) In Article 8, paragraph 6 a, the subparagraph 1 with its points is amended as follows:

'6a) By way of derogation from paragraph 6, a driver engaged in a single occasional service of carriage of passengers, as defined in Regulation (EC) 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that: **a) the driver takes after the use of the derogation i) either two regular weekly rest periods; or one regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the end of the derogation period; c) after 1 January 2014, the vehicle is equipped with recording equipment in accordance with the requirements of Annex IB to Regulation (EEC) No 3821/85; and d) after 1 January 2014, if driving during the period from 22:00 to 06:00, the vehicle is multi-manned or the driving period referred to in Article 7 is reduced to three hours.**

Article 7 is reduced to three hours.

Or. de

(<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:300:0088:0105:EN:PDF>)

Justification

The requirement to spend 24 years abroad if using the 7-12 days derogation impedes domestic coach transport, gives cabotage the competitive advantage and makes no contribution to transport safety. Hence this requirement must be deleted. In the upcoming version of Regulation (EC) 1073/2009, the scope of said regulation shall also extend to the domestic intercity carriage of passengers.

Amendment 295
Dieter-Lebrecht Koch

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point a b (new)
Regulation No 561/2006
Article 8 – paragraph 6a – point a

Present text

Amendment

a) the service lasts at least 24 consecutive hours in a Member State or a third country to which this Regulation applies other than the one in which the service started;

(ab) Article 8 – paragraph 6a – point a deleted

""

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02006R0561-20150302&qid=1519139142981&from=EN>)

Justification

The existing 12 days derogation for the occasional service of international carriage of passengers should also apply to national transport, not just international transport, seeing as there are no concerns with regards to road transport safety or any other aspects.

Amendment 296

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

(b) paragraph 7 is replaced by the following: *deleted*

‘7. Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least 45 hours.’

Or. en

Amendment 297

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

(b) paragraph 7 is replaced by the following: *deleted*

‘7. Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least 45 hours.’

Or. en

Justification

By reverting to the currently applicable version of regulation 561/2006, the driver is given the choice as to when and how to use his rest time

Amendment 298

PE618.309v01-00

36/158

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Dieter-Lebrecht Koch

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

(7) *Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least 45 hours.* *deleted*

Or. de

Amendment 299

Maria Grapini

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EU) 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

7. *Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least 45 hours.;* *deleted*

Or. ro

Justification

The proposal restricts more the flexibility of the working and rest time in the transport field, as the present provisions meet much better the operational needs of road transport operators.

Amendment 300

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006
Article 8 – paragraph 7

Text proposed by the Commission

(7) Any rest period taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular weekly*** rest period of at least 45 hours.

Amendment

(7) ***The following applies to hauliers:*** Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another*** rest period of at least 24 hours. ***The following applies to passenger carriers:*** Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another rest period of at least 9 hours.***

Or. de

Amendment 301
Gabriele Preuß

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point b
Regulation (EC) No 561/2006
Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest ***period*** taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular*** weekly rest period of at least 45 hours.;

Amendment

7. ***By way of derogation from paragraph 1, in the case of occasional passenger services*** any rest taken as a compensation for a reduced weekly rest period shall ***be attached to another rest period of at least nine hours or a*** weekly rest period of at least 45 hours.

Or. en

Justification

The proposal is an unnecessary tightening of a generally accepted and used legal framework. The amendment is therefore aimed at maintaining the current wording of Regulation No 561/2006.

Amendment 302
Claudia Schmidt

PE618.309v01-00

38/158

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Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

(7) Any rest period taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular*** weekly rest period ***of at least 45 hours***.

Amendment

(7) Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another daily or*** weekly rest period.

Or. de

Amendment 303

Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest period taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular weekly*** rest period of at least ***45 hours***;

Amendment

7. Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another*** rest period of at least ***9 hours***

Or. It

Justification

The current rule, according to which a compensation for a reduced weekly rest period could be attached to the daily rest period of at least 9 hours, should be maintained. Attention is drawn to the fact that the impact assessment does not contain any adverse effects of the rules in force.

Amendment 304

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least **45** hours.;

Amendment

7. Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow **as an extension of** a regular weekly rest period of at least **24** hours.;

Or. en

Amendment 305

Inés Ayala Sender

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest **period** taken as compensation for a reduced weekly rest period shall **immediately precede or follow a regular weekly** rest period of at least **45** hours.;

Amendment

7. Any rest taken as compensation for a reduced weekly rest period shall **be attached to another** rest period of at least **24** hours.;

Or. es

Amendment 306

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest **period** taken as compensation for a reduced weekly rest

Amendment

7. Any rest taken as **a** compensation for a reduced weekly rest period shall **be**

period shall *immediately precede or follow a regular weekly* rest period of at least **45** hours.;

attached to another rest period of at least **nine** hours;

Or. en

Justification

The amendment aims to keep the current wording of Regulation 561/2006, which offers flexibility to attach the compensation to daily and reduced weekly rest

Amendment 307 **Merja Kyllönen**

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point b
Regulation (EC) No 561/2006
Article 8 – paragraph 7

Text proposed by the Commission

7. Any rest period taken as compensation for a reduced weekly rest period shall *immediately precede or follow a regular weekly* rest period of at least **45** hours.;

Amendment

7. Any rest period taken as compensation for a reduced weekly rest period shall *be attached to another* rest period of at least **nine** hours;

Or. en

Justification

The proposal places the peripheral countries, which already have long internal driving distances and who are substantially reliant on road transport, in disadvantage. The aims of restricting having the weekly rest in the cabin and assuring as many as possible weekly rests at home are already covered in the new proposals concerning Article 8(a) and (b).

Amendment 308 **Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point b
Regulation (EC) No 561/2006
Article 8 – paragraph 7

Text proposed by the Commission

Amendment

7. Any rest period taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular weekly*** rest period of at least **45** hours.;

7. Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another*** rest period of at least ***nine*** hours.

Or. en

Amendment 309

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

7. Any rest period taken as compensation for a reduced weekly rest period shall ***immediately precede or follow a regular weekly*** rest period of at least **45** hours.;

7. Any rest period taken as compensation for a reduced weekly rest period shall ***be attached to another*** rest period of at least ***nine*** hours.

Or. en

Justification

The amendment aims to keep the current wording of Regulation 561/2006 which offers more flexibility to attach the compensation to daily and reduced weekly rest.

Amendment 310

Wim van de Camp, Ivo Belet

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

7. Any rest period taken as compensation for a reduced weekly rest

7. Any rest period taken as compensation for a reduced weekly rest

period shall *immediately precede or follow* a regular weekly rest period of at least 45 hours.;

period shall *be attached to* a regular weekly rest period of at least 45 hours;

Or. en

Justification

Drivers should not be forced to take their compensation time together with their immediately following regular weekly rest. This could lead to excessively long resting times being spent away from home, if such compensated time had to be exercised then and there.

Amendment 311

Gesine Meissner, Jozo Radoš

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b a (new)

Regulation (EC) No 561/2006

Article 8, paragraph 7

Text proposed by the Commission

Amendment

(b a) in Article 8 (7), the following paragraph is added:

By way of derogation from paragraph 1, in the case of occasional passenger services any rest taken as a compensation for a reduced weekly rest period shall be attached to another rest period of at least nine hours or a weekly rest period of at least 45 hours.

Or. en

Justification

To provide flexibility for coach tourism the current wording of Regulation No 561/2006 should be maintained allowing to add compensation time to the daily and reduced weekly rest periods. Compared with freight transport, the daily driving times for tourist bus services are usually much shorter.

Amendment 312

Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

Text proposed by the Commission

Amendment

(ca) the following paragraph 8aa shall be inserted:

'8aa. Paragraph 8a of this Article shall not apply when the regular weekly rest periods, reduced weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest are taken in vehicles certified as complying with the requirements of Article 8a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.'

Or. It

Justification

A complete prohibition to have rest in the cabin of the vehicle is disproportionate and would result in negative practical consequences.

Amendment 313

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c – introductory part

Regulation (EC) No 561/2006

Article 8

Text proposed by the Commission

Amendment

(c) the following paragraphs 8a *and 8b* are inserted:

(c) the following paragraphs 8a, *8b and 8c* are inserted:

Or. en

Amendment 314

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c b (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

Text proposed by the Commission

Amendment

(c b) 8ba. The provisions under Article 8.8b shall not apply to the transport of properties, material, accessories and animals to or from entertainment shows, theatrical, musical, film, sports or circus performances when the same transport company provides transport services to a customer for the duration of its entertainment, theatrical, musical, film, sports or circus tour."

Or. en

Justification

Theatrical or concert tours can typically last two or three months. The obligation to ensure that the driver can return after four weeks would greatly disrupt the organisation of these tours. Operators of such tours are not in competition with the general haulage market and were not the intended target of the European Commission's proposal.

Amendment 315

Deirdre Clune

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

Text proposed by the Commission

Amendment

(c a) The paragraph 8 b a is inserted as follows:

"8ba. The provisions under Article 8 (8) shall not apply to the transport of goods to or from entertainment shows, theatrical or musical performances when the same transport company provides transport services to a customer for the duration of

its tour."

Or. en

Justification

Given that concert or theatrical touring shows and performances typically last between two and three months. Having an obligation to return home after three weeks would potentially disrupt their operation. These operators form a very specific and, indeed, niche part of the profession and are not in competition with the general haulage market. In general, other workers on these tours that provide support functions are required to stay for the duration of the tour and the same should apply to the drivers.

Amendment 316
Claudia Schmidt

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8(8a)

Text proposed by the Commission

Amendment

(8a) The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities:

a) either provided or paid for by the employer, or

b) at home or at another private location chosen by the driver.

Or. de

Amendment 317
Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest **shall not** be taken in a **vehicle. They** shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest **may** be taken in a **vehicle, if the vehicle is equipped with suitable sleeping facilities for each driver, and the vehicle is parked in a suitable parking area.**

Otherwise, these rest periods shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities, ***and with appropriate parking spaces for commercial road users with an appropriate level of safety and security;***

The requirement to take these rest periods outside a vehicle (second subparagraph) shall not apply as long as the revised 2013 TEN-T Guidelines^{1a} which foresee approximately every 100 km appropriate parking space for commercial road users with an appropriate level of safety and security, have not been implemented by Member States.

The Commission should encourage Member States to construct parking space with an appropriate level of safety and security, and shall regularly monitor the number of parking areas in the Member States.

^{1a} REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU

Or. en

Justification

Implementation of requirement to take weekly rest outside a vehicle is directly linked with availability of accommodations with safe and secure parking places. Sufficient number of safe and secure parking areas must be created before enforcing the rules. Also, often cabins are suitably equipped and provide driver with better resting environment than currently available accommodations/hotels without secure parking what puts them in a lot of pressure, which again can result in road safety issues.

Amendment 318

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall ***not*** be taken in a ***vehicle. They shall*** be taken in a ***suitable accommodation, with adequate sleeping and sanitary facilities;***

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall be taken in a ***vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary, in parking areas that have a Dedicated Parking Certificate (DPC). In the case the conditions provided at Article 8a are not fulfilled, the regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest may*** be taken in a ***vehicle, in a parking area decided by the driver.***

Or. en

Amendment 319

Andor Deli,  K

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest **shall not** be taken **in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;**

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest **may** be taken:

a) in the vehicle provided that the vehicle has suitable sleeping facilities for each driver and the vehicle is stationary, or

b) at home or at another private location chosen by the driver. When the driver decides to take this rest at home, the transport undertaking shall provide the driver with the means to return home.

Or. en

Justification

There is a lack of suitable parking and rest facilities in the EU. In this respect the total prohibition of rest in the vehicle would disrupt the road transport industry.

Amendment 320

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a **vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;**

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a **vehicle unless the vehicle has suitable sleeping facilities and is parked in a suitable rest area or if a suitable accommodation, with adequate sleeping and sanitary facilities is available. That accommodation shall be:**

Amendment 321
Maria Grapini

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Paragraph 8 – subparagraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall ***not*** be taken in a vehicle. ***They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities:***

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest can be taken in a vehicle.

Or. ro

Amendment 322
Francisco Assis

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 - paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall ***not*** be taken ***in a vehicle. They shall be taken in a suitable accommodation, with*** adequate sleeping and sanitary facilities;

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall be taken ***in a suitable accommodation and not in the vehicle. To this end, the driver must be guaranteed*** adequate sleeping and sanitary facilities ***and safe parking facilities;***

Or. pt

Amendment 323
Ivo Belet, Tom Vandenkendelaere

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular ***weekly rest periods, reduced*** weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall ***without exception*** be taken in a suitable accommodation, with adequate sleeping and sanitary facilities, ***which is***;

Or. en

Amendment 324
Henna Virkkunen

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods ***and any weekly rest*** of more than 45 hours taken in compensation for previous reduced weekly rest ***shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;***

Amendment

8a. The ***driver shall not take any*** regular weekly rest periods ***or rest periods*** of more than 45 hours taken in compensation for previous reduced weekly rest ***in a vehicle. Any accommodation shall be provided or paid for by the employer, unless the driver decides to spend the rest period in a private location***

Or. en

Amendment 325

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular ***weekly rest periods, the reduced*** weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate ***private*** sleeping and sanitary facilities;

Or. en

Amendment 326

Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest ***periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not*** be taken in a vehicle. ***They shall*** be taken in a suitable accommodation, with adequate sleeping and sanitary facilities,

Amendment

8a. The regular weekly rest ***period cannot under any circumstances*** be taken in a vehicle. ***It must*** be taken in a suitable accommodation, ***outside the cabin,*** with ***a secure parking area and*** adequate sleeping and sanitary facilities.

Or. fr

Amendment 327

Christine Revault d'Allonnes Bonnefoy, Kathleen Van Brempt, Hugues Bayet, Ismail Ertug, Michael Detjen, Karoline Graswander-Hainz, Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The ***reduced weekly rest periods and*** regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Or. en

Amendment 328

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate ***sleeping and*** sanitary facilities.

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sanitary facilities ***and equipment that allows the driver optimum rest.***

Or. it

Amendment 329

Claudia Tapardel

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest ***shall not*** be taken in a ***vehicle. They shall be taken in a*** suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest ***may*** be taken in a ***vehicle only when the cabin is equipped with*** suitable gender-friendly facilities ***and the truck is parked in a nearby secured parking space.***

Or. en

Amendment 330

Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, Angel Dzhambazki, Emil Radev, Filiz Hyusmenova, István Ujhelyi, Nedzhmi Ali

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – Article 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a ***vehicle. They shall be taken in a*** suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a ***vehicle, but with an exemption: when the cabin is equipped with*** suitable facilities ***and the truck is parked in a “secure parking lot”***

Or. en

Amendment 331

Jacqueline Foster

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation 561/2006

Article 8 – paragraph 8a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall ***not be taken in a vehicle. They shall*** be taken in a suitable ***accommodation***, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular ***weekly rest periods, reduced*** weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall be taken in a suitable ***location***, with adequate sleeping and sanitary facilities. ***That accommodation shall be:***

Or. en

Justification

This amendment improves upon amendment 17 in the draft report in order not to create inconsistency elsewhere in the text.

Amendment 332

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

Text proposed by the Commission

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall ***not be taken in a vehicle. They shall*** be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Amendment

8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

Or. en

Amendment 333

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point a

Text proposed by the Commission

Amendment

(a) either provided or paid for by the employer, or *deleted*

Or. en

Amendment 334

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point a

Text proposed by the Commission

Amendment

(a) either provided or paid for by the employer, or *deleted*

Or. en

Amendment 335

Maria Grapini

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point a

Text proposed by the Commission

Amendment

(a) either provided or paid for by the employer, *deleted*

Or. ro

Amendment 336

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point a

Text proposed by the Commission

(a) *either provided or paid for by the employer, or*

Amendment

(a) *may be taken in a vehicle, provided that the vehicle has suitable sleeping facilities for each driver and the vehicle is stationary within a suitable rest facility, which has as a minimum adequate sanitary facilities, such as shower and toilets,*

Or. en

Amendment 337

Maria Grapini

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

(b) *at home or at another private location chosen by the driver.*

Amendment

deleted

Or. ro

Amendment 338

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

(b) *at home or at another private*

Amendment

deleted

location chosen by the driver.

Or. en

Amendment 339

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

Amendment

(b) at home or at another private location chosen by the driver.

deleted

Or. en

Amendment 340

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

Amendment

b) at home or at another private location chosen by *the driver*.

b) at the driver's home or at another private location chosen by *them*.

Or. it

Amendment 341

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

Amendment

(b) ***at home or at another private location*** chosen by the driver.

(b) ***as*** chosen by the driver.

Or. pl

Amendment 342

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

Amendment

(b) ***at home or*** at another private location chosen by the driver.

(b) at another private location chosen by the driver.

Or. en

Amendment 343

Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

Amendment

(b) ***at home or*** at another ***private*** location chosen by the driver.

(b) at another location chosen by the driver.

Or. en

Justification

Drivers should have the freedom to choose where they take their rest as this is a matter of their private life. Also, in the context of free movement of persons in the EU it is not possible to regulate or limit persons' choice of location where they spend their free time.

Amendment 344

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

Text proposed by the Commission

(b) *at home or* at another *private* location chosen by the driver.

Amendment

(b) at another location chosen by the driver.

Or. en

Justification

The driver needs to have this flexibility to choose where s/he wants to take the rest.

Amendment 345

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

Text proposed by the Commission

Amendment

(ba) ***In Article 8, the following paragraph is inserted:***

(8aa) Paragraph 8a of this Article shall not apply when the regular weekly rest periods, reduced weekly rest periods and any weekly rest of more than 45 hours, taken in compensation for previous reduced weekly rest, are taken in suitably equipped locations certified as meeting the requirements set out by the Commission through the delegated acts indicated in Article 41a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.

For this purpose, such delegated acts must include the specifications to be met by certified locations so as to ensure optimal rest for drivers, as well as the safety of their vehicles and freight.”

Or. it

Amendment 346

Christine Revault d'Allonnes Bonnefoy, Michael Detjen, Ismail Ertug, Hugues Bayet, Kathleen Van Brempt, Karoline Graswander-Hainz, Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

Text proposed by the Commission

Amendment

8a a. A driver may derogate from paragraph 8a of this Article when the reduced weekly rest periods is taken in locations certified as complying with the requirements of Article 8a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.”;

Or. en

Amendment 347

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

Text proposed by the Commission

Amendment

8a a. A driver may derogate from paragraph 8a of this article when the reduced weekly rest periods is taken in locations certified as complying with the

requirements of Article 8a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.

Or. en

Amendment 348

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

Amendment

8b. *A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.;*

deleted

Or. en

Amendment 349

Christine Revault d'Allonnes Bonnefoy, Michael Detjen, Hugues Bayet, Ismail Ertug, Kathleen Van Brempt, Karoline Graswander-Hainz

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2004

Article 8 – paragraph 8 b

Text proposed by the Commission

Amendment

8b. A transport undertaking shall organise the work *of drivers* in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

8b. A transport undertaking shall organise the work in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

home within each period of three consecutive weeks.;

home *or at another private location chosen by the driver* within each period of three consecutive weeks.

The driver shall inform the transport undertaking no later than one month before such rest periods will be taken in a place other than the driver's home. The drivers journey to and from home or another private location chosen by the driver shall be either provided or paid for by the employer. Time spend travelling to and from home or to and from a private location cannot be considered as rest.

By default, driver's home is deemed located in the establishment country of the company. Any other individual situation shall be duly justified by way of a written procedure which can be controlled timely by the competent national authorities.

Or. en

Amendment 350
Inés Ayala Sender

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *within* each period of *three* consecutive weeks.

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home or *another location of the driver's choosing after* each period of *four* consecutive weeks. *The driver shall inform the transport undertaking in advance of taking said rest period at a location other than home. Should it not be*

possible to give the transport undertaking prior notice of the location chosen for the rest period before the journey, the driver shall have the option to make a reasoned request to the transport undertaking which may be assessed a posteriori once the driver has taken his rest. The transport undertaking shall provide the financial means for the driver's return home. Should the driver choose a location other than his home, the undertaking shall provide the driver with the proportionate financial means for a regular return home.

Or. es

Amendment 351

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work *of drivers* in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or at another private location chosen by the driver* within each period of three consecutive weeks.

The driver shall inform the transport undertaking no later than one month before such rest periods will be taken in a place other than the driver's home.

The drivers journey to and from home or another private location chosen by the driver shall be either provided or paid for by the employer. Time spent travelling to

and from home or to and from a private location cannot be considered as rest.

By default, driver's home is deemed located in the establishment country of the company. Any other individual situation shall be duly justified by way of a written procedure which can be adequately controlled by the competent national authorities.

Or. en

Amendment 352
Georges Bach

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *within each period of three consecutive weeks*;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or at another private location chosen by the driver. The work of the driver shall thus be organized in a way that the time spent travelling home would not reduce the driver's weekly rest.*

The driver shall inform the transport undertaking no later than one month before such rest period if it will be taken in a place other than the driver's home. When a driver chooses to take this rest at home, the transport undertaking shall provide the driver with the means to return home.

Or. en

Amendment 353
Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *within* each period of *three* consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or another location of the driver's choosing after* each period of *six* consecutive weeks. *The driver shall inform the transport undertaking no later than one week before such rest period if it will be taken in a place other than the driver's home. When a driver chooses to take this rest at home, the transport undertaking shall provide the driver with the means to return home.*

Or. It

Justification

The six-week period would be more favourable for the Member States in the periphery of the EU, as a driver's trip home and then the business trip back is much longer than the journey of a driver from a Member State closer to the centre of Europe.

Amendment 354

Roberts Zīle, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall

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Amendment

8b. A transport undertaking shall

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organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of *three* consecutive weeks.;

organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or another location chosen by the driver* within each period of *four* consecutive weeks.;

The driver shall declare that a regular weekly rest period or a weekly rest of more than 45 hours taken for compensation for a reduced weekly rest, has been taken in a location of driver's choice. The declaration shall be kept at the premises of undertaking.

Or. en

Amendment 355

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of *three* consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or at a location chosen by the driver* within each period of *four* consecutive weeks. *The driver shall inform the transport undertaking no later than two weeks before such rest period whether it will be taken in a place other than driver's home. ;*

Or. en

Justification

The driver needs to have this flexibility where to take the rest.

Amendment 356

Izaskun Bilbao Barandica, Gesine Meissner

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.";

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks;

The competent authorities should carry out specific and thorough inspections to check compliance with said paragraph;

Or. es

Amendment 357

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

home within each period of three consecutive weeks.;

their registered residence or at another location chosen by the driver within each period of three consecutive weeks.

Or. en

Amendment 358
Claudia Tapardel

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or at another location chosen by the driver* within each period of three consecutive weeks.;

Or. en

Amendment 359
Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at

home within each period of *three* consecutive weeks.;

the country of establishment of the undertaking, within each period of *four* consecutive weeks;

Or. en

Justification

It is proposed to replace the term “home” with the term “country of establishment of the undertaking”, to ensure legal clarity and enforceability, with checks being performed at companies premises. By extending the reference period to four weeks, the proposal aims to introduce a genuine four-week reference period.

Amendment 360
Deirdre Clune

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest *at home* within each period of *three* consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest *in the country of establishment of the undertaking* within each period of *four* consecutive weeks.;

Or. en

Justification

To avoid enforcement issues over the definition of ‘home’. Extending the reference period to four weeks eases economic and administrative burdens on operators and gives greater choice to the driver on where and when to take their rest.

Amendment 361
Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

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Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **three** consecutive weeks.";

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home **or another location of the driver's choosing** after each period of **two** consecutive weeks.

Or. it

Amendment 362
Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at **home** within each period of **three** consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at **the driver's place of residence** within each period of **four** consecutive weeks.;

Or. pl

Amendment 363
Andor Deli, Ádám Kósa

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **three** consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **four** consecutive weeks.;

Or. en

Justification

Adjustment to the proposed 4 week reference period.

Amendment 364
Dominique Riquet

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c
Regulation (EC) No 561/2006
Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **three** consecutive weeks.";

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **two** consecutive weeks.;

Or. fr

Amendment 365
Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **three** consecutive weeks.";

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **two** consecutive weeks.;

Or. fr

Justification

To ensure that drivers enjoy good working conditions but also to avoid the risk of fatigue and reduced road safety, drivers must be able to take a regular weekly rest, or more than 45 hours taken in compensation for a reduced weekly rest period, every two weeks. This is the reasonable period currently applied in the legislation in force.

Amendment 366

Francisco Assis

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 - paragraph 8 b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **three** consecutive weeks.";

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of **four** consecutive weeks.";

Or. pt

Amendment 367

Ivo Belet, Tom Vandenkendelaere

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8b

Text proposed by the Commission

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers ***are able to*** spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.;

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home within each period of three consecutive weeks.;

Or. en

Amendment 368

Christine Revault d'Allonnes Bonnefoy, Kathleen Van Brempt, Ismail Ertug, Michael Detjen, Karoline Graswander-Hainz

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 paragraph 8ba (new)

Text proposed by the Commission

Amendment

8b a. The haulier shall provide the return-to-home with the appropriate means of transportation of the driver choice. By default, driver's home is deemed located in the establishment country of the company. Any other individual situation shall be duly justified.

Or. en

Amendment 369

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

Text proposed by the Commission

Amendment

8b a. The regular weekly rest, eventually supplemented by compensations, shall not be impacted by the travel time from either the location where the vehicle, as referred in Article 3c) of directive 2002/15/EC, is left to the home, or to return to this vehicle.

Or. en

Amendment 370

Henna Virkkunen

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

Text proposed by the Commission

Amendment

8b a. The driver may choose to take the daily rest periods and reduced weekly rest periods in a vehicle if the vehicle has suitable sleeping facilities and the vehicle is stationary.

Or. en

Amendment 371

Christine Revault d'Allonnes Bonnefoy, Kathleen Van Brempt, Hugues Bayet, Ismail Ertug, Michael Detjen, Karoline Graswander-Hainz

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b c (new)

Text proposed by the Commission

Amendment

8b c. The regular weekly rest, eventually supplemented by compensations, shall not be impacted by the travel time neither from the location where the vehicle, as referred in Article 3.c) of Directive 2002/15/EC, is left to the home, or to return to this vehicle.

Or. en

Amendment 372

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph 9 a is added:

9a. Member States shall issue an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation.

The European Commission shall, by [31 December 2019], present an overall report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities on the TEN-T network. This report shall be updated every two years on the basis of information gathered by the European Commission and contain a list

of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking facilities. On the basis of these reports, the European Commission shall reassess whether it is necessary to propose additional measures.

Or. en

Amendment 373

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph 9 a is added:

9a. Member States shall issue an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation. The European Commission shall establish a common standard for Member States reporting.

The European Commission shall by 31 December 2019 at the latest, present an overall report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities on the TEN-T network. This report shall be updated annually on the basis of information gathered by the European Commission and contain a list of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking spaces.

On the basis of these reports, the European Commission shall reassess, by 31 December 2025 at the latest, whether it is necessary to propose additional measures.

Or. en

Justification

There is a lack of adequate parking and rest facilities along the TEN-T network. This proposal introduces a road map and timing on how to address existing problems.

Amendment 374

Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph 9 a is added:

(9a) Member States shall issue an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation.

The European Commission shall, by [31 December 2019], present an overall report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities on the TEN-T network. This report shall be updated every two years on the basis of information gathered by the European Commission and contain a list of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking facilities. On the basis of these reports, the European Commission shall reassess

whether it is necessary to propose additional measures."

Or. en

Amendment 375

Gesine Meissner, Jozo Radoš

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph 9 a is added:

9a. Paragraph 8a of this Article shall not apply as long as the revised 2013 TEN-T guidelines have not been implemented, which foresee rest areas on motorways approximately every 100 km in order to provide appropriate parking space for commercial road users with adequate sleeping and sanitary facilities and an appropriate level of safety and security.

Or. en

Amendment 376

Merja Kyllönen

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph is added:

9a. Paragraph 8a of this Article shall not apply when the regular weekly rest

periods, reduced weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest are taken in locations self-certified as complying with the requirements of Article 8a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.

Or. en

Justification

The certification process of an ex-ante certification system could be complicated and long to implement, which in turn would lead to a lack of high-standard parking areas because of delays in the certification process. Instead, a self-certification system with regular random checks could be introduced.

Amendment 377 **Claudia Țapardel**

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, new paragraph 9 a is added:

"9a. The Parliament calls on the Commission to speed up the implementation of the 2013 TEN-T guidelines, which foresee approximately every 100 km appropriate parking space for commercial road users with an appropriate level of safety and security."

Or. en

Amendment 378 **Merja Kyllönen**

Proposal for a regulation

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Article 1 – paragraph 1 – point 5 – point c b (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c b) In Article 8, new paragraph 9 a is added:

9a. (a) Member States shall issue an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation.

(b) The European Commission shall, by 31 December 2020 at the latest, present a report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities. This report shall be updated annually on the basis of information gathered by the European Commission under paragraph (a) and contain a list of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking facilities.

Or. en

Justification

The requirement of the TEN-T guidelines (Regulation 1315/2013) for parking spaces every 100 km on motorways as well as reporting obligations on information and reservation systems under Regulation 885/2013 are positive but insufficient milestones. The European Commission should take concrete measures to increase the availability of these facilities for drivers.

Amendment 379

Pavel Telička

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 8, the following paragraph shall be added:

"9a. Paragraph 8a of this Article shall not apply in Member States where the revised 2013 TEN-T guidelines and the ITS Directive 2010/40/EU have not been fully implemented, which respectively requires Member States to provide rest areas approximately every 100 km with an appropriate level of safety and security, and requires Member States to share and exchange data related to these parking areas. The Commission shall conduct an assessment of the implementation of this provision on an annual basis."

Or. en

Amendment 380
Inés Ayala Sender

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c a (new)
Regulation (EC) No 561/2006
Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c a) By way of derogation from paragraphs 6, 7 and 8b above, a driver engaged in occasional passenger services shall take an average of 45 hours weekly rest per week, calculated over a reference period of up to 13 weeks. A weekly rest period of at least 24 hours must be taken in each week. When making use of the derogation, within the 13-week reference period, driver's total driving time per any 4-week period must not exceed 160 hours.

.

Justification

Given the specificities of coach tourism businesses, the current inability to reduce drivers' weekly rest to 24 hours on a consecutive basis significantly limits coach tourism companies' operational flexibility, in particular during tourist seasonal activity peaks. The proposed flexibility would enable the company to provide consistent service to customers whilst preventing unnecessary disruptions to the itinerary. The potential issue with accumulated driver fatigue is addressed by reducing, by 20 hours, the total accumulated time in the reference period of 4 weeks.

Amendment 381

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Present text**Amendment*

"By way of derogation from paragraphs 6, 7 and 8b above, a driver engaged in occasional passenger services shall take an average of 45 hours weekly rest per week, calculated over a reference period of up to 13 weeks. A weekly rest period of at least 24 hours must be taken each week. When making use of the derogation, within the 13-week reference period, driver's total driving time per any 4-week period must not exceed 160 hours."

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561>)

Justification

The proposed flexibility would enable the company to provide consistent service to customers whilst preventing unnecessary disruptions to the itinerary in tourism business.

Amendment 382

Inés Ayala Sender

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(ca) 1. By way of a derogation of Article 8(8a), a driver may take regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest in the vehicle provided that it is in a safe parking area with adequate health and hygiene conditions and that there are security cameras.

Or. es

Amendment 383

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c a (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(ca) 8c. The fact that the regular weekly rest period and a weekly rest of more than 45 hours taken in compensation for previously reduced weekly rest, which – as recorded by a tachograph – is taken by the driver in a Member State other than the country where the undertaking is established, has indeed been taken, shall be verified by way of a declaration provided by the driver. The model of such declaration shall be specified by the EC.

Or. pl

Amendment 384
Deirdre Clune

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c b (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c b) In Article 8, new paragraph 9 a is added:

9a. (a) Member states shall issues an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation.

(b) The European Commission shall, by 31 December 2020 at the latest, present a report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities. this report shall be updated annually on the basis of information gathered by the European Commission under paragraph (a) and contain a list of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking facilities.

Or. en

Justification

Regulation 1315/2013 requiring that there is parking every 100km on motorways and the reporting obligations on information and reservation systems under Regulation 885/2013 are positive but have thus far proven to be insufficient. The Commission should take concrete measures to increase the availability of such facilities to drivers.

Amendment 385
Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c b (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 b (new)

Present text

Amendment

"By way of derogation from paragraph 2, a driver engaged in an occasional service of carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, may postpone, maximum two times per week, the daily rest with one hour, provided that the daily rest period taken after the use of the derogation is at least 9 hours"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561>)

Justification

The proposal aims at increasing, twice per week, driver's duty time to 16 hours, without exceeding regulatory driving time, to allow drivers to better meet specific demands in tourism sector.

Amendment 386

Inés Ayala Sender

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c b (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 b (new)

Text proposed by the Commission

Amendment

(c b) By way of derogation from paragraph 2, a driver engaged in an occasional service of carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21

October 2009 on common rules for access to the international market for coach and bus services, may postpone, maximum two times per week, the daily rest with one hour, provided that the daily rest period taken after the use of the derogation is at least 9 hours.

Or. en

Justification

The proposal aims at increasing, twice per week, driver's duty time to 16 hours, without exceeding regulatory driving time, to allow drivers to better meet specific tourist demands, such as late-night cultural events' journeys, group's dinners at restaurants, unforeseen traffic situations (jams), allowing the driver to bring tourists to hotels.

Amendment 387
Inés Ayala Sender

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point c b (new)
Regulation (EC) No 561/2006
Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(cb) Paragraph 8a of this Article shall not apply when the regular weekly rest periods, reduced weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest are taken in locations certified as complying with the requirements of Article 8a, provided that the vehicle is stationary and has suitable sleeping facilities for each driver.;

Or. es

Amendment 388
Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c c (new)

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(c c) In Article 8, new paragraph 9 a is added:

9a. Member States shall issue an annual report to the European Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their national territory, from the date of entry into force of this Regulation. The European Commission shall, by means of implementing acts, establish a common standard for Member States reporting.

Or. en

Amendment 389

Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – point 5 a (new)

Regulation (EC) 561/2006

Article 8 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

(5a) the following Article 9a is inserted:

‘9a. By way of derogation from Article 8(8a), a driver may take regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest in any parking areas that have a Dedicated Parking Certificate (DPC).

However, the requirements for resting in suitable sites can only be implemented after a sufficient number and availability of such sites are ensured.

Or. It

Justification

It is very important that, before implementing the requirements for resting in suitable parking facilities, a sufficient number and availability of such facilities are ensured. The Commission should carry out a detailed study of the network of such facilities, provide facilities for the infrastructure development, and implement respective provisions only after sufficient availability of such facilities is ensured.

Amendment 390

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 5 a (new)

Regulation (EC) No 561/2006

Article 8 a (new)

Text proposed by the Commission

Amendment

(5 a) *The following Article is inserted:*

"Article 8a new

1. The Commission shall, by means of implementing acts, lay out the conditions under which a parking area may receive a Dedicated Parking Certificate (DPC). The DPC shall be conferred on parking areas that have at least the facilities and features set out in Annex I to this Regulation. The implementing rule shall provide also the conditions under which a Member State can enforce the provisions of Article 8 (8) (para1).

2. Member State competent authorities shall establish national Dedicated Parking Certificates.

3. Undertakings, local authorities and any other actors may apply to the competent authority for certification that their parking areas comply with the DPC requirements.

4. All parking areas with a DPC shall indicate at their entrances that they have certification.

5. At least once a year, an inspection agency, selected by the Member State,

shall carry out a conformity audit of all parking areas bearing the DPC.

6. All parking areas that have the DP Care deemed to be suitable for daily rest, weekly rest, compensated rest and reduced weekly rest for the purpose of this Regulation.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2) of this regulation."

Or. en

Amendment 391
Merja Kyllönen

Proposal for a regulation
Article 1 – paragraph 1 – point 5 a (new)
Regulation (EC) No 561/2006
Article 8 a (new)

Text proposed by the Commission

Amendment

(5 a) The following Article is inserted:

"Article 8a

1. By way of a derogation of Article 8(8a), a driver may take regular weekly rest periods, reduced weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest in any parking areas that have a self-certification based on criteria set out in Annex 1.

2. All parking areas that have at least the facilities and features set out in Annex 1 may indicate at their entrance that they are self-certified.

3. Member States shall ensure that random checks are carried out on a regular basis to verify compliance of parking characteristics with criteria set out in Annex 1.

4. Member States shall disseminate information on parking areas that are no longer deemed to comply with criteria set out in Annex 1 through the national or international point of access referred to in Article 5.3 of Regulation (EU) No 885/2013.

5. All parking areas that use the self-certification are deemed to be suitable for daily rest, weekly rest, compensated rest and reduced weekly rest for the purpose of this Regulation, unless Member States have indicated otherwise in accordance with paragraph 4."

Or. en

Justification

A self-certification process with regular random checks instead of an e.g. ex-ante certification system should be introduced, because the certification process of the ladder might be cumbersome and long to implement. This might lead to situations where high-standard parking areas would not be available for taking the rest periods simply because of delays or complications in the certification process.

Amendment 392

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EC) No 561/2006

Article 9 – paragraph 1

Text proposed by the Commission

9. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or **reduced** weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or **reduced** weekly rest period the driver shall have access to a bunk or couchette at their

Amendment

9. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or weekly rest period the driver shall have access to a bunk or couchette at their disposal.

disposal.;

Such a derogation should be extended to regular weekly rests when the ferry or train journey is 10 hours or more in duration.;

Or. en

Justification

The proposal aims to provide greater flexibility for drivers and offer them the possibility to make use of this facility not only in case of reduced weekly rest but also in case of a regular weekly rest, in particular in the case of combined transport operations for long ferry or train journeys, concerning mainly peripheral countries.

Amendment 393

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EC) No 561/2006

Article 9 – paragraph 1

Text proposed by the Commission

9. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or **reduced** weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or **reduced** weekly rest period the driver shall have access to a bunk or couchette at their disposal.;

Amendment

9. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or weekly rest period the driver shall have access to a bunk or couchette at their disposal

Or. en

Justification

By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or weekly rest period the driver shall have access to a bunk or couchette at their disposal

Amendment 394
Inés Ayala Sender

Proposal for a regulation
Article 1 – paragraph 1 – point 6 (new)
Regulation (EC) No 561/2006
Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

9 a. In Article 9, paragraph 1 a is inserted:

"1a. Such a derogation should be extended to regular weekly rests when the ferry or train journey is 10 hours or more in duration."

Or. en

Amendment 395
Matt Carthy

Proposal for a regulation
Article 1 – paragraph 1 – point 6 (new)
Regulation (EC) No 561/2006
Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

9 a. In Article 9, paragraph 1 a is inserted:

"1a. This derogation should be extended to regular weekly rests when the ferry or similar journey duration exceeds 10 hours."

Or. en

Amendment 396
Deirdre Clune, Henna Virkkunen

Proposal for a regulation

Article 1 – paragraph 1 – point 6 a (new)
Regulation (EC) No 561/2006
Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(6 a) In Article 9, paragraph 2 is inserted:

"1a. Such a derogation should be extended to regular weekly rests when the ferry or train journey is 10 hours or more in duration."

Or. en

Amendment 397
Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 6 a (new)
Regulation (EC) No 561/2006
Article 9a (new)

Text proposed by the Commission

Amendment

(6 a) The following Article shall be added:

"Article 9 a

Whilst Member States may introduce both night and weekend bans for commercial road transport, the Commission shall propose a harmonising EU framework for night bans from 22:00 pm to 6:00 am and weekend bans from Friday 22:00 pm to Monday 6:00 am to ensure easy logistic planning, legal certainty and a fair level-playing field amongst Member States."

Or. en

Amendment 398

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 6 a (new)

Regulation (EC) No 561/2006

Article 10 – paragraph 1

Present text

Amendment

Article 10

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, *related to distances travelled and/or the amount of goods carried if that payment is of such a kind as to endanger* road safety and/or encourages infringement of this Regulation.

(6 a) Article 10, paragraph 1 is amended as follows:

"Article 10

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, *that endangers* road safety and/or encourages infringement of this Regulation, *including but not limited to time such as fast delivery, distances travelled and/or the amount of goods carried;*"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&from=EN>)

Amendment 399

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 1 – paragraph 1 – point 6 a (new)

Regulation (EC) No 561/2006

Article 10 – paragraph 1

Present text

Amendment

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of

(6a) in Article 10, paragraph 1 is replaced by the following:

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of

goods carried *if that payment is of such a kind as to endanger road safety and/or encourages infringement of this Regulation.*

goods carried.

Or. it

(<http://eur-lex.europa.eu/legal-content/IT/TXT/HTML/?uri=CELEX:32006R0561&from=it>)

Amendment 400

Marie-Christine Arnautu

Proposal for a regulation

Article 1 – paragraph 1 – point 6 b (new)

Regulation (EU) No 165/2014

Article 10 – paragraph 1

Present text

‘1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of goods carried *if that payment is of such a kind as to endanger road safety and/or encourages infringement of this Regulation.*

Amendment

(6b) In Article 10, paragraph 1 of the Regulation is amended as follows:

‘1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of goods carried.

Member States shall lay down proportionate and dissuasive penalties for any undertaking contravening Article 10(1).'

Or. fr

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&qid=1519652857817&from=EN>)

Amendment 401

Georges Bach

Proposal for a regulation

Article 1 – paragraph 1 – point 6 a (new)

PE618.309v01-00

96/158

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Present text

Article 10

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of goods carried ***if that payment is of such a kind as to endanger road safety and/or encourages infringement of this Regulation.***

Amendment

(6 a) In Article 10, paragraph 1 is replaced by the following:

"Article 10

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of goods carried."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32006R0561>)

Amendment 402

Bogusław Liberadzki, Janusz Zemke

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival

Amendment

deleted

at the suitable accommodation.

Or. pl

Amendment 403

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

deleted

Or. en

Justification

The extended driving period in Article 6 (1) provides for the flexibility to reach home already. Daily driving times should factor in possible delays already.

Amendment 404

Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) 561 /2006

Article 12 – paragraph 2

Text proposed by the Commission

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

deleted

Or. en

Amendment 405

Wim van de Camp, Ivo Belet

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2004

Article 12 – paragraph 2

Text proposed by the Commission

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) **and the second subparagraph of Article 8(6)** to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The driver shall indicate the reason for such departure manually on the **record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.**

Provided that road safety is not thereby jeopardised, the driver may depart **exceptionally** from Article 6(1) **after a rest of 30 minutes, so as** to be able to reach **within two hours the employer's operational centre where the driver is normally based.** The driver shall indicate the reason for such departure manually on the printout from the recording equipment. **This period of up to two hours shall be compensated by an equivalent period of rest taken in one go, by the end of the third week following the week in question.**

Justification

It is a very common occurrence that drivers must take their rest away from home due to congestion or other external factors. This departure from the applicable rules will solely be used for allowing drivers to return home.

Amendment 406

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Provided that road safety is not thereby *jeopardised*, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach *a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods.*

The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest *on* arrival at the suitable accommodation.

Amendment

Provided that road safety is not *in any way* thereby *jeopardized*, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6), to be able to reach *within two hours the employer's operational centre where the driver is based or a parking area with a DPC, after a rest of no less than 30 minutes.* The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment, or on a printout from the recording equipment or in the duty roster, at the latest *upon* arrival at the suitable accommodation. *Up to two hours shall be compensated by an equivalent period of rest, taken in one session, before the end of the third week following the week in question.*

Amendment 407

Izaskun Bilbao Barandica, Gesine Meissner

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach *a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods.* The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach *the operations centre where the employer is based or home, being able to operate after the sixth day and always complying with driving times.* The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

Or. es

Amendment 408

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. *The* driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. *However, the daily driving time can be extended by two hours when the driving period is immediately followed by a rest period of not less than 45 consecutive hours. Such extensions to daily driving*

the suitable accommodation.

time should be within the limit of the maximum accumulated driving times, e.g. 56 hours in one week and 180 hours in four weeks. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

Or. en

Justification

The proposal aims at introducing a limited and clearly described extension of daily driving time for passenger (tourist) and freight drivers to be able to reach a suitable accommodation, without exceeding the maximum permitted weekly and accumulated driving time, applicable across the EU. It would allow drivers to reach their home, or, in case of tourist transport, to bring tourists to hotel.

Amendment 409

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 1 – paragraph 1 – point 7

Regulation (EC) No 561/2006

Article 12 – paragraph 2

Text proposed by the Commission

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

Amendment

Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. ***However, the daily driving time can be extended by two hours when the driving period is immediately followed by a rest period of not less than 45 consecutive hours. Such extensions to daily driving time should be within the limit of the maximum accumulated driving times.*** The

driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.

Or. en

Justification

The proposal aims at introducing a limited and clearly described extension of daily driving time for passenger (tourist) and freight drivers to be able to reach a suitable accommodation, without exceeding the maximum permitted weekly and accumulated driving time, applicable across the EU. It would allow drivers to reach their home, or, in case of tourist transport, to bring tourists to hotel.

Amendment 410 **Rolandas Paksas**

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

Present text

(b) vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity within a radius of up to **100** km from the base of the undertaking;

Amendment

(7 a) in Article 13, paragraph 1 point b is replaced by the following:

"(b) vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming or fishery **or construction** undertakings for carrying goods as part of their own entrepreneurial activity within a radius of up to **150** km from the base of the undertaking;"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32006R0561>)

Justification

The list of possible national exemptions should include construction sector as well, because transport is not their primary line of business. Normally construction enterprises typically

only transport material, equipment and workers for a specific construction site within a certain radius that hardly exceeds 150 km.

Amendment 411

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

Present text

(b) vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming *or* fishery undertakings for *carrying goods* as part of their own entrepreneurial activity within a radius of up to 100 km from the base of the undertaking;

Amendment

(7 a) In Article 13, paragraph 1, point b is amended as follows:

"(b) vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming, fishery *or construction* undertakings for *carrying goods* as part of their own entrepreneurial activity within a radius of up to 100 km from the base of the undertaking;"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&from=EN>)

Amendment 412

Gesine Meissner, Jozo Radoš

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

Present text

vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming *or* fishery undertakings for carrying goods as part of their own entrepreneurial activity within a radius of up to 100 km from the

Amendment

(7 a) Article 13 (b) is replaced by the following:

"vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming, fishery *or construction* undertakings for carrying goods as part of their own entrepreneurial activity within a

base of the undertaking;

radius of up to 100 km from the base of the undertaking;"

Or. en

(http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccb9.0005.02/DOC_1&format=PDF)

Amendment 413

Gesine Meissner, Jozo Radoš

Proposal for a regulation

Article 1 – paragraph 1 – point 7 b (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point d – subparagraph 1

Present text

vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used by *universal* service providers as defined in Article 2(13) of Directive 97/67/EC of the European Parliament and of the Council of 15 December 1997 on common rules for the development of the internal market of Community postal services and the improvement of quality of service (17) to deliver items as part of the universal service.

Amendment

(7 b) In Article 13, the first subparagraph of point (d) is replaced by the following:

"(d) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used by *any delivery* service provider to perform last mile delivery services."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32014R0165>)

Amendment 414

Merja Kyllönen

Proposal for a regulation

Article 1 – paragraph 1 – point 7 b (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point d a (new)

(7 b) In Article 13, paragraph 1, the following point shall be added after point (d):

" (da) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 3.5 tonnes engaged in international transport operations not exceeding a radius of 50 km from the border; "

Or. en

Justification

In order not to create undue administrative burden, companies, especially SME's, should have the possibility to use LCV's without a tachograph for carriage of goods in international transport or other small-scale cross-border operations, which are not in direct competition with the international transport markets.

Amendment 415

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) No 561/2006

Article 13(1)(e)

Present text

(e) vehicles operating exclusively on islands not exceeding 2 300 square kilometres in area which are not *linked* to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicles;

Amendment

(7a) Article 13(1)(e) shall be replaced by the following:

"(e) vehicles operating exclusively on islands *or regions isolated from the rest of the national territory* not exceeding 2 300 square kilometres in area which are not *connected* to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicles, *and which do not border another Member State*;"

Or. es

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02006R0561-20150302&from=EN>)

Justification

The Spanish Autonomous Communities of Ceuta and Melilla are a unique case in the EU as they are not islands but are enclaves in North Africa. These enclaves are very small and are not connected to Spain by a bridge. It can be said that their transport takes place entirely within their territories and that it has the same characteristics as transport on the islands. Given that the situation is the same, despite the fact that they are not islands, the exception of Article 13(1)(e) should be applied.

Amendment 416

Deirdre Clune, Gesine Meissner, Ivo Belet

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(7 a) In Article 13, paragraph 1, the following point is inserted:

“(pa) vehicles used for the delivery of off-grid heating fuels operating within a radius of 100 km.”

Or. en

Justification

The off-grid heating fuel sector faces a peak seasonal demand around winter time. The current rules on weekly rest, and their lack of flexibility, doesn't allow drivers to increase their delivery capacity to effectively serve consumers in this busy period. Restricted or delayed access to off-grid heating fuels can put vulnerable consumers at risk. This should be taken into consideration, alongside the driving characteristics of employment in this sector.

Amendment 417

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EC) 561/2006

Article 13 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(7 a) In Article 13, paragraph 1 the following point q (new) is added:

"(pa) vehicles used for carrying ready-mixed concrete to construction sites;"

Or. en

Amendment 418
Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 1 – point 7 b (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point p a (new) and point p b (new)

Text proposed by the Commission

Amendment

(7b) In Article 13, paragraph 1, the following points are added:

pa) Vehicles in construction traffic up to 100 km away from the base of the undertaking that are used to deliver and supply building materials.

pb) Vehicles up to 100 km away from the base of the undertaking that are used for road clearance.

Or. de

Amendment 419
Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 7 b (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(7 b) In Article 13 paragraph 1, the point p a (new) is added:

(pa) vehicle used for the delivery of off-grid heating fuels operating within a radius of 100km.

Or. en

Amendment 420
Rolandas Paksas

Proposal for a regulation
Article 1 – paragraph 1 – point 7 b (new)
Regulation (EC) 561/2006
Article 13 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(7 b) In Article 13, paragraph 1, the following point is added:

"(pa) vehicles used for carrying ready-mixed concrete to construction sites;"

Or. en

Justification

Ready-mixed concrete is only transported over short distances and must be used within a limited period of time. The exception should be established in order not to hamper construction and refurbishment work.

Amendment 421
Gesine Meissner, Jozo Radoš

Proposal for a regulation
Article 1 – paragraph 1 – point 7 c (new)
Regulation (EC) No 561/2006
Article 13 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(7 c) In Article 13, paragraph 1, the following point is added:

“(pa) vehicles or combination of vehicles used for own-account transport which are used within a 100 km radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver's main activity;”

Or. en

Justification

The rest and driving times were not designed for professionals carrying their own products inside a limited radius and whose main activity is not transport (e.g. bakers). Including them in the scope would be too much administrative burden for small (non-transport) business owners and would be disproportionate as they don't drive several hours in a row.

Amendment 422

Gesine Meissner, Jozo Radoš

Proposal for a regulation

Article 1 – paragraph 1 – point 7 d (new)

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point p b (new)

Text proposed by the Commission

Amendment

(7 d) In Article 13, paragraph 1, the following point is added:

“(pb) vehicles paragraph used for carrying asphalt and ready-mixed concrete to construction sites;”

Or. en

Amendment 423

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EC) No 561/2006

Article 14 – paragraph 2

Text proposed by the Commission

Amendment

2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission.;

2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission.

This information shall be published on a dedicated public website maintained by the European Commission in all EU languages.;

Or. en

Justification

The information on granted exceptions needs to be available for all transport stakeholders.

Amendment 424

Deirdre Clune, Gesine Meissner

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EC) No 561/2006

Article 14 – Paragraph 2

Text proposed by the Commission

Amendment

2. In urgent cases Member States may grant, ***under exceptional circumstances***, a temporary exception for a period not exceeding 30 days, which shall be ***duly justified and*** notified immediately to the Commission.;

2. In urgent cases Member States may grant a temporary exception for a period not exceeding 30 days, which shall be notified immediately to the Commission.;

Or. en

Justification

Given that the existing data compiling all of the temporary exemptions that have been granted by the Member States and notified by the Commission show that there has been, so far, a very reasonable and occasional use of Article 14. Given this data, the additional duly justification seems excessive.

Amendment 425

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 8 (new)

Regulation (EC) No 561/2004

Article 14 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. (8a) In Article 14, the following new paragraph shall be added:

"This information shall be published on the European Commission website and stakeholder representatives in the EC Committee on Road Transport shall be duly notified."

Or. en

Amendment 426

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EC) No 561/2006

Article 15

Text proposed by the Commission

Amendment

(9) Article 15 is replaced by the following:

deleted

'Article 15

Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers.;

Or. en

Justification

Busses and coaches should be covered by the same driving and rest time rules of this regulation to protect their well-being at work, their passengers and road safety

Amendment 427

Merja Kyllönen

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EC) 561/2006

Article 15 – paragraph 1

Text proposed by the Commission

Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States ***shall inform the Commission about the relevant national rules applicable to such drivers.***;

Amendment

Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. ***It is in the interests of drivers working conditions, as well as road safety and enforcement that Member States should provide parking and rest areas, free from snow and ice in the winter time, especially in the outermost and/or peripheral regions of the European Union.***

Or. en

Amendment 428

Andor Deli, Ádám Kósa

Proposal for a regulation

Article 1 – paragraph 1 – point 10

Regulation (EC) No 561/2006

Article 19 – paragraph 1

Text proposed by the Commission

1. Member States shall lay down rules on penalties applicable to infringements of this Regulation and Regulation (EU) No 165/2014 and shall take all measures

Amendment

1. Member States shall lay down rules on penalties applicable to infringements of this Regulation and Regulation (EU) No 165/2014 and shall take all measures

necessary to ensure that they are implemented. Those penalties shall be effective, proportionate to their gravity as determined in accordance with Annex III to Directive 2006/22/EC of the European Parliament and of the Council¹², dissuasive and non-discriminatory. No infringement of this Regulation and Regulation (EU) No 165/2014 shall be subjected to more than one penalty or procedure. The Member States shall notify the Commission of those measures and the rules on penalties by the date specified in the second subparagraph of Article 29. They shall notify without delay any subsequent amendments thereto. The Commission shall inform Member States accordingly.;

necessary to ensure that they are implemented. Those penalties shall be effective, proportionate to their gravity as determined in accordance with Annex III to Directive 2006/22/EC of the European Parliament and of the Council¹², dissuasive and non-discriminatory. No infringement of this Regulation and Regulation (EU) No 165/2014 shall be subjected to more than one penalty or procedure. The Member States shall notify the Commission of those measures and the rules on penalties by the date specified in the second subparagraph of Article 29. They shall notify without delay any subsequent amendments thereto. The Commission shall inform Member States accordingly.

This information shall be published on a dedicated public website maintained by the European Commission in all EU languages, containing detailed information on such penalties applicable in EU Member States.;

¹² Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35).

¹² Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35).

Or. en

Justification

The information on granted exceptions needs to be available for all transport stakeholders.

Amendment 429

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 10

Regulation (EC) No 561/2006

Article 19 – paragraph 1

Text proposed by the Commission

1. **Member States** shall **lay down** rules on penalties applicable to infringements of this Regulation and Regulation (EU) No 165/2014 **and** shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate to their gravity as determined in accordance with Annex III to Directive 2006/22/EC of the European Parliament and of the Council¹², dissuasive and non-discriminatory. No infringement of this Regulation and Regulation (EU) No 165/2014 shall be subjected to more than one penalty or procedure. The Member States shall notify the Commission of those measures and the rules on penalties by the date specified in the second subparagraph of Article 29. They shall notify without delay any subsequent amendments thereto. The Commission shall inform Member States accordingly.;

Amendment

1. **1. Commission** shall, **by means of implementing acts, establish common harmonized** rules on penalties applicable to infringements of this Regulation and Regulation (EU)No 165/2014. **Member States** shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate to their gravity as determined in accordance with Annex III to Directive 2006/22/EC of the European Parliament and of the Council, dissuasive and non-discriminatory. No infringement of this Regulation and Regulation (EU)No 165/2014 shall be subjected to more than one penalty or procedure. The Member States shall notify the Commission of those measures and the rules on penalties by the date specified in the second subparagraph of Article 29. They shall notify without delay any subsequent amendments thereto. The Commission shall inform Member States accordingly. **Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2) of this Directive.**

¹² Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35).

Or. en

Amendment 430

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 1 – paragraph 1 – point 10 (new)

Regulation (EC) No 561/2006

Article 19 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. The European Commission shall create and maintain a dedicated public web page on its website, containing detailed information on such penalties applicable in EU Member States.

Or. en

Amendment 431

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c (new)

Regulation (EC) 561/2006

Article 22 – paragraph 3 b a (new)

Text proposed by the Commission

Amendment

3b a. In Article 22, the following paragraph shall be added:

"3ba. The Commission shall, by means of implementing acts, lay down rules to establish a single common digital platform to include all systems of electronic exchange of information between Member States, competent authorities, enforcement authorities, and undertakings, and allowing verification without administrative or driver input."

Or. en

Amendment 432

Marian-Jean Marinescu, Andrey Novakov

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c (new)

Regulation (EC) 561/2006

Article 22 – paragraph 3 b b (new)

Text proposed by the Commission

Amendment

3b b. In Article 22, the following paragraph shall be added:

"3bb. The Commission shall, by means of implementing acts, lay down rules to establish in each Member State a single national authority to be responsible with the implementation and the exchange of information, through the digital platform mentioned to paragraph 4a new, requested by Union legislation regarding road transport."

Or. en

Amendment 433

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c a (new)

Regulation (EC) No 561/2006

Article 22 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(c a) In Article 22, the following paragraph shall be added:

" 4a. In order to ensure that all EU rules for mobile workers are implemented in a fair, simple and effective way, a European Labour Authority shall be responsible for inspecting and enforcing the rules. It shall provide operational and legal support to Member States, social partners as well as workers to enforce social legislation and undertake European wide

inspections.

The European Labour Authority shall also be responsible for the monitoring and access to data contained in the national electronic registers."

Or. en

Amendment 434

Keith Taylor, Karima Delli, Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c b (new)

Regulation (EC) No 561/2006

Article 22 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

(c b) In Article 22, the following paragraph shall be added:

"4b. A community list of road hauliers that do not meet the relevant legal requirements should be made public in order to ensure the greatest transparency. This community list should be based on common criteria developed at Community level and reviewed annually by the European Labour Authority. Road hauliers listed on the Community list should be subject to an operating ban. The operating prohibitions on the Community list should apply throughout the territory of the Member States. In exceptional cases, member States should be allowed to take unilateral measures. In an emergency, and when faced with an unforeseen security problem, member States should have the possibility of immediately issuing an operating ban for their own territory. Member States need to inform the European Labour Authority of their actions."

Or. en

Justification

The aviation sector has a global blacklist of airlines that do not meet safety standards. Companies on this list are prohibited from doing business as long as they are listed. Given the fact that compliance with the rules in the road transport sector is closely linked to road safety, a similar list should be put in place as soon as possible and placed under the responsibility of the European labour authority that is being set up.

Amendment 435

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 1 – paragraph 1 – point 12 a (new)

Regulation (EC) 561/2006

Annex (new)

Text proposed by the Commission

Amendment

(12 a) The following Annex is added:

ANNEX

"Minimum requirements for the parking areas

Part A: Service facilities

(1) Toilets with water taps in, clean and working condition:

- 75 places at least two toilets;***
- 125 places at least four toilets;***
- over 125 places at least six toilets.***

(2) Showers clean and in working condition:

- 75 places at least two shower blocks;***
- 125 places at least four shower blocks;***
- over 125 places at least six shower blocks.***

(3) Adequate access to drinking water;

(4) Suitable cooking facilities;

(5) Waste bins available in adequate amount and capacity;

(6) Picnic tables with benches or alternatives available in reasonable

- amount;*
- (7) Dedicated Wi-Fi service;*
- (8) Cashless reservation, payment and invoice system;*
- (9) Indication system of slot availability both at the location and online;*
- (10) Dedicated areas for ice-trucks.*

Part B: Security features

- (1) A continuous separation of the parking area and its surroundings, such as fences or alternative barriers;*
- (2) Lighted driving and pedestrian lanes at all times;*
- (3) Pedestrian safety in the dedicated parking areas;*
- (4) Parking area surveillance through appropriate and proportionate security checks;*
- (5) Clearly indicated phone number(s) of emergency services.";*

Or. en

Amendment 436
Rolandas Paksas

Proposal for a regulation
Article 2 – paragraph 1 – point -1 (new)
Regulation (EU) No 165/2014
Article 1 – paragraph 1

Present text

“1. This Regulation sets out obligations and requirements in relation to the construction, installation, use, testing and control of tachographs used in road transport, in order to verify compliance with Regulation (EC) No 561/2006,

Amendment

-1 Article 1, paragraph 1, is amended as follows:

“1. This Regulation sets out obligations and requirements in relation to the construction, installation, use, testing and control of *smart* tachographs used in road transport, in order to verify compliance with Regulation (EC) No 561/2006,

Directive 2002/15/EC of the European Parliament and of the Council¹⁴ and Council *Directive 92/6/EEC*¹⁵.

Directive 2002/15/EC of the European Parliament and of the Council¹⁴ and Council *Directive 92/6/EEC*¹⁵, *Regulation (EC) No 1072/2009*, *Council Directive 92/106/EEC*^{15a}, *Directive 96/71/EC* and *Directive 2014/67/EU* as far as posting of workers in road transport is concerned, and with the Directive laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in road transport. In order to implement this provision it is necessary to amend Article 8(1) of Regulation 165/2014, providing that the digital tachograph shall record the position of the vehicle as frequently as possible. Recording the position every three hours will not ensure an effective implementation of the requirements.””

Or. It

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=celex%3A32014R0165>)

Justification

The use of smart tachographs will not completely resolve the issue of the implementation of requirements. According to Article 8(1) of the current Regulation (EU) No 165/2014, the position of the vehicle will be recorded by smart tachographs every three hours of total driving time. This will not ensure an effective implementation of Regulation (EC) No 561/2006 and other mentioned legal acts.

Amendment 437

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 2 – paragraph 1 – point 1 (new)

Regulation (EC) No 165/2014

Article 2 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(-1) In Article 2, paragraph 2, the following point is added:

“(ha) "Road transport GNSS portal": an online platform collecting all data from

smart tachographs for the purposes of this Regulation;”

Or. it

Amendment 438
Inés Ayala Sender

Proposal for a regulation
Article 2 – paragraph 1 – point -1 (new)
Regulation (EU) 165/2014
Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1) Article 3(4) is amended as follows:

"4. Within five years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph. **EU financing arrangements should be sought for the compulsory introduction of digital tachographs, principally via CEF post-2020.**"

Or. es

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32014R0165>)

Amendment 439
Pavel Telička

Proposal for a regulation
Article 2 – paragraph 1 – point -1 (new)
Regulation (EU) No 165/2014
Article 3 – paragraph 4

Present text

15 years after newly registered vehicles are

Amendment

(-1) In Article 3, paragraph 4 is amended as follows:

"15 years after newly registered vehicles

required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph. ***In the meantime vehicles not fitted with such tachograph shall maintain the use of logbook.***"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&rid=1>)

Amendment 440

Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

Amendment

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

-1 In Article 3 of the present Regulation (EU) No 165/2014, paragraph 4 is replaced by the following:

'4. Vehicles performing international road transport operations in a Member State other than their Member State of registration should be fitted with a smart tachograph within four years of the introduction of the requirement.'

Or. fr

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

Justification

To improve the effectiveness of controls, ensure the proper application of the social rules in force and guarantee a high level of protection for road transport operators, the installation of smart tachographs in all goods transport vehicles needs to be accelerated.

Amendment 441

Herbert Dorfmann, Claudia Schmidt, Massimiliano Salini

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1 *In Article 3, paragraph 4 is amended as follows:*

“4. Within the three months after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.”;

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

Amendment 442

Luis de Grandes Pascual

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1) Article 3(4) is amended as follows:

“4. Ten years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph”

Or. es

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

Amendment 443

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1 In Article 3, paragraph 4 is amended as follows:

""4. Six months after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

Amendment 444

Jacqueline Foster

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1 In Article 3, paragraph 4 is amended as follows:

"4. 12 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph."

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=celex%3A32014R0165>)

Justification

The smart tachograph represents a technical improvement over the current tachograph and may help improve the enforcement of some road transport rules and make life easier for drivers and undertakings by reducing the need for manual records. However, the costs involved in each replacement are considerable and it is reasonable to provide undertakings with time to adjust to the changes.

Amendment 445

Marie-Christine Arnautu

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

-1 Article 3(4) is replaced by the following:

'4. As soon as newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.'

Or. fr

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

Amendment 446

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

Amendment

(4) 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

-1 In Article 3, paragraph 4 is amended as follows:

"(4) Three years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph."

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1512486773548&from=EN>)

Justification

By January 2nd 2023 all international vehicles would need to be fitted with a smart tachograph.

Amendment 447 **Georges Bach**

Proposal for a regulation
Article 2 – paragraph 1 – point -1 (new)
Regulation (EU) No 165/2014
Article 3 – paragraph 4

Present text

Article 3

Amendment

-1 In Article 3, paragraph 4 is amended as follows:

""4. 5 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32014R0165>)

Amendment 448

Dieter-Lebrecht Koch

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

(4) 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, **vehicles operating** in a Member State other than their Member State of registration **shall be fitted with such a tachograph.**

Amendment

(-1) In Article 3, paragraph 4 is amended as follows:

"(4) By 1 January 2020 at the latest, all newly registered vehicles are required to have a **smart** tachograph as provided in Articles 8, 9 and 10 **so they may operate** in a Member State other than the Member State of registration."

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02014R0165-20140301&qid=1518766349030&from=EN>)

Amendment 449

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point -1 a (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with **such a** tachograph.

Amendment

-1 a In the Article 3, paragraph 4 is amended as follows:

"4. By 1st January [insert year of entry into force of this Directive] after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, **all** vehicles operating in a Member State other than their Member State of registration shall be fitted with **a smart** tachograph."

Or. en

Amendment 450

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 2 – paragraph 1 – point -1 a (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

Amendment

(-1a) in Article 3, paragraph 4 is replaced by the following:

"4 Two years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.”;

Or. it

(<http://eur-lex.europa.eu/legal-content/IT/TXT/HTML/?uri=CELEX:32014R0165&from=IT>)

Amendment 451

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point -1 b (new)

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with **such a** tachograph.

Amendment

-1 b In the Article 3 paragraph 4 is amended as follows:

"4. By 1st January [insert year of entry into force of this Regulation] after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, **all** vehicles operating in a Member State other than their Member State of registration shall be fitted with **a smart**

tachograph."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

Amendment 452

Wim van de Camp, Ivo Belet

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 4 – paragraph 2 – indent 3 a (new)

Text proposed by the Commission

Amendment

-1 In Article 4, paragraph 2 the following indent is inserted:

- have enough memory capacity to store all of the data required under this Regulation;

Or. en

Amendment 453

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 2 – paragraph 1 – point - 1 b (new)

Regulation (EU) 165/2014

Article 4, paragraph 2, subparagraph 3

Present text

Amendment

- be interoperable as between the various generations of vehicle units and tachograph cards;

(-1b) In Article 4(2), subparagraph 3 is replaced by the following:

- be interoperable as between the various generations of vehicle units and tachograph cards **as well as with digital devices for identifying the driver;**"

Or. it

Amendment 454

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point -1 (new)

Regulation (EU) No 165/2014

Article 4 – paragraph 2 – indent 6 a (new)

Text proposed by the Commission

Amendment

(-1) In Article 4, paragraph 2, the following indent is added:

- operate free of radio interference.

Or. en

Amendment 455

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point 1

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

– every three hours of accumulated driving time and every time the vehicle crosses the border;;

- shall be registered in real time;

Or. en

Amendment 456

Wim van de Camp, Ivo Belet, Herbert Dorfmann

Proposal for a regulation

Article 2 – paragraph 1 – point 1

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

– every **three hours** of accumulated driving time **and every time the vehicle crosses the border;**

– every **15 minutes** of accumulated driving time;

Or. en

Justification

In order to duly record all border crossings, increasing the frequency of data collection was found by the TACHOnet Forum to be the most cost-effective solution.

Amendment 457

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 2 – paragraph 1 – point 1

Regulation (EU) 165/2014

Article 8 – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

every **three hours** of accumulated driving time and every time the vehicle crosses the border;

every **15 minutes** of accumulated driving time and every time the vehicle crosses the border;

Or. de

Justification

A shorter log interval allows closer inspection of the distances covered.

Amendment 458

Lars Adaktusson

Proposal for a regulation

Article 2 – paragraph 1 – point 1 – indent 1 (new)

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

- ***In Article 8 (1), the following***

fourth indent is added:

"-every time the autonomous driving system activates or deactivates"

Or. en

Amendment 459

Merja Kyllönen, Gesine Meissner, Henna Virkkunen

Proposal for a regulation

Article 2 – paragraph 1 – point 1 – point a (new)

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

a) In Article 8(1), the following fourth indent is added:

"- every time the autonomous driving system activates or deactivates"

Or. en

Justification

Registration of “other work” during activated autonomous driving mode necessitates an adaptation of the smart tachograph regulation. As of today, it is technically not possible to register time classified as “other work” while the vehicle is moving. Alignment is necessary to accommodate the rapid development of new technologies and digitisation throughout the Union economy.

Amendment 460

Merja Kyllönen

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) 165/2014

Article 8 – paragraph 1 – subparagraph 2

Present text

Amendment

(1 a) In Article 8, paragraph 1, last subparagraph shall be amended as

For that purpose, vehicles **registered** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be fitted with a tachograph connected to a positioning service based on a satellite navigation system.

follows:

""For that purpose, vehicles **produced** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be fitted with a tachograph connected to a positioning service based on a satellite navigation system.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

Justification

Due to a delay in reg.developments, certification, approval requirements, a lack of suppliers for sealing, availability of workshop cards throughout the EU before the end of 2018, the 2019 deadline for new registrations cannot be met.

Amendment 461 **Merja Kyllönen**

Proposal for a regulation
Article 2 – paragraph 1 – point 1 b (new)
Regulation (EU) No 165/2014
Article 9 – paragraph 1

Present text

In order to facilitate targeted roadside checks by the competent control authorities, tachographs installed in vehicles **registered** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be able to communicate to those authorities while the vehicle is in motion.

Amendment

(1 b) In Article 9, paragraph 1 shall be amended as follows:

"" (1) In order to facilitate targeted roadside checks by the competent control authorities, tachographs installed in vehicles **produced** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be able to communicate to those authorities while the vehicle is in motion.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

Justification

Due to a delay in reg.developments, certification, approval requirements, a lack of suppliers for sealing, availability of workshop cards throughout the EU before the end of 2018, the 2019 deadline for new registrations cannot be met.

Amendment 462

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 2 – paragraph 1 – point 1 b (new)

Regulation (EC) No 165/2014

Article 9 – paragraph 2

Present text

(2) **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Amendment

(1b) Article 9(2) is replaced by the following:

"(2) **Three** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1512486773548&from=EN>)

Justification

Enforcement authorities need to have the proper equipment in place in order to make proper use of the data provided by the smart tachographs.

Amendment 463

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point 1 c (new)

Regulation (EU) No 165/2014

Article 9 – paragraph 2

Present text

2. **15 years** after newly registered vehicles are required to have a **tachograph as provided for in this Article and** in Articles 8 and 10, Member States **shall equip their** control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Amendment

(1 c) Article 9 paragraph 2 is amended as follows:

"2. By 1st January [insert year of entry into force of this Directive] after newly registered vehicles are required to have a **tachographs** provided in Articles 8, **9** and 10, Member States **must identify the most suitable** control authorities **to perform the control task and equip them** to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

Amendment 464

Inés Ayala Sender

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) 165/2014

Article 9 – paragraph 2

Present text

Amendment

(1a) Article 9(2) is replaced by the following:

2. **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

"2. **Within five** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. es

(<https://www.boe.es/doue/2014/060/L00001-00033.pdf>)

Amendment 465

Herbert Dorfmann, Claudia Schmidt, Massimiliano Salini

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) No 165/2014

Article 9 – paragraph 2

Present text

2. **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Amendment

(1 a) (1a) Article 9, paragraph 2, is replaced by the following:

"2. **Within the three months** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment. ""

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

Amendment 466

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) No 165/2014

Article 9 – paragraph 2

Present text

2. 15 years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Amendment

(1 a) In Article 9, paragraph 2 is replaced by the following:

"2. Six months after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

Amendment 467

Jacqueline Foster

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation 165/2014/EU

Article 9 – paragraph 2

Present text

Amendment

2. 15 years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

(1 a) *The Article 9 (2) is replaced by the following:*

"2. 12 years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&rid=1>)

Justification

The smart tachograph represents a technical improvement over the current tachograph and may help the enforcement of some road transport rules and make life easier for drivers and undertakings by reducing the need for manual records. However, the costs involved in each replacement are considerable and it is reasonable to provide undertakings with time to adjust to the changes.

Amendment 468

Dieter-Lebrecht Koch

Proposal for a regulation

Article 2 – paragraph 1 – point 1 b (new)

Regulation (EU) No 165/2014

Article 9 – paragraph 2

Present text

Amendment

(2) 15 years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States

(1b) *Article 9(2) is amended as follows:*

"(2) By 1 January 2020 at the latest, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment

shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02014R0165-20140301&qid=1518766349030&from=EN>)

Amendment 469

Markus Ferber, Norbert Lins

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EC) No 165/2004

Article 9 a (new)

Text proposed by the Commission

Amendment

(1a) The following Article is added:

9a. In addition to data exchange according to Article 9, transport undertakings shall ensure that the full set of data referred to in Article 9(4) and Article 8(1) shall be automatically transmitted daily via secure communication means from the smart tachograph to national databases as referred to in Article 33a.

Or. de

Amendment 470

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) No 165/2014

Article 9 a (new)

Text proposed by the Commission

Amendment

(1a) *The following article is inserted:*

"Article 9a

1. In addition to data exchange under Article 9, transport undertakings shall ensure that the full set of data referred to in Article 4(3) and Article 8(1) is automatically transmitted in real time through secure communication channels from the smart tachograph to the road transport GNSS portal referred to in Article 33a .

2. The data transmitted shall be stored and used in accordance with Article 33a."

Or. it

Amendment 471

Daniela Aiuto, Rosa D'Amato

Proposal for a regulation

Article 2 – paragraph 1 – point 1 b (new)

Regulation (EU) No 165/2014

Article 33 a (new)

Text proposed by the Commission

Amendment

(1b) *(1d) The following Article is inserted:*

"Article 33a

Road transport GNSS portal

1. In order to facilitate the exchange of information and cooperation between the competent authorities of the Member States that implement or enforce the Union legal acts listed in Article 7(1), the Commission shall create and maintain a GNSS portal containing data regarding transport operations and drivers' activities transmitted in accordance with Article 9a.

The Commission shall ensure the connection of that portal with the TACHOnet messaging system referred to in Article 31, the Internal Market Information System (IMI) established by Regulation (EU) No 1024/2012 and the registers referred to Regulation (EU) No 1071/2009

2. Within 18 months of the entry into force of this Regulation, the Commission shall adopt delegated acts in accordance with Article 41a, in order to supplement this Regulation by laying down rules and specifications for the road transport GNSS portal, and the conditions for its use, ensuring the archiving of data transmitted and their consultation in real time by each control authority responsible, road transport GNSS portal interoperability with the systems and registers referred to in paragraph 1, as well as a system of data analysis and automatic notification of any breaches of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014, Directive 2002/15/EC, Regulations (EC) No 1071/2009 and No 1072/2009, Directive 92/106/EEC and the Directive [on the posting of drivers].”;

Or. it

Amendment 472

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 2 – paragraph 1 – point 2 b (new)

Regulation (EU) No 165/2014

Article 34 – paragraph 6 – point b

Present text

Amendment

(2 b) In Article 34, paragraph 6, point b is replaced as follows:

(b) the date and place where use of the record sheet begins and the date and place where such use ends;

"(b) at the beginning, at the end of the use of the record sheet and every time the vehicle crosses a border of a Member State: the time and place"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

Amendment 473

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

7. deleted

Or. en

Amendment 474

Martina Dlabajová, António Marinho e Pinto

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished ***as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place.*** Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before ***1 April 1998.***

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before ***1 April 1998.*** ***” As from the date of entry into force of the provisions of Articles 8, 9 and 10 of Regulation (EU) No 165/2014, requiring that tachographs installed for the first time on or after 15 June 2019 must be smart tachographs, providing also the possibility for an automatic registration of border crossings, drivers shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished, as well as where and when the driver has crossed a border in the vehicle, upon arrival at the first planned stopping place.***

Or. en

Justification

This is to avoid practical problems, for example in passenger transport where passengers will have to wait until a suitable place is found and country code inserted.

Amendment 475
Inés Ayala Sender

Proposal for a regulation
Article 2 – paragraph 1 – point 2
Regulation (EU) 165/2014
Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital

Amendment

7. ***The Commission shall ensure, as***

tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed* a border *in the vehicle on arrival* at the suitable stopping place. Member States may require *drivers of vehicles engaged in transport operations inside their territory to add* more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

swiftly as possible, that the smart tachograph has the technology to automatically recognise the entry of a driver in a Member State, and thus make driving and road safety maintenance easier. Until this is possible, the driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. After crossing a border, the driver shall stop at the first possible stopping place, provided that road safety is not jeopardised, and shall enter in the digital tachograph the symbol of the country. Member States may require more detailed geographic specifications *to be added* to the country symbol, *when the smart tachograph regulation comes into force*, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. es

Amendment 476

Roberts Zīle, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 37 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed* a border *in the vehicle on arrival* at the *suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. The driver *shall also enter the symbol of the country that the driver enters after crossing* a border *of a Member State* at the *beginning of the driver's first planned stop in that member State. That stop is to be understood as the break or rest planned in accordance with Regulation (EC) Nr 561/2006 or any other stop for the needs of the driver or the transport operation.* Member States

April 1998..

may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

Amendment 477

Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *The driver shall also enter the symbols of the countries that he has entered after crossing the border, starting at the first possible stopping point in the Member State. This stopping point should be understood as the first available place where the driver can stop the vehicle safely and within 15 minutes of crossing the border*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. fr

Amendment 478
Claudia Schmidt

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

(7) The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Amendment

(7) The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished at the suitable stopping place as well as where and when the driver has crossed a border in the vehicle ***on arrival at the first scheduled stopping place. If a national border is crossed in transit, there is no need to enter the country code unless it is the country code of the destination.*** Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. de

Amendment 479

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished ***as well as where and when*** the

Amendment

7. ***Where the tachograph is not able to automatically record the location of the vehicle,*** the driver shall enter in the digital tachograph the symbols of the countries in

driver *has crossed a border in the vehicle on arrival* at the suitable *stopping* place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first* suitable place *of his choice and, at the latest, 30 minutes after crossing the border to enter in the digital tachograph the symbols of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. en

Amendment 480

Christine Revault d'Allonnes Bonnefoy, Michael Detjen, Ismail Ertug, Hugues Bayet, Kathleen Van Brempt, Karoline Graswander-Hainz

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival* at the suitable *stopping* place. Member States may require drivers of vehicles engaged *in transport* operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Amendment

7. *If the tachograph is not able to record automatically location of the vehicle*, the driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first* suitable place *of his choice and, at the latest, 30 minutes after crossing the border to enter in the digital tachograph the symbols of the country*. Member States may require drivers of vehicles engaged *in transport* operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Amendment 481
Henna Virkkunen

Proposal for a regulation
Article 2 – paragraph 1 – point 2
Regulation (EU) No 165/2014
Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of *the* countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.*

Amendment

7. The driver shall enter in the digital tachograph the symbols of countries in which the daily working period started and finished. The driver *shall also enter the symbol of the country that the driver enters after crossing the border of a Member State at the beginning of driver's first stop in that Member State. The first stop in a Member State is to be understood as the break or rest planned in accordance with Regulation (EC) No 561/2006, or any other stop for the needs of the driver or the transport operation. Where the crossing of border of a Member State takes place on a ferry or train, the driver shall enter the symbol of the country when leaving the port or station of arrival.*

Amendment 482
Andor Deli,  K

Proposal for a regulation
Article 2 – paragraph 1 – point 2
Regulation (EU) No 165/2014
Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in

which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

which the daily working period started and finished. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

Justification

In its current wording, this new obligation will add a significant burden and will lead to diverging enforcement practices in EU Member States. It will also most likely result in practical problems, as well as safety and security issues. For example in passenger transport passengers will have to wait until a suitable place is found and country code inserted.

Amendment 483

Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the *first planned* stopping place **and enter the symbol of the country in the digital tachograph**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic

specifications to the Commission before 1 April 1998.”.

Or. pt

Amendment 484
Dominique Riquet

Proposal for a regulation
Article 2 – paragraph 1 – point 2
Regulation (EU) 165/2014
Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place **and within 30 minutes of crossing the border**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. fr

Amendment 485
Deirdre Clune

Proposal for a regulation
Article 2 – paragraph 1 – point 2
Regulation (EU) No 165/2014
Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished **as well as where and when** the driver **has crossed a border in the vehicle**

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. **After crossing a border**, the driver **shall stop** at the **first planned**

on arrival at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

stopping place *at the latest, and shall enter in the digital tachograph the symbol of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

Justification

Having an obligation to record every border crossing means that those using the current digital tachographs must do so manually. This means that they have to stop immediately upon crossing the border. Places to stop might not be freely available at the border. There is a risk that this could cause congestion. Given the queues and congestion - this would make enforcement a de-facto difficult task.

Amendment 486 **Jacqueline Foster**

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival* at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first planned* stopping place *at the latest, and shall enter in the digital tachograph the symbol of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Justification

Suitable stopping places might not be available at the border. If all drivers had to use the first 'possible' stopping place after the border, it would probably cause congestion and long queuing times.

Amendment 487**Rolandas Paksas****Proposal for a regulation****Article 2 – paragraph 1 – point 2**

Regulation (EU) 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place.* Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border, the driver shall stop at the first possible planned stopping place and shall enter in the digital tachograph the symbol of the country.* Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. It

Justification

The parking places shall be ensured in parking facilities where the stopping is planned.

Amendment 488**Daniela Aiuto, Rosa D'Amato****Proposal for a regulation****Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2016

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **first** suitable stopping place **available**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. it

Amendment 489

Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, Angel Dzhambazki, Emil Radev, Filiz Hyusmenova, István Ujhelyi, Nedzhmi Ali

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **suitable** stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Amendment

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **first planned** stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Amendment 490
Matt Carthy

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)
Regulation (EU) No 165/2014
Article 34 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

(2 a) In Article 34, new paragraph 7 a shall be inserted:

"7a. Drivers shall be provided with training on how to correctly use a tachograph in order to achieve full use of the equipment. The driver must not be responsible for the cost of their training, which should be provided by their employer."

Or. en

Amendment 491
Matt Carthy

Proposal for a regulation
Article 2 – paragraph 1 – point 2 b (new)
Regulation (EU) No 165/2014
Article 34 – paragraph 7 b (new)

Text proposed by the Commission

Amendment

(2 b) In Article 34, new paragraph 7 b shall be inserted:

"7b. The maximum amount of control authorities should be trained on how to correctly read and monitor a tachograph."

Or. en

Amendment 492
Markus Pieper, Markus Ferber

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)
Regulation (EC) No 165/2014
Article 36 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(2a) In Article 36, new paragraph 3 a shall be inserted:

(3a) In the cases referred to in paragraphs 1 and 2, obligatory reporting is reduced to the previous 14 days if the driver's weekly driving period does not exceed 15 hours during this time.

Or. de

Amendment 493
Daniela Aiuto, Rosa D'Amato

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)
Regulation (EU) No 165/2014
Article 41 a (new)

Text proposed by the Commission

Amendment

(2a) The following Article is inserted:

"Article 41a

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 33a(5) shall be conferred on the Commission for a period of five years from ... [the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods

of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 33a(5) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before the adoption of a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law Making of 13 April 2016.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 33a(5) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of [two months] of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.”

Or. it

Amendment 494
Rolandas Paksas

Proposal for a regulation

Article 2 – paragraph 1 – point 2 a (new)

Regulation (EU) No 165/2014

Article 45 – paragraph 1 – point 1

Present text

Amendment of Regulation (EC) No 561/2006
Regulation (EC) No 561/2006 is hereby amended as follows:

(1) in Article 3, the following point is inserted after point (a):

‘(aa) vehicles or combinations of vehicles **with a maximum permissible mass not exceeding 7,5 tonnes** used for carrying materials, equipment or machinery for the driver’s use in the course of his work, and which are used only within a **100 km** radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver’s main activity;’;

Amendment

(2 a) Article 45 is replaced by the following:

"Amendment of Regulation (EC) No 561/2006

Regulation (EC) No 561/2006 is hereby amended as follows:

(1) in Article 3, the following point is inserted after point (a):

‘(aa) vehicles or combinations of vehicles used for carrying materials, equipment or machinery for the driver’s use in the course of his work, and which are used only within a **150 km** radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver’s main activity;’;"

Or. en

(<http://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:32014R0165>)

Justification

The exception of 7.5 tonnes is too limited and puts an unnecessary burden to the daily operations of SMEs. It is necessary to eliminate the weight limit and increase the radius to 150 km, a kilom trage that is in line with existing legislation (e.g. the Combined Transport Directive)