

AMENDMENT 70

by Anne Elisabet Jensen, on behalf of the ALDE Group

Report**A6-0076/2005****Helmuth Markov**

Harmonisation and control equipment in the field of road transport

Proposal for a regulation (11337/2/2004 – C6-0250/2004 – 2001/0241(COD))

Council common position

Amendment by Parliament

Amendment 70
ARTICLE 3, POINT (IA) (new)

(ia) vehicles used in connection with sewerage, flood protection, water, gas and electricity services, highway maintenance and control, refuse collection and disposal, telegraph and telephone services, the carriage of postal articles, radio and television broadcasting or the detection of radio or television transmitters or receivers;

Or. en

Justification

Modified version of amendment 28 – reverts to the existing provisions of Regulation (EEC) No 3820/85 concerning general derogations. The services in question are essential services delivered in the interests of the public. Therefore, they should be excluded from the regulation, regardless of whether they are provided by the public or the private sector.

AMENDMENT 71

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Council common position

Amendment by Parliament

Amendment 71

ARTICLE 4, POINT (G), INDENT 1

- “regular daily rest period” means any uninterrupted period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in *two* periods, the first of which must be *an* uninterrupted *period* of at least *3 hours* and the *second an uninterrupted period* of at least *9 hours*;

- “regular daily rest period” means any uninterrupted period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in *up to four* periods, the first *three* of which (*at most*) must be uninterrupted *periods* of at least *one hour* and the *last* of at least *8 hours*;

Or. en

Justification

Modified version of amendment 24: regular daily rest should be 11 hours, in accordance with the Council common position.

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Council common position

Amendment by Parliament

Amendment 72
ARTICLE 6, PARAGRAPH 2

2. The weekly driving time ***shall not exceed 56 hours and*** shall not result in the maximum weekly working time as laid down in Directive 2002/15/EC being exceeded.

2. The weekly driving time shall not result in the maximum weekly working time as laid down in Directive 2002/15/EC being exceeded.

Or. en

Justification

The limit of 90 hours per two weeks is an adequate provision which can and will be policed better through the Enforcement Directive. A 56-hour limit per calendar week would have adverse effects, because longer journeys would be organised over two weeks and drivers would take weekly rests away from home.

AMENDMENT 73

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Proposal for a regulation (11337/2/2004 – C6-0250/2004 – 2001/0241(COD))

Council common position

Amendment by Parliament

Amendment 73
ARTICLE 8, PARAGRAPH 6

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

- **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 rest taken en bloc before the end of the third week in question.

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.

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

- **four** regular weekly rest periods, or

- **no more than three** reduced weekly rest **periods** of at least 24 hours **and at least one regular weekly rest period**. However, **reductions** shall be compensated by an equivalent rest taken en bloc before the end of the third week **following the week** in question.

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

Or. en

Justification

Seasonal activities and transport services for industries working six days per week or more cannot be organised efficiently if drivers must take regular weekly rest every second week. Up to eight days between two weekly rests will permit more drivers to spend weekly rests at home and/or to spread driving hours over more days for a given journey. The possibility for coach drivers to postpone rests for up to 12 consecutive driving days already exists in the current Regulation and is of crucial importance for the passenger transport industry

6.4.2005

A6-0076/74

AMENDMENT 74

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A6-0076/2005

Council common position

Amendment by Parliament

Amendment 74
ARTICLE 8, PARAGRAPH 8

8. Daily rest periods and *reduced* weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.

8. Daily rest periods and weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.

Or. en

Justification

With modern amenities on board lorries, there is no reason why a driver should not be allowed to take ordinary weekly rest in the vehicle.

6.4.2005

A6-0076/75

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Proposal for a regulation (11337/2/2004 – C6-0250/2004 – 2001/0241(COD))

Council common position

Amendment by Parliament

Amendment 75

ARTICLE 13, PARAGRAPH 1, POINT (OA) (new)

(oa) vehicles for use as shops at local markets, for house-to-house sales, for mobile operations carried out by banks, bureaux de change or savings banks, for religious services, for the lending of books, discs or cassettes or for cultural events or exhibitions and which are specially equipped for such use;

Or. en

Justification

Reinstates Amendment 57 from first reading (P5 TA-PROV(2003)0008), which reverts to the existing provisions of Regulation (EEC) No 3820/85 concerning national derogations.