



2017/0122(COD)

02.2.2018

AMENDMENTS

14 - 184

Draft opinion

Georges Bach

(PE613.532v01-00)

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 14
Mara Bizzotto

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) **Good** working conditions for drivers **and fair business conditions for road transport undertakings** are of paramount importance to creating a **safe, efficient and socially accountable** road transport sector. **To facilitate that process it is essential that the Union social rules in road transport are clear, fit for purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.**

Amendment

(1) **Improved social and** working conditions for drivers, **proper safety standards, the simplification of administrative formalities and an adequate number of checks to ensure fair competition between domestic and foreign carriers** are of paramount importance to creating a **properly functioning** road transport sector **in the internal market; current EU social legislation in the road transport sector has fostered social dumping, unregulated relocation and, in general, the proliferation of illicit practices causing unfair competition in this sector, such as the misuse of cabotage arrangements or letterbox companies.**

Or. it

Amendment 15

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe, efficient and socially accountable road transport sector. To facilitate that process it is essential that the Union social rules in road transport are clear, fit for purpose, easy to apply and to enforce and

Amendment

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe, efficient and socially accountable road transport sector, **which is able to attract qualified workers**. To facilitate that process it is essential that the Union social rules in road transport are clear, fit for

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purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.

Or. en

Amendment 16
Emilian Pavel, Claudia Tapardel

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe, efficient and socially accountable road transport sector. To facilitate that process it is essential that the Union social rules in road transport are clear, fit for purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.

Amendment

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe, efficient and socially accountable road transport sector. To facilitate that process it is essential that the Union social rules in road transport are clear, **proportionate**, fit for purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.

Or. en

Amendment 17
Karima Delli

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The President of the Commission Jean-Claude Juncker mentioned the foreseeable creation of a European Labour Authority in his State of the Union 2017 speech.

Or. en

Amendment 18

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council⁹, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on *weekly rest*, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

⁹ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

Amendment

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council⁹, certain deficiencies were identified in the *implementation of the* existing legal framework. Unclear and unsuitable rules on resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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Or. en

Amendment 19

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

Proposal for a regulation

Recital 2

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Or. fr

Amendment 20
Claude Rolin

Proposal for a regulation
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Or. fr

Amendment 21

Jeroen Lenaers

Proposal for a regulation

Recital 2

Text proposed by the Commission

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Or. nl

Amendment 22

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

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Or. en

Amendment 23

Dominique Martin, Joëlle Mélin

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Having evaluated the *effectiveness and efficiency of the* implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council⁹, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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Amendment 24

Emilian Pavel, Claudia Țapardel

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council⁹, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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Amendment

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council⁹, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home ***or at another private location chosen by the driver***, lead to diverging interpretations and enforcement practices ***or abuses by enforcement authorities*** in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

⁹ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

Amendment 25
Emilian Pavel, Claudia Tapardel

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The ex-post evaluation of Regulation (EC) No 561/2006 confirmed that inconsistent and ineffective enforcement of the Union social rules was mainly due to unclear rules, inefficient use of the control tools and insufficient administrative cooperation between the Member States.

Amendment

(3) The ex-post evaluation of Regulation (EC) No 561/2006 confirmed that inconsistent and ineffective enforcement of the Union social rules was mainly due to unclear rules, inefficient **and unequal** use of the control tools and insufficient administrative cooperation between the Member States.

Or. en

Amendment 26
Mara Bizzotto

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) Clear, **suitable** and evenly enforced rules are also crucial for achieving **the policy objectives of improving working conditions for drivers, and in particular ensuring** undistorted competition between operators **and contributing to road safety for all road users.**

Amendment

(4) Clear, **proportionate** and evenly enforced rules **and a sufficient number of checks, together with harmonised penalties for this sector within the internal market** are crucial for achieving **greater road safety for the benefit of all users and** undistorted competition between **transport** operators; **stresses that improving working conditions for drivers and their well-being also depends on the improvement of parking infrastructures and the facilities for regular weekly rest periods, which, in accordance with the judgment of the European Court of Justice in Case C-102/16, may not be taken in the vehicle, penalties being imposed for non-compliance.**

Or. it

Amendment 27
Emilian Pavel, Claudia Tapardel

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) Clear, suitable and evenly enforced rules are also crucial for achieving the policy objectives of improving working conditions for drivers, and in particular ensuring undistorted competition between operators and contributing to road safety for all road users.

Amendment

(4) Clear, suitable and evenly enforced rules are also crucial for achieving the policy objectives of improving working conditions for drivers, and in particular ensuring undistorted **and fair** competition between operators and contributing to road safety for all road users.

Or. en

Amendment 28
Georges Bach

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) The carriage of goods is significantly different from the carriage of passengers. Drivers of coaches or busses are in close contact with their passengers and should be able to have more flexibility in taking breaks without extending driving times or reducing rest times and breaks.

Or. en

Amendment 29
Anne Sander, Elisabeth Morin-Chartier, Jérôme Lavrilleux, Geoffroy Didier, Franck Proust, Renaud Muselier

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long.***

Amendment

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***To ensure that these periods away from home are not excessively long, operators should organise the work of drivers in such a way that they can live in decent conditions thanks to allowances or bonuses sufficient to fund decent accommodation. Measures should also be taken to ensure that operators organise the return of drivers to their home or another place of their choosing at least every two weeks. It is essential that the duration of this return trip does not count as part of the rest period and that if drivers choose to spend their rest time in a place other than their home the undertaking must not in any way use it to save on the cost of a return or of travel allowances for the driver.***

Or. fr

Amendment 30
Claude Rolin

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to***

Amendment

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***It is necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long, that drivers have the possibility to return home regularly and that the rules allow them to benefit from decent rest conditions in high-quality accommodation.***

provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

Or. fr

Amendment 31
Jeroen Lenaers

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods.*** It is ***also*** necessary to provide ***that*** operators organise the work of drivers in such a way that ***these*** periods away from home are not excessively long.

Amendment

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***Due*** to the ***current lack of secure parking and adequate resting facilities***, it is necessary to provide ***for*** operators ***to*** organise the work of drivers in such a way that ***the*** periods away from home are not excessively long ***and that drivers have the possibility to return home on a regular basis.***

Or. nl

Amendment 32
Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation
Recital 6

Text proposed by the Commission

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long periods away from their home. ***In order to secure decent working conditions,*** it is necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long, ***and ensure that drivers have both the opportunity and the means to return home on a regular basis.***

Or. en

Amendment 33

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

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(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long. ***When a driver chooses to spend this rest period at home, the transport undertaking should provide the driver with the means to return.***

Or. it

Amendment 34

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from *home* are not excessively long.

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(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from *their place of residence* are not excessively long. *Drivers should also be able to choose how they take their rest.*

Or. pl

Amendment 35

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. *The current requirements on the regular weekly rest unnecessarily prolong those periods.* It is thus desirable to *adapt the* provision on the regular weekly rest in

Amendment

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. It is thus desirable to *enforce the application of the existing* provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations

such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary *to provide* that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

in compliance with the *existing* rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

Or. en

Amendment 36
Dominique Martin, Joëlle Mélin

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) *As a rule, drivers should be able to return home at least once a week.*

Or. fr

Amendment 37
Dominique Martin, Joëlle Mélin

Proposal for a regulation
Recital 6 b (new)

Text proposed by the Commission

Amendment

(6b) *Regular weekly rest should remain the rule and reduced weekly rest the exception. Periods of reduced weekly rest must remain limited, particularly when they are taken in the cabin.*

Or. fr

Amendment 38
Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate **accommodation for their regular weekly rest periods** if they are taken away from home.

Amendment

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate **facilities** if they are taken away from home.

Or. en

Amendment 39

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

Amendment

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home. ***If this condition is to be fulfilled, the Member States must put sufficient investment into the construction of safe parking areas that are adapted to the needs of drivers.***

Or. pl

Amendment 40
Robert Rochefort

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

Amendment

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. ***In order to ensure good working conditions and the safety of drivers***, it is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular ***and reduced*** weekly rest periods if they are taken away from home.

Or. fr

Amendment 41
Georgi Pirinski

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

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(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate ***private*** accommodation ***or other location chosen by the driver and paid for by the employer*** for their regular weekly rest periods if they are taken away from home.

Or. en

Amendment 42

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

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(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

Amendment

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate *private* accommodation *paid for by the employer* for their regular weekly rest periods if they are taken away from home.

Or. en

Amendment 43

Emilian Pavel, Claudia Țapardel

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

Amendment

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate *and gender friendly* accommodation for their regular weekly rest periods if they are taken away from home.

Or. en

Amendment 44

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Many road transport operations within the EU involve transport by ferry or by rail for part of the journey. Clear, appropriate provisions regarding rest periods and breaks should therefore be laid down for such operations.

Or. en

Justification

Exemptions should be foreseen in case of weekly rests for long ferry or train journeys, concerning mainly periphery of the EU.

Amendment 45

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) For this purpose, certified locations with suitable facilities to ensure optimal rest for drivers, as well as the safety of their vehicles and freight, should be provided.

Or. it

Amendment 46

Emilian Pavel, Claudia Tapardel

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach a desired destination for taking a weekly rest without violating Union rules. It is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times.

Amendment

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach a desired destination for taking a weekly rest without violating Union rules. It is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times. ***More efforts are encouraged in order to create or upgrade secure parking areas, adequate sanitary facilities and adequate accommodation.***

Or. en

Amendment 47

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon, Robert Rochefort

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In order to safeguard working conditions of the drivers at places of loading and unloading, owners and operators of such facilities should provide the driver with the access to hygienic facilities.

Or. en

Amendment 48

Mara Bizzotto

Proposal for a regulation

Recital 10

Text proposed by the Commission

Amendment

(10) In order to ensure uniform conditions for the implementation of Regulation (EC) No 561/2006 implementing powers should be conferred on the Commission in order to clarify any of the provisions of that Regulation and to establish common approaches on their application and enforcement. Those powers should be exercised in accordance with Regulation (EU) No 182/2011.

deleted

¹⁰ *Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).*

Or. it

Amendment 49
Emilian Pavel, Claudia Țapardel

Proposal for a regulation
Recital 10

Text proposed by the Commission

Amendment

(10) In order to ensure uniform conditions for the implementation of Regulation (EC) No 561/2006 implementing powers should be conferred on the Commission in order to clarify any of the provisions of that Regulation and to establish common approaches on their application and enforcement. Those powers should be exercised in accordance with Regulation (EU) No 182/2011¹⁰.

(10) In order to ensure uniform conditions for the implementation of Regulation (EC) No 561/2006 implementing powers should be conferred on the Commission in order to clarify any of the provisions of that Regulation and to establish common approaches on their application and enforcement. Those powers should be exercised in accordance with Regulation (EU) No 182/2011¹⁰ **by a European road transport authority.**

¹⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

¹⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Or. en

Amendment 50

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

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) To enhance cost-effectiveness of enforcement of the social rules *the potential of the current and future tachograph systems* should be *fully exploited. Therefore the functionalities of the tachograph should be improved* to allow for more precise positioning, in particular during international transport operations.

Amendment

(11) To *simplify and* enhance cost-effectiveness of enforcement of the social rules, *all international goods transport vehicles* should be *fitted with smart tachographs by 2023, which will* allow for more precise positioning, in particular during international transport operations.

Or. fr

Amendment 51

Paloma López Bermejo, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes, Tania González Peñas

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future tachograph systems should be fully

Amendment

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future tachograph systems should be fully

exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations.

exploited, *starting with the installation of the digital tachograph in registered vehicles before 2020*. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations.

Or. en

Amendment 52

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future tachograph systems should be fully exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations.

Amendment

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future tachograph systems should be fully exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations. *A road transport GNSS portal should be set up providing officials carrying out roadside or remote checks with real-time access to all data transmitted by smart tachographs.*

Or. it

Amendment 53

Emilian Pavel, Claudia Tapardel

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006

should include the use of vehicles for the transport of goods with a permissible mass of less than 3,5 tonnes and operating outside a radius of 400 kilometres of the base of the undertaking.

Or. en

Amendment 54
Georges Bach

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to improve road safety and the working conditions of drivers, the scope of this Regulation should include the use of vehicles for the transport of goods with a permissible mass between 2,4 tonnes and 3,5 tonnes operating outside a radius of 200 kilometres from the base of the undertaking.

Or. en

Amendment 55
Dominique Martin, Joëlle Mélin

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006 should include the use of vehicles for the transport of goods with a permissible mass of less than 3.5 tonnes and operating outside a radius of 200 kilometres of the base of the undertaking.

Or. fr

Amendment 56

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006 should include the use of vehicles for the transport of goods with a permissible mass of less than 3,5 tonnes.

Or. en

Amendment 57

Claude Rolin

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006 should include the use of vehicles with a permissible mass of less than 3.5 tonnes.

Or. fr

Amendment 58

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) As new models of transport of good are expanding, the use of vehicles for this tasks with a permissible mass of less than 3,5 tonnes, may be included within the scope of Regulation (EC) No 561/2006 in order to improve working conditions of drivers and road safety.

Or. en

Amendment 59

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

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The exclusion of road vehicles or combinations of vehicles carrying out international transport operations with a laden mass not exceeding 3.5 tonnes has resulted in the development of unfair competition and differences in the application of Regulation (EC) 561/2006, leading to disparities in working conditions and compromising road safety. These types of vehicles should therefore also be included in the scope of Regulation (EC) 561/2006.

Or. fr

Amendment 60

Jeroen Lenaers

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The rapid development of new technologies and digitalisation throughout the Union economy and the need for a level playing field among companies in international road transport make it necessary to shorten the transitional period for the installation of the smart tachograph in registered vehicles. The smart tachograph will contribute to simplified controls and thus facilitate the work of national authorities.

Or. nl

Amendment 61

Sofia Ribeiro

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to guarantee appropriate health and safety standards for drivers who cannot reach home for a weekly rest period, more efforts are needed to ensure that secure parking areas, adequate sanitary facilities and adequate accommodation are established or upgraded.

Or. pt

Amendment 62

Verónica Lope Fontagné

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) Drivers are facing a shortage of rest areas which are certain to be secure

and suitable for resting. For as long as this situation is not reversed, drivers may rest in their cabins, provided that the cabins are adequate.

Or. es

Amendment 63
Dominique Martin, Joëlle Mélin

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) The rapid development of new technologies and digitisation throughout the EU economy and the need for a level playing field among companies in international road transport make it necessary to shorten the transitional period for the installation of digital tachographs in registered vehicles. The digital tachograph will help to simplify controls and thus facilitate the work of national authorities.

Or. fr

Amendment 64
Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) The need for a level playing field among companies in international road transport make it necessary to shorten the transitional period for the installation of the digital tachograph in registered vehicles. The digital tachograph will contribute to simplified controls and thus

facilitate the work of national authorities.

Or. en

Amendment 65
Emilian Pavel, Claudia Țapardel

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) The installation of the digital tachograph in registered vehicles will contribute to a better monitoring of the application of the EU legislation in the road transport sector, will simplify controls or even reduce unnecessary controls, as well as shorten the time spent during controls. The installation of the digital tachograph in registered vehicles shall be foreseen as mandatory by the end of 2021.

Or. en

Amendment 66
Georges Bach

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) A European Labour Authority could play an important role in enforcing the rules laid down in this Regulation, in particular by helping national authorities to coordinate controls, exchange information and best practices and to train inspectors.

Or. en

Amendment 67

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) Member States may put more efforts to ameliorate the health and security conditions of the parking areas, improving the adequate sanitary facilities and accommodation. To facilitate the resting periods away from home, a sufficient network of parking areas should exist within the Union.

Or. en

Amendment 68

Jeroen Lenaers

Proposal for a regulation

Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006 should include the use of vehicles for the transport of goods with a permissible mass not exceeding 3.5 tonnes.

Or. nl

Amendment 69

Dominique Martin, Joëlle Mélin

Proposal for a regulation

Recital 11 c (new)

Text proposed by the Commission

Amendment

(11c) In order to guarantee appropriate health and safety standards for drivers who cannot reach their home to take a weekly rest, more effort is needed to secure sufficient funding to establish or upgrade secure parking areas, adequate sanitary facilities and adequate accommodation.

Or. fr

Amendment 70
Jeroen Lenaers

Proposal for a regulation
Recital 11 c (new)

Text proposed by the Commission

Amendment

(11c) In order to guarantee appropriate health and safety standards for drivers who cannot reach home for a weekly rest period, more efforts are needed to secure financing for the establishment or upgrading of secure parking areas, adequate sanitary facilities and adequate accommodation.

Or. nl

Amendment 71
Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation
Recital 11 c (new)

Text proposed by the Commission

Amendment

(11c) In order to guarantee effective enforcement when carrying out roadside

checks, the competent authorities should be able to observe whether the rules regarding driving and rest time periods have been complied with on the day of the check and over the preceding 56 days.

Or. en

Amendment 72
Georges Bach

Proposal for a regulation
Recital 11 c (new)

Text proposed by the Commission

Amendment

(11c) In its resolution on the Implementation of the White Paper on Transport from 2011, the European Parliament considered the creation of a European Road Agency in order to ensure proper implementation of Union law and promote standardisation across all Member States.

Or. en

Amendment 73
Claude Rolin

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

Present text

Amendment

(a) of goods *where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or*

(-1) In Article 2(1), point (a) is replaced by the following:

‘(a) of goods, or’

Amendment 74

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

Present text

(a) of goods *where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes*, or

Amendment

(-1) in Article 2 (1), point (a) is replaced by the following

"(a) of goods, or"

Or. en

Amendment 75

Jeroen Lenaers

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

Present text

(a) of goods *where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes*, or

Amendment

(-1) In Article 2(1), point (a) is replaced by the following:

"(a) of goods; or"

Or. nl

Amendment 76

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

Present text

Amendment

(a) of goods *where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes*, or

(-1) in Article 2(1), point (a) is replaced by the following

"(a) of goods, or"

Or. en

Amendment 77

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

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

Present text

Amendment

(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or

(-1) In Article 2, paragraph 1(a) is replaced by the following:

(a) of goods, or

Or. fr

Justification

The scope of this regulation should be extended to include light commercial vehicles used in the carriage of goods (whose permissible laden mass does not exceed 3.5 tonnes), in order to ensure a level playing field and improve road safety and drivers' working conditions.

Amendment 78
Georges Bach

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

Present text

(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds **3,5 tonnes**, or

Amendment

(-1) in Article 2(1), point (a) is replaced by the following:

(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds **2,4 tonnes**, or

Or. en

Justification

In order to improve road safety as well as the working conditions of drivers, the scope of the Regulation should be widened to include light commercial vehicles as defined in Article 4 point (ba)(new) used for the transport of goods.

Amendment 79

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EC) No 561/2006

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

Text proposed by the Commission

Amendment

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

“(aa) of goods between two Member States irrespective of tonnage, or”

Or. it

Amendment 80

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Article 1 – paragraph 1 – point 1

Regulation (EC) No 561/2006

Article 3 – point h

Text proposed by the Commission

Amendment

(1) in Article 3, the following point (h) is replaced by the following: *deleted*

“(h) vehicles or combinations of vehicles used for the non-commercial carriage of goods;”

Or. it

Amendment 81

Jeroen Lenaers

Proposal for a regulation

Article 1 – paragraph 1 – point 1

Regulation (EC) No 561/2006

Article 3 – point h

Text proposed by the Commission

Amendment

(h) vehicles or combinations of vehicles used for the non-commercial carriage of goods;”

*(h) vehicles or combinations of vehicles **with a maximum permissible mass not exceeding 7.5 tonnes** used for the non-commercial carriage of goods;”*

Or. nl

Amendment 82

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

Article 1 – paragraph 1 – point 1

Regulation (EC) No 561/2006

Article 3 – point h

Text proposed by the Commission

(h) vehicles or combinations of vehicles used for the non-commercial carriage of goods;

Amendment

(h) vehicles or combinations of vehicles ***with a maximum permissible mass not exceeding 7,5 tonnes*** used for the non-commercial carriage of goods;

Or. en

Amendment 83

Dominique Martin, Joëlle Mélin

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 3 – point h a (new)

Text proposed by the Commission

Amendment

1a. in Article 3, the following point is added:

‘(ha) light commercial vehicles (<3.5 tonnes) used for the carriage of goods within a radius of 200 kilometres from the base of the undertaking;’

Or. fr

Amendment 84

Georges Bach

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 3 – point h a (new)

Text proposed by the Commission

Amendment

(1a) in Article 3, the following point is inserted:

“(ha) light commercial vehicles with a maximum permissible mass between 2,4 tonnes and 3,5 tonnes used for the

transport of goods in a radius of 200 kilometres from the base of the undertaking”;

Or. en

Justification

The use of light commercial vehicles with a maximum permissible mass between 2,4 tonnes and 3,5 tonnes should only fall under the scope of this regulation if they are used for the transport of goods outside a radius of 200km from the base of the undertaking. This derogation is needed so that companies, especially small and medium enterprises, can still use light commercial vehicles without a tachograph for local and regional transportation.

Amendment 85
Jeroen Lenaers

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

Text proposed by the Commission

Amendment

(1a) In Article 3, the following point is inserted:

“(ha) light commercial vehicles (<3.5 tonnes) used for the transport of goods”;

Or. nl

Amendment 86
Emilian Pavel, Claudia Țapardel

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

Text proposed by the Commission

Amendment

(1a) in Article 3, the following point is inserted:

“(ha) light commercial vehicles (<3,5 tonnes) used for the transport of goods in a radius of 400 kilometres from base of the undertaking”;

Or. en

Amendment 87
Georges Bach

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

Text proposed by the Commission

Amendment

(1a) in Article 4, the following point (ba) is added:

(ba) “light commercial vehicle” means a vehicle with a maximum permissible laden mass between 2,4 tonnes and 3,5 tonnes used for the transport of goods;”

Or. en

Amendment 88
Dominique Martin, Joëlle Mélin

Proposal for a regulation
Article 1 – paragraph 1 – point 1 a (new)
Regulation (EC) No 561/2006
Article 4 – point h – second indent

Present text

Amendment

– ‘regular weekly rest period’ means any period of rest of at least 45 hours,

(1a) In Article 4(a)(h), the second indent is replaced by the following:

– ‘regular weekly rest period’ means any period of rest of at least 45 hours;
regular weekly rest cannot be taken in the cabin,

Or. fr

Amendment 89

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Regulation (EC) No 561/2006

Article 4 – point r

Text proposed by the Commission

(r) 'non-commercial carriage' means any carriage by road, other than carriage for hire or reward or for own account, for which no remuneration is received and which does not generate any income.

Amendment

(r) 'non-commercial carriage' means any carriage ***of passengers or goods*** by road, other than carriage for hire or reward or for own account, for which no ***direct or indirect*** remuneration is received and which does not ***directly or indirectly*** generate any income.

Or. en

Justification

The definition is further clarified, taking into account new business models

Amendment 90

Ivo Belet, Claude Rolin, Tom Vandenkendelaere

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r a (new)

Text proposed by the Commission

Amendment

(2a) in Article 4, the following point is added:

“(ra) 'home' means the registered residence of the driver in a Member State.”

Or. en

Amendment 91

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r a (new)

Text proposed by the Commission

Amendment

(2a) In Article 4, the following point is added:

“(ra) “home” means the place of residence of the driver in a Member State.”

Or. en

Amendment 92

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r a (new)

Text proposed by the Commission

Amendment

(2a) In article 4, the following point is added:

“(ra) 'home' means the place where the driver's residence is.”

Or. en

Amendment 93

Jeroen Lenaers

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r a (new)

Text proposed by the Commission

Amendment

(2a) *In Article 4, the following point is added:*

(ra) *“‘home’ means the place of residence of the driver.”*

Or. nl

Amendment 94

Dominique Martin, Joëlle Mélin

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r a (new)

Text proposed by the Commission

Amendment

(2a) *In Article 4, the following point (r a) is added:*

(ra) *‘home’ means the habitual place of residence of the driver.*

Or. fr

Amendment 95

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

Present text

Amendment

3. The total accumulated driving time during any **two** consecutive weeks shall not exceed **90** hours.

(2a) *in Article 6, paragraph 3 is replaced by the following:*

3. The total accumulated driving time during any **four** consecutive weeks shall not exceed **180** hours;

Or. en

Justification

In line with the proposal to move to a 4-week reference period, it is proposed to introduce a limitation of the total accumulated driving time to 180 hours for any four consecutive weeks.

Amendment 96

Kosma Złotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

Present text

3. The total accumulated driving time during any *two* consecutive weeks shall not exceed **90** hours.

Amendment

(2a) in Article 6, paragraph 3 is replaced by the following:

“3. The total accumulated driving time during any *four* consecutive weeks shall not exceed **180** hours.”

Or. en

Amendment 97

Ádám Kósa, Andor Deli, Csaba Sógor

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

Present text

3. The total accumulated driving time during any *two* consecutive weeks shall not exceed **90** hours.

Amendment

(2a) in Article 6, paragraph 3 is replaced by the following:

3. The total accumulated driving time during any *four* consecutive weeks shall not exceed **180** hours.

Or. en

Justification

The proposed modification on weekly rest time without the reconsideration of the rules on

driving times cannot provide the necessary flexibility, it does not allow the use of more flexible rules in practice.

Amendment 98

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

Present text

3. The total accumulated driving time during any **two** consecutive weeks shall not exceed **90** hours.

Amendment

(2a) in Article 6, paragraph 3 is replaced by the following:

3. The total accumulated driving time during any **four** consecutive weeks shall not exceed **180** hours.

Or. pl

Justification

The reference period suggested is four weeks – the period covered by a tachograph. This would help to guarantee continuity of work, ensure that jobs are carried out effectively and allow for more flexible ways to take regular rest.

Amendment 99

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Article 1 – paragraph 1 – point 3

Regulation (EC) No 561/2006

Article 6 – paragraph 5 – first sentence

Text proposed by the Commission

A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive

Amendment

Before beginning to drive a vehicle used for commercial operations falling within the scope of this Regulation, a driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within

2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment

the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014, **since his/her last weekly rest period**. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment

Or. en

Justification

The proposal introduces a pragmatic solution, whereby the driver is required to fully register his/her activities when commencing to drive in-scope vehicles, which will make it easier for the driver to respect this requirement. It is also proposed to amend the EC proposal by requesting drivers to register other work and availability only since the last weekly rest period.

Amendment 100

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EC) No 561/2006

Article 7 – paragraph 3

Text proposed by the Commission

A driver engaged in **multi-manning** may **decide to take a break** of 45 minutes **in a** vehicle driven by **another** driver **provided that the driver taking the break is not involved in assisting the driver driving the vehicle.**

Amendment

When a driver **is** engaged in **multi-manning**, **a period** of 45 minutes **of driver's period of presence in a moving** vehicle driven by **the other** driver **is considered to be a** break.

Or. en

Amendment 101

Georges Bach

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 paragraph is added:

“For the carriage by road of passengers, the driver may choose to take a break of at least 30 minutes followed by a break of at least 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.”

Or. en

Justification

Drivers carrying passengers should have more flexibility in taking breaks in order to adapt them to the needs of the passengers without extending driving times or reducing rest times and breaks.

Amendment 102
Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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

Present text

Amendment

5. By way of derogation from paragraph 2, ***within 30 hours of the end of a daily or weekly rest period***, a driver engaged in ***multi-manning must have taken a new daily rest period of at least nine hours.***

(-a) paragraph 5 is replaced by the following:

5. "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 demands in tourism sector.

Amendment 103

Claude Rolin

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

Amendment 104

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

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 a high level of protection.

Amendment 105

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

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. it

Amendment 106

Jeroen Lenaers

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. nl

Amendment 107

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

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

Amendment 108

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

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

The proposed new rules to extend the reference period for the calculation of driving and rest time from 2 to 4 weeks will negatively impact drivers. This can practically result in a concentration of driving time in the first 3 weeks of the month, leaving the weekly rest at the end of the month. This will negatively impact the drivers’ work-life balance and the drivers’ fatigue levels as well as the road safety.

Amendment 109

Dominique Martin, Joëlle Mélin

Proposal for a regulation

Article premier – 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* **deleted**
subparagraph is replaced by the
following:

“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

Amendment 110

Kosma Zlotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

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 111

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

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. pl

Amendment 112

Ádám Kósa, Andor Deli, Csaba Sógor

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

(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 113

Kosma Złotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

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

(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 114

Emilian Pavel, Claudia Țapardel

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

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

Or. en

Amendment 115

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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 a (new)

Text proposed by the Commission

Amendment

(ba) one regular weekly rest period 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 at improving enforceability and offer additional options for operators to better plan the transport operation and for drivers to make a more flexible use of compensations for a better work-life balance.

Amendment 116

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

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 a (new)

Text proposed by the Commission

Amendment

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

Or. pl

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 117

Kosma Złotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

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 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. en

Amendment 118

Ádám Kósa, Andor Deli, Csaba Sógor

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 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 119

Kosma Złotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

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 120

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

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. pl

Amendment 121

Ádám Kósa, Andor Deli, Csaba Sógor

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

(aa) in paragraph 6, the following subparagraph is added:

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

Amendment 122

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

(aa) The following paragraph is inserted:

“6b. 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

Justification

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

Amendment 123

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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 *a* 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 flexibility to attach the compensation to daily and reduced weekly rest

Amendment 124

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

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 taken before or as an extension of*** a regular weekly rest period of at least 45 hours ***as one continuous rest period.***

Or. en

Amendment 125

Robert Rochefort

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8

Present text

8. Where a driver chooses to do this, 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.

Amendment

(ba) Paragraph 8 is replaced by the following:

‘8. Where a driver chooses to do this, daily 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. fr

Amendment 126

Verónica Lope Fontagné

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

8. *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.

Amendment

deleted

Or. es

Amendment 127

Ádám Kósa, Andor Deli, Csaba Sógor

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

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;

deleted

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

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

Or. en

Justification

The COM's proposal does not take into account that the application of the proposed rules on spending of the 45 hrs weekly rest in the cabin of the vehicles hindered due to the lack of safe, suitable and secure parking places and accommodation on European roads. We need to define what "suitable accommodation, with adequate sleeping and sanitary facilities" means since, according to IRU TRANSPARK database, there are 352 parking places for trucks in Germany out of which only 13 is both secured and provides accommodation."

Amendment 128

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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

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. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

vehicle if the vehicle is properly equipped for sleeping in, and is parked in a secure and suitably equipped parking area, if possible. Otherwise, these rest periods shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities;

The Commission should encourage Member States to construct safe and suitably adapted parking areas. Two years after the regulation has entered into force, the Commission should draw up a report on the quality and number of parking areas in the Member States. If the Commission finds that the quality and quantity of parking spaces meet the requirements of European international transport, it should submit proposals for relevant legislative changes concerning the possibility to rest in the cabin.

Or. pl

Justification

There is still a shortage of suitably adapted parking areas in the EU. It is often better for drivers to sleep in a suitably equipped cabin than to leave the vehicle and its load in an unsecured area and stay at a potentially poor-quality hotel. Member States must be encouraged to invest in secure and suitably adapted parking areas.

Amendment 129

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

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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*

Amendment

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

accommodation, with adequate sleeping and sanitary facilities;

sleeping and sanitary facilities.

Or. fr

Amendment 130

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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 fittings and optimum sleeping facilities for the driver*;

Or. it

Amendment 131

Emilian Pavel, Claudia Țapardel

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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 *and gender friendly* accommodation, with adequate sleeping and sanitary facilities;

Or. en

Amendment 132
Robert Rochefort

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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 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. fr

Amendment 133

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – introductory part

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 **private** sleeping and sanitary facilities;

Or. en

Amendment 134

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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 135

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

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. pl

Justification

Drivers should not be required to return home. They should have the freedom to choose where they take their rest.

Amendment 136

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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) or at another private location chosen by the driver;

Or. en

Amendment 137

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

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

Or. it

Amendment 138

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 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 139

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

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 ***any*** 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. Where drivers do not have weekly rests of more than 45 hours taken in compensation for reduced weekly rest, the drivers shall be able to spend at least one regular weekly rest period at home or at another private location chosen by the driver*** within each period of three consecutive weeks. ***The drivers journey to and from home shall be either provided or paid for by the employer, and the driver shall be compensated equivalently where another private location is chosen. Time spend traveling to and from home or to and from a private location can not be considered as rest;***

Amendment 140

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

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 **two** consecutive weeks. **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. it

Amendment 141

Danuta Jazłowiecka, Agnieszka Kozłowska-Rajewicz, Marek Plura, Krzysztof Hetman

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

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.

rest of more than 45 hours taken in compensation for reduced weekly rest at **the driver's place of residence** within each period of three consecutive weeks.

Confirmation that a regular weekly rest period or a weekly rest period of more than 45 hours to compensate for a previous reduced weekly rest period in another location chosen by the driver has been taken shall take the form of a declaration by the driver. The Commission shall draw up a paradigm for this declaration.

Or. pl

Justification

Drivers should have the freedom to choose where they take their weekly rest.

Amendment 142

Claude Rolin

Proposal for a regulation

Article premier – 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 a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home.

Or. fr

Amendment 143

Dominique Martin, Joëlle Mélin

Proposal for a regulation

Article premier – 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 a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home.

Or. fr

Amendment 144

Ádám Kósa, Andor Deli, Csaba Sógor

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

Amendment 145

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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 **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 146

Kosma Złotowski, Czesław Hoc, Zdzisław Krasnodębski, Richard Sulik

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 **six** consecutive weeks.;

Or. en

Amendment 147

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

Proposal for a regulation

Article premier – 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 148

Jeroen Lenaers

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**

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend 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.**";

consecutive weeks.";

Or. nl

Amendment 149

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

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 *is responsible of organizing* the work of drivers in such a way that the drivers are able to spend at least a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home *or another place chosen by the driver*;

Or. en

Amendment 150

Emilian Pavel, Claudia Țapardel

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* within each period of three consecutive weeks.

Amendment 151

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 c (new)

Text proposed by the Commission

Amendment

(ca) in Article 8, the following paragraph is inserted:

“8c 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 delegated acts, 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 152

Ádám Kósa, Andor Deli, Csaba Sógor

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 c (new)

Text proposed by the Commission

Amendment

(ca) the following paragraph is inserted:

“8c. Daily rest periods and weekly rest periods (both regular and reduced ones) 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

Amendment 153

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon, Robert Rochefort

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 c (new)

Text proposed by the Commission

Amendment

(ca) the following paragraph is inserted:

“8c. Member States shall issue an annual report to the 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 Commission shall, by means of implementing acts, establish a common standard for Member States reporting.”

Or. en

Amendment 154

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(cb) The following paragraph is added:

“9a. By way of derogation from paragraphs 6, 7 and 8b, 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 shall 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”;

Or. en

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 155

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EC) No 561/2006

Article 9 – paragraph 1

Text proposed by the Commission

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 **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

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.;

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 156

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

Proposal for a regulation

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

Regulation (EC) No 561/2006

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

(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 extra payment, even in the form of a bonus or wage supplement, related to distances travelled and/or the amount of goods carried.";

Or. en

Amendment 157

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

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

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

(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 ***fast delivery***, distances travelled and/or the amount of goods carried.";

Or. en

Amendment 158
Jeroen Lenaers

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

(6a) Article 10(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.";

Or. nl

(<http://eur-lex.europa.eu/legal->

Amendment 159

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 10 – paragraph 1

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

Amendment

(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.”;

Or. it

Amendment 160

Dominique Martin, Joëlle Mélin

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(6a) In Article 10, the following paragraph is added:

1a. Member States shall lay down proportionate and dissuasive penalties for any undertaking contravening paragraph 1.

Or. fr

Amendment 161

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

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 162

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

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

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.

Or. en

Amendment 163
Verónica Lope Fontagné

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

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 ***or parking place in which the driver is able to rest*** as referred to in Article ***8(8)*** 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

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.

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 164
Georgi Pirinski

Proposal for a regulation

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

Regulation (EC) 561 /2006

Article 22 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(ba) The following paragraph 2a is inserted:

"2a. For the purpose of Article 22, paragraph 2, point c, the Commission shall prepare and adopt via act common criteria for risk assessment and a rating framework which shall be applicable for all transport undertakings established in one of the Member States.";

Or. en

Amendment 165
Karima Delli

Proposal for a regulation

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

Regulation (EC) 561 /2006

Article 22 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(ca) The following paragraph is added:

"4a. In order to ensure that all Union 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, the social partners and workers to enforce social legislation and undertake Union-wide inspections.

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

Or. en

Justification

The enforcement of this directive should fall under the umbrella of the new European Labour Authority mentioned by Jean Claude Juncker in his State of the Union speech 2017 and which is foreseen to be created by the end of 2018.

Amendment 166

Karima Delli

Proposal for a regulation

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

Regulation (EC) 561 /2006

Article 22 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

(cb) *The following paragraph is added:*

“4b. *A Union list of road hauliers that do not meet the relevant legal requirements should be made public in order to ensure the greatest transparency. That Union list shall be based on common criteria developed at Union level and reviewed annually by the European Labour Authority. Road hauliers listed on the Union list shall be subject to an operating ban, which shall apply in all Member States. In exceptional cases, Member States may take unilateral measures. In an emergency, and when faced with an unforeseen security problem, Member States shall have the*

possibility of immediately issuing an operating ban for their own territory.”;

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 being set up.

Amendment 167

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EU) 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) ‘smart tachograph’ means a digital tachograph using a global navigation satellite positioning system (GNSS), automatically determining its position in accordance with this Regulation;”;

Or. it

Amendment 168

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EU) No 165/2014

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

Text proposed by the Commission

Amendment

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

“(hb) ‘road transport GNSS portal’: *an online platform collecting all data from smart tachographs for the purposes of this Regulation;”;*

Or. it

Amendment 169

Dominique Martin, Joëlle Mélin

Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 3 – point 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 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

Amendment 170

Ivo Belet, Claude Rolin, Tom Vandenkendelaere

Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Present text

Amendment

(-1) *in Article 3, paragraph 4 is*

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.

replaced by the following:

“4. **Within 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

Amendment 171

Paloma López Bermejo, Tania González Peñas, Rina Ronja Kari, Patrick Le Hyaric, João Pimenta Lopes

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 replaced by the following:

"4. **By 1st January 2020** 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

Amendment 172

Jeroen Lenaers

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 replaced by the following:

"4. **Within six months** 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 **must** be fitted with a **smart** tachograph.";

Or. nl

Amendment 173

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

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 replaced by the following:

"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

Amendment 174

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

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 replaced by the following:

"4. Vehicles performing road transport operations in a Member State other than their Member State of registration shall be fitted with a smart tachograph within four years of the introduction of the requirement to have such a tachograph.

Or. fr

Justification

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

Amendment 175

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

Amendment

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".*

(-1b) 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

Amendment 176

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

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 added
“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 GNSS portal as referred to in Article 33a .

2. The data transmitted shall be stored and used in accordance with Article 33a.”;

Or. it

Amendment 177
Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

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) 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 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 178

Martina Dlabajová, António Marinho e Pinto, Enrique Calvet Chambon

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7

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. 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

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.

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 Articles 8, 9 and 10 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 179

Emilian Pavel, Claudia Tapardel

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7

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 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.

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.

Or. en

Amendment 180

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7

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 available* stopping *area*. 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 181

Rosa D'Amato, Daniela Aiuto, Laura Agea, Tiziana Beghin

Proposal for a regulation

Article 2 – paragraph 1 – point 2 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 182

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 36 – paragraph 1 – point i

Present text

Amendment

(i) the record sheets for the current day and those used by the driver in the previous 28 days,

(2a) in Article 36(1), point (i) is replaced by the following:

"(i) the record sheets for the current day and those used by the driver in the previous 56 days,";

Or. en

Amendment 183

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Rory Palmer

Proposal for a regulation

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

Regulation (EU) No 165/2014
Article 36 – paragraph 1 – point iii

Present text

(iii) any manual records and printouts made during the current day and the previous **28** days as required under this Regulation and Regulation (EC) No 561/2006.

Amendment

(2b) In Article 36(1), point iii is replaced by the following:

"(iii) any manual records and printouts made during the current day and the previous **56** days as required under this Regulation and Regulation (EC) No 561/2006.”;

Or. en

Amendment 184

Ole Christensen, Siôn Simon, Claudiu Ciprian Tănăsescu, Guillaume Balas, Michael Detjen, Evelyn Regner, Maria Arena, Javi López, Sergio Gutiérrez Prieto, Georgi Pirinski, Rory Palmer

Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 36 – paragraph 2 – point ii

Present text

(ii) any manual records and printouts made during the current day and the previous **28** days as required under this Regulation and Regulation (EC) No 561/2006,

Amendment

Article 2c

In Article 36 (2), point ii is replaced by the following:

"(ii) any manual records and printouts made during the current day and the previous **56** days as required under this Regulation and Regulation (EC) No 561/2006.”;

Or. en