



2017/0015(COD)

29.6.2017

AMENDMENTS

19 - 88

Draft report
Peter Lundgren
(PE604.819v01-00)

Initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and driving licences

Proposal for a directive
(COM(2017)0047 – C8-0025/2017 – 2017/0015(COD))

Amendment 19
Inés Ayala Sender

Proposal for a directive
Recital –1 (new)

Text proposed by the Commission

Amendment

(-1) whereas in its White Paper of 28 March 2011 the European Commission upheld the need to make progress through research and the introduction of technological advances already available towards a competitive form of low-emission mobility in which harmonisation of European Union Member States' policies would enable progress to be made towards a genuine single market for the transport sector;

Or. es

Amendment 20
Inés Ayala Sender

Proposal for a directive
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) whereas the goal for reducing greenhouse gas emissions from the transport sector has been set at 20 % below the 2008 level by 2030, and whereas to achieve this drivers need to be properly trained so they drive in the most efficient manner, with sustainable mobility encouraged by promoting vehicles equipped with engines that run on alternative fuels as well as more sustainable means of transport such as, for example, the use of HCVs in road or inter-modal transport;

Or. es

Amendment 21
Georges Bach

Proposal for a directive
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5 a) The Commission should clarify the meaning of "principal activity" for the purpose of this directive to ensure that Member States have a similar interpretation when applying exemptions to the scope.

Or. en

Amendment 22
Isabella De Monte

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users, and fuel-efficient driving should be strengthened in the training courses.

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users, and fuel-efficient driving should be strengthened in the training courses. ***The courses should also cover new road transport technologies such as connected-vehicle driving.***

Or. it

Amendment 23
Kosma Zlotowski

Proposal for a directive
Recital 6

Text proposed by the Commission

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users, and fuel-efficient driving should be strengthened in the training courses.

Amendment

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users (*particularly pedestrians, cyclists and persons with limited mobility*) and fuel-efficient driving, should be strengthened in the training courses.

Or. pl

Amendment 24
Inés Ayala Sender

Proposal for a directive
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) whereas intelligent transport systems offer opportunities for meeting the goals for cutting accident rates, reducing emissions and developing a competitive European transport sector, and whereas it is therefore vital that drivers be trained to take advantage of their potential;

Or. es

Amendment 25
Isabella De Monte

Proposal for a directive
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) ***In order to reduce greenhouse gas emissions and encourage the use of new technologies and new types of alternative powertrains, calculation of the weight of the alternative powertrain should be separated from the total calculation of the mass of the vehicle.***

Or. it

Amendment 26
Nicola Caputo

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training ***and excluding the disciplines concerned with sensitive subjects such as driving of vehicles intended for the transport of dangerous goods, heavy goods or live animals and driving in unfavourable weather conditions.***

Or. it

Amendment 27
Kosma Złotowski

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

(7) Member States should be provided

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with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, ***while ensuring the quality of*** the training.

with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, ***within which these tools might be effective and would enable the skills acquired during the training to be accurately assessed.***

Or. pl

Amendment 28 **Georges Bach**

Proposal for a directive **Recital 7**

Text proposed by the Commission

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

Amendment

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the ***highest quality and the proper execution*** of the training.

Or. en

Amendment 29 **Elżbieta Katarzyna Łukacijewska**

Proposal for a directive **Recital 7**

Text proposed by the Commission

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

Amendment

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality ***and the effectiveness*** of the training.

Justification

Some transport organisations claim that e-learning is not an effective tool to train drivers. This is why the effectiveness of ICT and new technology tools should be ensured and assessed.

Amendment 30**Marie-Christine Arnautu****Proposal for a directive****Recital 7***Text proposed by the Commission*

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, *for part of the* training, *while ensuring* the quality of the training.

Amendment

(7) Member States should be provided with a clear option to improve and modernise training practices with the use of ICT tools, such as e-learning and blended learning, *in order to supplement conventional* training *and thus improve* the quality of the training.

Or. fr

Amendment 31**Maria Grapini, Olga Sehnalová, Claudia Țapardel, Francisco Assis, Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Miltiadis Kyrkos, Nicola Caputo****Proposal for a directive****Recital 7***Text proposed by the Commission*

(7) Member States should be provided with a clear option to improve *and modernise* training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

Amendment

(7) Member States should be provided with a clear option to improve, *modernise and harmonise* training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

Or. en

Amendment 32

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Lucy Anderson

Proposal for a directive

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7 a) In order to increase flexibility and choice, and drawing attention to differences in individual qualification levels, Member States should have the right to choose between two alternative national implementation approaches to the initial qualification of drivers listed in Annex I, namely either participation in the course and a shorter test, or only a longer test.

Or. en

Amendment 33

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Lucy Anderson, Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Recital 8

Text proposed by the Commission

Amendment

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, with the training provided for in Directive 2003/59/EC.

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, with the training provided for in Directive 2003/59/EC, ***and also regarding heavy goods transport and transport during unfavourable weather conditions.***

Or. en

Amendment 34
Marie-Christine Arnautu

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, *with* the training provided for in Directive 2003/59/EC.

Amendment

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, *without this affecting the time set aside for* the training provided for in Directive 2003/59/EC.

Or. fr

Amendment 35
Isabella De Monte

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, with the training provided for in Directive 2003/59/EC.

Amendment

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on *live* animal transport, with the training provided for in Directive 2003/59/EC.

Or. it

Amendment 36
Isabella De Monte

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the relevant document that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Amendment

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the relevant document, ***using standard models***, that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Or. it

Amendment 37
Kosma Zlotowski

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the ***relevant document*** that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Amendment

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the ***driver qualification card*** that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Or. pl

Amendment 38
Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos

Proposal for a directive
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) *In order to avoid the risk of different interpretations of the concept of non-commercial passengers or goods transport, it should be interpreted according to the unitary definition provided by the CJEU case-law.*

Or. en

Amendment 39
Marie-Christine Arnautu

Proposal for a directive
Recital 10

Text proposed by the Commission

Amendment

(10) In order to provide legal clarity and ensure harmonised minimum age requirements for the purposes laid down in Directive 2003/59/EC, a clear derogation should be provided in Directive 2006/126/EC, *stipulating* that driving licences may be issued at the minimum ages provided for in Directive 2003/59/EC.

(10) In order to provide legal clarity and ensure harmonised minimum age requirements for the purposes laid down in Directive 2003/59/EC, a clear derogation should be provided in Directive 2006/126/EC, *specifying* that driving licences may be issued at the minimum ages provided for in Directive 2003/59/EC.

Or. fr

Amendment 40
Jakop Dalunde, Michael Cramer

Proposal for a directive
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) *Taking into account the White Paper's 60% GHG emission reduction target and the goal to halve the use of 'conventionally fuelled' cars in urban*

transport by 2030 and phase them out in cities by 2050, Member States should be given the option, in Directive 2006/126/EC and in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union, to authorise the driving on their territory of alternative fuelled vehicles up to a mass of 4250 kg with a driving license B, provided that the excess of a mass of the vehicle is due exclusively to the mass of its alternative fuel system and that the use of these vehicles contributes to reducing greenhouse-gas emissions and improving air quality. Moreover, Member States should ensure that the drivers of such vehicles are required to follow an additional training course in order to include positive effects on road safety and encourage eco-driving.

Or. en

Amendment 41

Maria Grapini, Claudia Țapardel, Francisco Assis, Miltiadis Kyrkos

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Since the objective of this Directive, namely the improvement of the EU-wide standard of initial qualification and periodic training for drivers of certain road vehicles for the carriage of goods or passengers, cannot be sufficiently achieved by the Member States but can rather, by reason of the cross-border nature of road transport and of the issues this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set

Amendment

(11) Since the objective of this Directive, namely the improvement of the EU-wide standard of initial qualification and periodic training for drivers of certain road vehicles for the carriage of goods or passengers, cannot be sufficiently achieved by the Member States but can rather, by reason of the cross-border nature of road transport and of the issues this Directive is intended to address, be better achieved at Union level, the Union may adopt **unitary** measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set

out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

Or. en

Amendment 42
Marie-Christine Arnautu

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Since the objective of this Directive, namely the improvement of the EU-wide standard of initial qualification and periodic training for drivers of certain road vehicles for the carriage of goods or passengers, **cannot** be sufficiently achieved by the Member States but can **rather**, by reason of the cross-border nature of road transport and of the issues this Directive is intended to address, be **better** achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

Amendment

(11) Since the objective of this Directive, namely the improvement of the EU-wide standard of initial qualification and periodic training for drivers of certain road vehicles for the carriage of goods or passengers, **can** be sufficiently achieved by the Member States but can, by reason of the **increasingly** cross-border nature of road transport and of the issues this Directive is intended to address, **also** be achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

Or. fr

Amendment 43
Inés Ayala Sender

Proposal for a directive
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) whereas, as the European Commission has noted, around 33 % of all journeys made by heavy goods vehicles in the EU cross borders between Member States; whereas haulage contractors need to know therefore the sources where they may obtain information on the different laws affecting them in the performance of their profession and this should be considered when devising training courses for the certificate of professional competence;

Or. es

Amendment 44
Inés Ayala Sender

Proposal for a directive
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) whereas there are failings in making known the different laws in force governing EU transport activities and a common database should be developed containing transport rules and regulations in their most up-to-date form, with translations thereof in at least some of the languages most used in the European Union, in order to remove some of the barriers hindering the introduction of an efficient and competitive single European transport market;

Or. es

Amendment 45
Maria Grapini

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point a a (new)
Directive 2003/59/CE

Article 2 – point c

Present text

(c) vehicles undergoing road tests for technical development, repair or maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service;

Amendment

(aa) point c) is replaced by the following:

"

(c) vehicles undergoing road tests for technical development, repair or maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service, ***or of vehicles without passengers driven back to and/or out of their depot by maintenance personnel;***

"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32003L0059&qid=1498658676377&from=EN>)

Amendment 46

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

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

Directive 2003/59/CE

Article 2 – point c

Present text

(c) vehicles undergoing road tests for technical development, repair ***or*** maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service;

Amendment

(a b) point c) is replaced by the following:

"

c) vehicles undergoing road tests for technical development, repair ***and*** maintenance purposes, or of new or rebuilt

vehicles which have not yet been put into service, *or of vehicles without passengers driven back to and/or out of their depot by maintenance personnel;*

”

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32003L0059&qid=1498658676377&from=EN>)

Amendment 47

Izaskun Bilbao Barandica, Dominique Riquet, Pavel Telička

Proposal for a directive

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

Directive 2003/59/CE

Article 2 – point c

Present text

Amendment

(c) vehicles undergoing road *tests* for technical development, repair or maintenance purposes, or of new or *rebuilt* vehicles which have not yet been put into service;

(a b) point c) is replaced by the following:

”

(c) vehicles undergoing road *test* for technical development, repair or maintenance purposes, or of new or *rebuild* vehicles which have not yet been put into service, *or of vehicles without passengers driven back to and/ or out of their depot by maintenance personnel*

”

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32003L0059&qid=1498658676377&from=EN>)

Amendment 48

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

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

Directive 2003/59/EC

Article 2 – point g a (new)

Text proposed by the Commission

Amendment

(b a) the following point (ga) is added:

(ga) vehicles operating within less than a 100 km radius of their base, provided that driving the vehicle is not the driver's principal activity.

Or. en

Amendment 49

Ismail Ertug, Lucy Anderson, Francisco Assis, Nicola Caputo, Isabella De Monte, Maria Grapini

Proposal for a directive

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

Directive 2003/59/EC

Article 2 – point g a (new)

Text proposed by the Commission

Amendment

(ba) the following point (ga) is added:

(ga) vehicles operating within a radius of 100 kilometres of their base, provided that driving the vehicle is not the driver's principal activity;

Or. en

Amendment 50

Dieter-Lebrecht Koch

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point c

Directive 2003/59/EC

Article 2 point h

Text proposed by the Commission

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity, provided that driving the vehicle is not the driver's principal activity.;

Amendment

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity ***within a radius of 100 km of the entrepreneur's base***, provided that driving the vehicle is not the driver's principal activity;

Or. de

Justification

The exception under Article 13(1)(b) of Regulation 561/2006 should be taken over in its entirety.

Amendment 51
Franck Proust

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point c
2003/59/CE
Article 2 – point h

Text proposed by the Commission

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods ***as part of*** their own entrepreneurial activity, provided that driving the vehicle is not the driver's principal activity.;

Amendment

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods ***and items needed in connection with*** their own entrepreneurial activity, provided that driving the vehicle is not the driver's principal activity;

Or. fr

Justification

This amendment seeks to specify that both goods and other items may be carried.

Amendment 52
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 3 – point a
Directive 2003/59/EC
Article 7– paragraph 1

Text proposed by the Commission

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption.;

Amendment

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption, *e.g. through eco-driving, also taking into account the impact on climate change;*

Or. en

Amendment 53
Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo

Proposal for a directive
Article 1 – paragraph 1 – point 3 – point a
Directive 2003/59/EC
Article 7 – paragraph 1

Text proposed by the Commission

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption.;

Amendment

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis *for at least one day* on road safety, *health and safety at work*, and the rationalisation of fuel consumption.;

Or. en

Amendment 54
Dieter-Lebrecht Koch

Proposal for a directive
Article 1 – paragraph 1 – point 3 – point a a (new)
Directive 2003/59/EC

Article 7 – paragraph 2

Text proposed by the Commission

Amendment

(aa) paragraph 2 is replaced by the following:

This training shall be organised by an approved training centre, in keeping with section 5 of Annex I. A significant part of the training shall take the form of conventional classroom teaching, a second part must consist of practical driving training on a special training site and a third part may be provided on top-of-the-range simulators. If a driver moves to another undertaking, the periodic training already undergone must be taken into account.

Or. de

Amendment 55

Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 1 – indent 1

Text proposed by the Commission

Amendment

- *either* on the driving licence,

- on the driving licence,

Or. hu

Amendment 56

Maria Grapini, Claudia Țapardel, Francisco Assis, Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 1 – indent 1

Text proposed by the Commission

Amendment

- ***either*** on the driving licence,

- on the driving licence,

Or. en

Amendment 57

Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 1 – indent 2

Text proposed by the Commission

Amendment

- ***or on the driver qualification card
drawn up in accordance with the model
shown in Annex II.*** ***deleted***

Or. hu

Justification

A uniform driving licence exists throughout the EU, on which each Member State may add code 95. This renders the driver qualification card superfluous, and it would constitute an additional administrative burden for Member States.

Amendment 58

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 1 – indent 2

Text proposed by the Commission

Amendment

- ***or*** on the driver qualification card drawn up in accordance with the model shown in Annex II.

- ***and*** on the driver qualification card drawn up in accordance with the model shown in Annex II.

Or. en

Amendment 59
Georges Bach

Proposal for a directive
Article 1 – paragraph 1 – point 5
2003/59/EC
Article 10 – paragraph 2 a

Text proposed by the Commission

2. (a) A driver referred to in point (b) of Article 1 who drives vehicles used for the carriage of goods by road shall prove that he or she has the qualification and training provided for in this Directive by means of the driver attestation provided for in Regulation (EU) No 1072/2009 of the European Parliament and of the Council(*). That driver attestation shall be mutually recognised for the purposes of this Directive, ***even if the relevant Union code was not marked upon it.***

Amendment

2. (a) A driver referred to in point (b) of Article 1 who drives vehicles used for the carriage of goods by road shall prove that he or she has the qualification and training provided for in this Directive by means of the driver attestation provided for in Regulation (EU) No 1072/2009 of the European Parliament and of the Council(*) ***provided that it bears the Union code 95.*** That driver attestation shall be mutually recognised for the purposes of this Directive.

Or. en

Justification

In order to achieve a coherent and functioning internal market, ensure road safety and an enforceable mutual recognition of drivers qualification there should be as little discrepancies as possible between CPC holders from a Member State and a third country.

Amendment 60
Kosma Złotowski

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2003/59/WE
Article 10 – paragraph 2 – point b – indent 3

Text proposed by the Commission

- ***a national certificate whose validity on their territory is mutually recognised by the Member States.***

Amendment

deleted

Amendment 61
Georges Bach

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2003/59/EC
Article 10 – paragraph 2 – point b — indent 3

Text proposed by the Commission

Amendment

- *a national certificate whose validity on their territory is mutually recognised by the Member States.*

deleted

Or. en

Justification

In order to achieve a coherent and functioning internal market, ensure road safety and an enforceable mutual recognition of drivers qualification there should be as little discrepancies as possible between CPC holders from a Member State and a third country.

Amendment 62
Ismail Ertug, Lucy Anderson, Francisco Assis, Nicola Caputo, Isabella De Monte, Maria Grapini

Proposal for a directive
Article 2 – paragraph 1 – point 1 – point b a (new)
Directive 2006/126/EC
Article 4 – paragraph 4 – point h

Text proposed by the Commission

Amendment

(b a) point (h) is amended as follows:

"

Category D1:

motor vehicles designed and constructed for the carriage of no more than 22 passengers in addition to the driver and with a maximum length not exceeding 8 m; motor vehicles in this category may be combined with a trailer having a

*maximum authorised mass not exceeding
750 kg;*

"

Or. en

Amendment 63

Jakop Dalunde, Michael Cramer

Proposal for a directive

Article 2 – paragraph 1 a (new)

Directive 2006/126/EC

Article 6 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

*(1a) in Article 6, paragraph 4 the
following point is added:*

"(ba) alternatively fuelled vehicles referred to in Article 2 of Council Directive 96/53 (EC) of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and maximum authorised weights in international traffic" up to a mass of 4250 kg, provided that the excess of a mass of the vehicle to over 3500 kg is due exclusively to the mass of its alternative fuel system and that the use of these vehicles contributes to reducing greenhouse-gas emissions and improving air quality. Moreover, Member States shall ensure that the drivers of such vehicles are required to follow an additional training course in order to include positive effects on road safety and encourage eco-driving".

Or. en

Amendment 64

Kosma Zlotowski

Proposal for a directive

Article 3 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **18** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **24** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Or. pl

Amendment 65

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Article 3 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **18** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **24** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Or. en

Amendment 66

Inés Ayala Sender

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point c

Directive 2003/59/CE

Annex 1 – Section 1 – point 1.3 – paragraph 2

Text proposed by the Commission

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2, importance of anticipating traffic flow, appropriate distance and use of the *vehicles* momentum, steady speed, smooth driving style and appropriate tyre pressure.;

Amendment

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2, importance of anticipating traffic flow, appropriate distance and use of the *vehicle's* momentum, steady speed, smooth driving style and appropriate tyre pressure, ***and familiarity with intelligent transport systems that make efficiency in driving and better route planning possible.***;

Or. es

Amendment 67

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d

Directive 2003/59/EC

Annex 1 Sec.1.3 a

Text proposed by the Commission

a. Objective: ability to anticipate, assess and adapt to risks in traffic:

Amendment

a. Objective: ability to anticipate, assess and adapt to risks in traffic; ***to be aware of and able to recognize dangerous situations on road; ability to deal effectively with stress and dangerous driving.***

Or. en

Amendment 68

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d (new)

Directive 2003/59/EC

Annex 1 Sec. 1.3 a a (new)

Text proposed by the Commission

Amendment

(aa) identify possible hazardous situations such as distracted driving caused by e.g. smartphones and other electronic devices as well as in-vehicle technology.

Or. en

Amendment 69

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Miltiadis Kyrkos, Lucy Anderson, Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d (new)

Directive 2003/59/EC

Annex 1 – Section 1.3 b (new)

Text proposed by the Commission

Amendment

1.3 a. the following point is added:

Objective: to adapt the professional training of professional drivers to their profile:

practical training of professional drivers should highlight the thematic areas related to transport, road safety and occupational health and safety, the improvement of digital knowledge and skills, and the teaching of ecological driving methods. The content of the training must correspond to the individual training needs of drivers for their work profile.

Or. en

Amendment 70

Dieter-Lebrecht Koch

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point g a (new)

Directive 2003/59/EC

Article 7 – paragraph 1

Annex I, Section 1, point 2.2

Text proposed by the Commission

Amendment

(ga) point 2.2 is replaced by the following:

Objective: to know the regulations governing the carriage of goods:

transport operating licences, documents to be carried in the vehicle, bans on using certain roads, road-use fees, obligations under standard contracts for the carriage of goods, drafting of documents which form the transport contract, international transport permits, obligations under the Convention on the Contract for the International Carriage of Goods by Road, drafting of the international consignment note, crossing borders, freight forwarders, special documents accompanying goods.

Or. de

Justification

Knowledge of roads which may not be used and toll arrangements is essential and should therefore be included in the list of regulations with which drivers must be familiar.

Amendment 71
Inés Ayala Sender

Proposal for a directive
Annex I – paragraph 1 – point 1 – point a – point g a (new)
Directive 2003/59/EC
point 2.2 (new)

Text proposed by the Commission

Amendment

(ga) EU directives and regulations governing road haulage, and knowledge of information sources where the road safety legislation and social legislation of the various EU Member States can be found;

Or. es

Amendment 72
Inés Ayala Sender

Proposal for a directive
Annex I – paragraph 1 – point 1 – point a – point g b (new)
Directive 2003/59/EC
point 2.3 (new)

Text proposed by the Commission

Amendment

(gb) EU directives and regulations governing road passenger transport, and knowledge of information sources where the road safety legislation and social legislation of the various EU Member States can be found.

Or. es

Amendment 73
Dieter-Lebrecht Koch

Proposal for a directive
Annex I – paragraph 1 – point 1 – point b – point a
Directive 2003/59/EC
Annex I – Section 2 – point 2.1 – subparagraph 3

Text proposed by the Commission

Amendment

When driving individually, the trainee driver must be accompanied by an instructor, employed by an approved training centre. Each driver may drive for a maximum of eight hours of the 20 hours of individual driving on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions, the time of day or night, and the ability to optimise fuel consumption.

(Does not affect the English version.)

Justification

(Does not affect the English version.)

Amendment 74

Dieter-Lebrecht Koch

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point a

Directive 2003/59/EC

Annex I – Section 2 – point 2.1 – paragraph 4

Text proposed by the Commission

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the proper quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Amendment

Member States may allow the training partly to be done - ***under the supervision and overall responsibility of the approved training centre*** - by means of information and communication technology tools, such as e-learning, while ensuring the proper quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Or. de

Amendment 75

Georges Bach

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point a

Directive 2003/59/EC

Annex I – Section 2 – point 2.1 – paragraph 4

Text proposed by the Commission

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the **proper** quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Amendment

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the **highest** quality **and proper execution** of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Or. en

Amendment 76

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point a

Directive 2003/59/EC

Annex 1 – Section 2.1 — point 2.1 – paragraph 4

Text proposed by the Commission

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the proper quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and

Amendment

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the proper quality **and the effectiveness** of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament

of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Or. en

Amendment 77

Marie-Christine Arnautu

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point a

Directive 2003/59/EC

Annexe I – Section 2 – point 2.1 – paragraph 4

Text proposed by the Commission

Member States may allow the training **partly** to be done by means of information and communication technology tools, such as e-learning, while ensuring the proper quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Amendment

Member States may allow the training **also** to be done by means of information and communication technology tools, such as e-learning, while ensuring the proper quality of the training, and may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Or. fr

Amendment 78

Dieter-Lebrecht Koch

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. **Such periodic** training may be provided, **in part**, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. **A significant part of the training shall take the form of conventional classroom teaching, a second must consist of practical driving training on a special training site and a third** may be provided on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Or. de

Amendment 79

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex 1 – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours **which may be split over more than one consecutive day**. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while

periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

ensuring the quality *and the effectiveness* of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Or. en

Justification

Learning is said to be more efficient when given in shorter blocks.

Amendment 80

Izaskun Bilbao Barandica, Dominique Riquet, Pavel Telička

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex 1 – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours *which may be split over a period of three days maximum*. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Or. en

Amendment 81
Jakop Dalunde

Proposal for a directive
Annex I – paragraph 1 – point 1 – point b – point c
Directive 2003/59/EC
Annex I – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours ***which may be split over two days***. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Or. en

Justification

Learning can be more efficient if it is given in shorter 'blocks', for example 3 hours theory during one day followed by 4 hours practice during another day. the directive should provide for this flexibility. (see also opinion of EESC, point 4.7)

Amendment 82
Marie-Christine Arnautu

Proposal for a directive
Annex I – paragraph 1 – point 1 – point b – point c
Directive 2003/59/EC
Annexe 1 – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. Such periodic training may be provided, *in part*, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. Such periodic training may *also* be provided on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the seven hour periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.

Or. fr

Amendment 83

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo, Miltiadis Kyrkos

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 1

Text proposed by the Commission

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, *given in periods of at least seven hours*. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. At least one of the *seven hour* periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the

Amendment

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years. Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training. *The maximum hours of e-learning training shall be 10*. At least one of the *training courses* periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport

driver and relevant legal and technological developments. *The seven hour periods shall cover different subjects.*

operations carried out by the driver and relevant legal and technological developments.

Or. en

Amendment 84

Izaskun Bilbao Barandica, Dominique Riquet, Pavel Telička

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 2 (new)

Text proposed by the Commission

Amendment

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required *under Directive 2008/68/EC for driving of dangerous goods*, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Completed specific training as required under Directive/2008/68/EC for driving of dangerous goods may count as two of the seven hour periods.

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Or. en

Amendment 85

Elżbieta Katarzyna Łukacijewska

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex 1 – Section 4 – paragraph 2 (new)

Text proposed by the Commission

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required ***under Directive 2008/68/EC for driving of dangerous goods, training*** on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Amendment

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.; ***Completed specific training as required under Directive 2008/68/EC for driving of dangerous goods may count as two of the seven hour periods.***

Or. en

Justification

Truck drivers of dangerous good would largely benefit from counting two of the five seven-hour periods training required under the ADR 2008/68/EC as part of the CPC refresher courses than the currently proposed single period of seven hours. This would mean two blocks of seven hours (2 days or 14 hours in total).

Amendment 86

Maria Grapini, Claudia Tapardel, Francisco Assis, Nicola Caputo

Proposal for a directive

Annex I – paragraph 1 – point 1 – point b – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 2 (new)

Text proposed by the Commission

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required ***under Directive 2008/68/EC for driving of dangerous goods, training*** on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Amendment

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Amendment 87
Isabella De Monte

Proposal for a directive
Annex I – paragraph 1 – point 1 – point b – point c
Directive 2003/59/EC
Annex I – Section 4 – paragraph 2 (new)

Text proposed by the Commission

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required under Directive 2008/68/EC for driving of dangerous goods, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Amendment

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This includes, but is not restricted to, training required under Directive 2008/68/EC for driving of dangerous goods, training on *live* animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011. ;

Or. it

Amendment 88
Marie-Christine Arnautu

Proposal for a directive
Annex I – paragraph 1 – point 1 – point b – point c
Directive 2003/59/CE
Annex I – Section 4 – paragraph 2 (new)

Text proposed by the Commission

Completed specific training as required under other Union legislation may count as one of the seven hour periods. This *includes*, but is not restricted to, training required under Directive 2008/68/EC for driving of dangerous goods, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under

Amendment

Completed specific training as required under other Union legislation may *not* count as one of the seven hour periods. This *concerns*, but is not restricted to, training required under Directive 2008/68/EC for driving of dangerous goods, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU)

Regulation (EU) 181/2011.;

181/2011.;

Or. fr