



2017/0122(COD)

26.4.2018

OPINION

of the Committee on Employment and Social Affairs

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council 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
(COM(2017)0277 – C8-0167/2017 – 2017/0122(COD))

Rapporteur(*): Georges Bach

(*) Associated committee – Rule 54 of the Rules of Procedure

PA_Legam

SHORT JUSTIFICATION

The transport sector is a highly competitive sector facing great challenges. The lack of qualified drivers is one of the main difficulties. The sector will only be able to attract workers, if the working conditions improve. Nomadic driving, sleeping in a cabin for several weeks, working under pressure and stress are the leading causes of the often negative image workers have of the international transport sector.

The aim of the regulation on driving and rest times is to improve both working conditions for drivers and general road safety. When applied and enforced correctly, the current rules on driving and rest times still meet this objective. The rapporteur proposes therefore to maintain the rules on driving and rest times as laid down in the current regulation.

Differing interpretations of the existing rules in Member States however are problematic for companies and drivers operating across borders and make it more difficult for authorities to carry out efficient controls.

National authorities and control bodies in the different Member States need to work closer together in order to correctly apply and enforce the rules and to provide legal certainty for companies and their drivers. The introduction of the digital tachograph in 2019 will simplify controls for national authorities but also for companies and drivers. With the rapid development of digital technologies, it is necessary to shorten the transition period for the installation of the digital tachograph, so that all vehicles falling under the scope of the regulation will be equipped with the digital tachograph by 2024.

In order to ensure road safety and to improve working conditions for the drivers, the rapporteur proposes to enlarge the scope of the regulation to the carriage of goods by light commercial vehicles under 3,5 tonnes operating outside a radius of 100 kilometres from the base of the undertaking.

Drivers are allowed to spend their breaks, daily rest and reduced weekly rest times in the cabin. Therefore, the rapporteur fully supports the idea to prohibit sleeping in the cabin during the regular weekly rest of 45 hours or more.

There is however currently a lack of adequate infrastructure on European roads to accommodate drivers. More efforts are needed to secure financing for the establishment and/or upgrading of secure parking areas, adequate sanitary facilities as well as adequate accommodation

The rapporteur supports the Commission's proposal which states that the compensation of a reduced weekly rest has to be taken in combination with a regular weekly rest of at least 45 hours. Additionally, companies would have to organise the work of the drivers in such a way, that the drivers have the possibility to return to their place of residence or to another place of their choosing for a weekly rest of more than 45 hours taken in compensation for a reduced weekly rest.

The rapporteur is of the opinion that these measures would improve the working conditions of the drivers as well as road safety and would thus increase the attractiveness of the sector.

AMENDMENTS

The Committee on Employment and Social Affairs calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

Amendment 1

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, ***which is able to attract qualified workers***. 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.

Amendment 2

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The creation of 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 checks, exchange information and best practices and train inspectors.

Amendment 3

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* legal framework. Unclear rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home *or to another location of their choice*, 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 4

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

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

Member States.

between the Member States.

Amendment 5

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.

Amendment 6

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.

Amendment 7

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***

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*** provision on the regular weekly rest in such a way that it is easier for drivers to

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.

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. ***To ensure secure and decent working conditions***, it is necessary to provide *for* operators *to* organise the work of drivers in such a way that the periods away from *their* home are not excessively long ***and that drivers have the possibility to return home on a regular basis and are able to benefit from decent rest conditions in quality accommodation. Where a driver chooses to spend that rest period at home, the transport undertaking should provide the driver with the financial or practical means to return there. Moreover, the duration of the return journey should not be taken into account for the purposes of calculating the length of the rest period. Where a driver chooses to spend the rest period in a place other than their home, this should not be taken into account for the purposes of calculating the driver's entitlement to travel allowances.***

Amendment 8

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 ***quality and gender friendly*** accommodation ***or another location as chosen by the driver and paid for by the employer*** for their regular weekly rest periods if they are taken away from home. ***Member States should ensure the***

availability of sufficient secure parking areas that are adapted to the needs of the drivers.

Amendment 9

Proposal for a regulation Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Many road transport operations within the Union 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.

Justification

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

Amendment 10

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

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

Amendment 11

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) To enhance cost-effectiveness of enforcement of the social rules the

(11) To enhance cost-effectiveness ***and to simplify*** enforcement of the social rules

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.

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. ***The Commission should explore the possibility of setting up a road transport portal, such as GNSS, which would allow national authorities to fully exploit the potential of the smart tachograph.***

Amendment 12

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 the better monitoring of the application of Union law in the road transport sector and to simplified checks, and will thus facilitate the work of national authorities. The installation of the smart tachograph in registered vehicles should be provided for as an obligation as soon as possible and no later than January 2021.

Amendment 13

Proposal for a regulation

Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) The use of light commercial vehicles for the transport of goods is on the increase, resulting 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. In order to improve road safety and drivers' working conditions, the scope of Regulation (EC) No 561/2006 should be extended to include light commercial vehicles used for the transport of goods, unless the vehicle is used for the own account of the company or the driver, or driving does not constitute the main activity of the person driving the vehicle.

Amendment 14

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, it is necessary to establish or upgrade secure parking areas, adequate sanitary facilities and quality accommodation. A sufficient network of parking areas should exist within the Union.

Amendment 15

Proposal for a regulation

Recital 11 d (new)

Text proposed by the Commission

Amendment

(11d) In its resolution of 9 September 2015 on the implementation of the 2011 White Paper on Transport: taking stock

and the way forward towards sustainable mobility, 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.

Amendment 16

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 3,5tonnes*, or

Amendment

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

"(a) of goods; or"

Amendment 17

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;

Amendment 18

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 that are used for the transport of goods, where the transport is not effected for hire or reward, but on the own account of the company or the driver, and where driving does not constitute the main activity of the person driving the vehicle;”

Amendment 19

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Regulation (EC) No 561/2006

Article 4 – point r

Text proposed by the Commission

Amendment

(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.

(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.

Justification

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

Amendment 20

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;”

Amendment 21

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 4 – point r b (new)

Text proposed by the Commission

Amendment

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

“(rb) ‘light commercial vehicle’ means a vehicle used for the carriage of goods and having a permissible maximum laden mass including any trailer, or semi-trailer, not exceeding 3,5 tonnes.”

Amendment 22

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EC) No 561/2006

Article 7 – paragraph 3

Text proposed by the Commission

Amendment

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.

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.

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 first paragraph.

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 23

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.

Amendment 24

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point b

Regulation (EC) No 561/2006

Article 8 – paragraph 7

Text proposed by the Commission

Amendment

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

7. Any rest period taken as compensation for a reduced weekly rest period shall *be taken before or as an extension of* a regular weekly rest period of at least 45 hours *as one continuous rest period.*

Amendment 25

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8a

Text proposed by the Commission

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

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

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

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 ***quality and gender friendly*** accommodation, ***outside the cabin***, with adequate ***sanitary and sleeping*** facilities ***for the driver***:

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

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

Amendment 26

Proposal for a regulation

Article 1 – paragraph 1 – point 5 – point c

Regulation (EC) No 561/2006

Article 8 – paragraph 8b

Text proposed by the Commission

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

Amendment

8b. A transport undertaking shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for reduced weekly rest at home ***or at another location of their choice*** within each period of three consecutive weeks. ***The driver shall inform the transport undertaking in writing before such rest period if it is to be taken in a place other than the driver's home. When a driver chooses to take the rest at home, the transport undertaking shall provide the driver with the financial or practical means to return home. The***

duration of the driver's return journey shall not be taken into account for the purposes of calculating the length of the rest period. Where a driver chooses to spend the rest period in a place other than home, the undertaking shall not deduct the travel costs from the driver's entitlement to travel allowances.

Amendment 27

Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8b

Text proposed by the Commission

Amendment

(ca) the following paragraph is inserted:

8c. By ...[the date of entry into force of this Regulation], and every two years thereafter, Member States shall submit a report to the Commission on the availability of suitable rest facilities for drivers and secured parking facilities on their territory. The Commission shall adopt implementing acts establishing a common format for Member States' biennial reports, in accordance with the advisory procedure referred to in Article 24(2).

Amendment 28

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

1. By way of derogation from Article 8, where a driver accompanies a vehicle

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

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

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 29

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, **the speed of delivery** and/or the amount of goods carried if that payment encourages infringement of this Regulation."

Amendment 30

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 31

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

Text proposed by the Commission

“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 32

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

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

“4. 18 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.”

Amendment

The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **first** suitable stopping place. 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.

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

replaced by the following:

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

Amendment 33

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."

Amendment 34

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

(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,"

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	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	
References	COM(2017)0277 – C8-0167/2017 – 2017/0122(COD)	
Committee responsible Date announced in plenary	TRAN 15.6.2017	
Opinion by Date announced in plenary	EMPL 15.6.2017	
Associated committees - date announced in plenary	14.12.2017	
Rapporteur Date appointed	Georges Bach 3.10.2017	
Discussed in committee	23.1.2018	26.2.2018
Date adopted	25.4.2018	
Result of final vote	+	32
	-	14
	0:	7
Members present for the final vote	Laura Agea, Guillaume Balas, Vilija Blinkevičiūtė, Enrique Calvet Chambon, Michael Detjen, Martina Dlabajová, Lampros Fountoulis, Marian Harkin, Czesław Hoc, Danuta Jazłowiecka, Agnes Jongerius, Rina Ronja Kari, Jan Keller, Adam Kósa, Agnieszka Kozłowska-Rajewicz, Jean Lambert, Jérôme Lavrilleux, Patrick Le Hyaric, Verónica Lope Fontagné, Javi López, Thomas Mann, Dominique Martin, Anthea McIntyre, João Pimenta Lopes, Georgi Pirinski, Marek Plura, Dennis Radtke, Terry Reintke, Sofia Ribeiro, Robert Rochefort, Claude Rolin, Siôn Simon, Romana Tomc, Yana Toom, Ulrike Trebesius, Marita Ulvskog, Jana Žitňanská	
Substitutes present for the final vote	Georges Bach, Heinz K. Becker, Rosa D'Amato, Karima Delli, Christelle Lechevalier, Paloma López Bermejo, Evelyn Regner, Anne Sander, Jasenko Selimovic, Michaela Šojdrová, Neoklis Sylikiotis, Flavio Zanonato, Kosma Złotowski	
Substitutes under Rule 200(2) present for the final vote	Dominique Bilde, Maria Grapini, Karoline Graswander-Hainz	

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

32	+
ALDE	Robert Rochefort
EFDD	Laura Agea, Rosa D'Amato
GUE/NGL	Rina Ronja Kari, Patrick Le Hyaric, Paloma López Bermejo, Neoklis Sylikiotis
NI	Lampros Fountoulis
PPE	Georges Bach, Heinz K. Becker, Jérôme Lavrilleux, Thomas Mann, Dennis Radtke, Sofia Ribeiro, Claude Rolin, Anne Sander
S&D	Guillaume Balas, Vilija Blinkevičiūtė, Michael Detjen, Maria Grapini, Karoline Graswander-Hainz, Agnes Jongerius, Jan Keller, Javi López, Georgi Pirinski, Evelyn Regner, Siôn Simon, Marita Ulvskog, Flavio Zanonato
VERTS/ALE	Karima Delli, Jean Lambert, Terry Reintke

14	-
ECR	Czesław Hoc, Anthea McIntyre, Ulrike Trebesius, Jana Žitňanská, Kosma Złotowski
ENF	Dominique Bilde, Christelle Lechevalier, Dominique Martin
PPE	Danuta Jazłowiecka, Adam Kósa, Agnieszka Kozłowska-Rajewicz, Marek Plura, Michaela Šojdrová, Romana Tomc

7	0
ALDE	Enrique Calvet Chambon, Martina Dlabajová, Marian Harkin, Jasenko Selimovic, Yana Toom
GUE/NGL	João Pimenta Lopes
PPE	Verónica Lope Fontagné

Key to symbols:

+ : in favour

- : against

0 : abstention