



**2017/0122(COD)**

27.2.2018

# **AMENDMENTS**

## **236 - 494**

### **Draft report**

#### **Wim van de Camp**

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

Proposal for a regulation

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



**Amendment 236**  
**Claudia Schmidt**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. de

**Amendment 237**  
**Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos**

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

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

**Amendment 238**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2004

Article 8 – paragraph 4

*Present text*

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

*Amendment*

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

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

Or. en

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

**Amendment 239**

**Alberto Cirio, Massimiliano Salini**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 4

*Present text*

*Amendment*

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

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

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

Or. en

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

*Justification*

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

**Amendment 240**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

*deleted*

**6.**

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

*a) four regular weekly rest periods, or*

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

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

Or. fr

## *Justification*

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

### **Amendment 241**

**Daniela Aiuto, Rosa D'Amato**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

*‘6.*

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

*a) four regular weekly rest periods, or*

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

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

Or. it

### **Amendment 242**

**Georges Bach**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – point 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

*deleted*

*‘6.*

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

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

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

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

Or. en

*Justification*

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

**Amendment 243**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

*deleted*

*‘6.*

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

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

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

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

Or. en

#### **Amendment 244**

**Keith Taylor, Karima Delli, Bas Eickhout**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

*deleted*

*‘6.*

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

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

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

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

Or. en



### *Justification*

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

#### **Amendment 245**

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

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – point 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

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

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

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

Or. en

#### **Amendment 246**

**Wim van de Camp**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – introductory part

*Text proposed by the Commission*

*Amendment*

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

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

*goods* shall take at least:

Or. en

**Amendment 247**  
**Claudia Schmidt**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. de

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

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

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

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 250**  
**Dominique Riquet**

**Proposal for a regulation**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 251**  
**Claudia Schmidt**

**Proposal for a regulation**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

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

**Proposal for a regulation**

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

Article 8– paragraph 6 – point a

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

### **Amendment 253**

**Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, István Ujhelyi**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point a

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

### **Amendment 254**

**Dominique Riquet**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 1 – point 6

*Text proposed by the Commission*

*Amendment*

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

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

Or. fr

### **Amendment 255**

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

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

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

*Text proposed by the Commission*

*Amendment*

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

(a) four regular weekly rest periods,

Or. en

**Amendment 256**  
**Bogusław Liberadzki, Janusz Zemke**

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

*Text proposed by the Commission*

*Amendment*

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

(a) four regular weekly rest periods,

Or. pl

**Amendment 257**  
**Dominique Riquet**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. fr

**Amendment 258**  
**Rolandas Paksas**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

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

*Amendment*

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

Or. It

**Amendment 259**  
**Inés Ayala Sender**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

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

*Amendment*

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

Or. es

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### **Amendment 261**

**Bogusław Liberadzki, Janusz Zemke**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point a

*Text proposed by the Commission*

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

*Amendment*

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

Or. pl

#### **Amendment 262**

**Elżbieta Katarzyna Łukacijewska**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

#### **Amendment 263**

**Deirdre Clune**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 1 – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

*To introduce greater operational flexibility*

**Amendment 264**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1 – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 265**

**Claudia Tapardel**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 1 – point b

*Text proposed by the Commission*

*Amendment*

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

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



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

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

Or. en

#### **Amendment 266**

**Andor Deli, Ádám Kósa**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

#### **Amendment 267**

**Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, István Ujhelyi**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – point b

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

#### **Amendment 268**

**Claudia Schmidt**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

**Amendment 269**  
**Deirdre Clune**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 point b a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

*Justification*

*To introduce greater operational flexibility*

**Amendment 270**  
**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

### **Amendment 271**

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

### **Proposal for a regulation**

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

Regulation (EC) 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

### *Justification*

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

### **Amendment 272**

**Bogusław Liberadzki, Janusz Zemke**

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

Or. pl

**Amendment 273**

**Gabriele Preuß**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 274**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 275**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 276**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 277**

**Bogusław Liberadzki, Janusz Zemke**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. pl

**Amendment 278**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 279**

**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 280**

**Marie-Christine Arnautu**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point a**

Regulation (EC) No 561/2006

Article 8 – paragraph 6 – subparagraph 2

*Text proposed by the Commission*

*Amendment*

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

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

Or. fr

**Amendment 281**  
**Claudia Schmidt**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

**Amendment 282**  
**Deirdre Clune**

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

*Text proposed by the Commission*

*Amendment*

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

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



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

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

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

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

Or. en

*Justification*

*To introduce greater operational flexibility*

**Amendment 283**

**Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

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

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

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

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

Or. en

**Amendment 284**  
**Claudia Schmidt**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. de

**Amendment 285**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

*Present text*

*Amendment*

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

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

Or. en

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

*Justification*

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

**Amendment 286**

**Wim van de Camp**

**Proposal for a regulation**

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

Regulation (EC) 561/2006

Article 8 – paragraph 6a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

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

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

Or. en

#### **Amendment 287**

**Martina Dlabajová, António Marinho e Pinto**

#### **Proposal for a regulation**

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

Regulation (EC) 561/2006

Article 8 – paragraph 6 a (new)

*Present text*

*Amendment*

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

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

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

*Justification*

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

**Amendment 288**  
**Inés Ayala Sender**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a (new)

*Text proposed by the Commission*

*Amendment*

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

*Justification*

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

**Amendment 289**  
**Georges Bach**

## Proposal for a regulation

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

Regulation (EC) No 561/2004

Article 8 – paragraph 6 a – subparagraph 1

#### *Present text*

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

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

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

(i) either two regular weekly rest periods;  
or

#### *Amendment*

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

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

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

(i) either two regular weekly rest periods;  
or

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

Or. en

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

#### *Justification*

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

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

#### **Amendment 290**

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

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6a – introductory part

#### *Present text*

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

#### *Amendment*

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

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

Or. en

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

#### *Justification*

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

#### **Amendment 291**

**Dieter-Lebrecht Koch**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a – introductory part

*Present text*

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

*Amendment*

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

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

Or. de

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

*Justification*

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

**Amendment 292**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – Paragraph 6a – Point (a)

*Present text*

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

*Amendment*

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

***""***



*started;*

Or. en

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

*Justification*

*Conform applying the derogation above also to national carriage.*

**Amendment 293**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

## Amendment 294

Markus Ferber, Norbert Lins

### Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 8 – paragraph 6 a – subparagraph 1

#### *Present text*

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

#### *Amendment*

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

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

Article 7 is reduced to three hours.

Or. de

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

*Justification*

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

**Amendment 295**  
**Dieter-Lebrecht Koch**

**Proposal for a regulation**

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

Regulation No 561/2006

Article 8 – paragraph 6a – point a

*Present text*

*Amendment*

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

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

""

Or. de

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

*Justification*

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

**Amendment 296**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 297**

**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 298**

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**Dieter-Lebrecht Koch**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

Or. de

**Amendment 299**

**Maria Grapini**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EU) 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

Or. ro

*Justification*

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

**Amendment 300**

**Markus Ferber, Norbert Lins**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

**Amendment 301**  
**Gabriele Preuß**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 302**  
**Claudia Schmidt**

PE618.309v01-00

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**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

**Amendment 303**

**Rolandas Paksas**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

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

*Amendment*

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

Or. It

*Justification*

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

**Amendment 304**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 305**

**Inés Ayala Sender**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

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

*Amendment*

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

Or. es

**Amendment 306**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

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

*Amendment*

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



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

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

Or. en

#### *Justification*

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

### **Amendment 307** **Merja Kyllönen**

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

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

#### *Justification*

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

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

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 309**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) No 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 310**

**Wim van de Camp, Ivo Belet**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point b**

Regulation (EC) 561/2006

Article 8 – paragraph 7

*Text proposed by the Commission*

*Amendment*

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

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

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

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

Or. en

#### *Justification*

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

### **Amendment 311**

**Gesine Meissner, Jozo Radoš**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8, paragraph 7

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### *Justification*

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

### **Amendment 312**

**Rolandas Paksas**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. It

*Justification*

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

**Amendment 313**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 314**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

*Justification*

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

**Amendment 315**

**Deirdre Clune**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

*Text proposed by the Commission*

*Amendment*

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

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

*its tour."*

Or. en

*Justification*

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

**Amendment 316**  
**Claudia Schmidt**

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

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. de

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

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

*Text proposed by the Commission*

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

*Amendment*

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

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

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

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

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

Or. en





*Text proposed by the Commission*

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

*Amendment*

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

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

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

Or. en

*Justification*

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

**Amendment 320**

**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

**Amendment 321**  
**Maria Grapini**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. ro

**Amendment 322**  
**Francisco Assis**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. pt

**Amendment 323**  
**Ivo Belet, Tom Vandenkendelaere**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 324**  
**Henna Virkkunen**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 325**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 326**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 327**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 328**

**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. it

**Amendment 329**

**Claudia Tapardel**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 330**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – Article 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 331**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation 561/2006

Article 8 – paragraph 8a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 332**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 333**

**Andor Deli, Ádám Kósa**





**Amendment 336**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point a

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 337**

**Maria Grapini**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

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

*Amendment*

*deleted*

Or. ro

**Amendment 338**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

(b) *at home or at another private*

*Amendment*

*deleted*

*location chosen by the driver.*

Or. en

**Amendment 339**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

**Amendment 340**

**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. it

**Amendment 341**

**Bogusław Liberadzki, Janusz Zemke**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. pl

#### **Amendment 342**

**Martina Dlabajová, António Marinho e Pinto**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### **Amendment 343**

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

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

*Amendment*

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

(b) at another location chosen by the driver.

Or. en

#### *Justification*

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

## **Amendment 344**

**Elżbieta Katarzyna Łukacijewska**

### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a – point b

*Text proposed by the Commission*

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

*Amendment*

(b) at another location chosen by the driver.

Or. en

*Justification*

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

## **Amendment 345**

**Daniela Aiuto, Rosa D'Amato**

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. it

**Amendment 346**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 347**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 a a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 348**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

**Amendment 349**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2004

Article 8 – paragraph 8 b

*Text proposed by the Commission*

*Amendment*

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

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

home within each period of three consecutive weeks.;

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

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

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

Or. en

**Amendment 350**  
**Inés Ayala Sender**

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

*Text proposed by the Commission*

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

*Amendment*

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

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

Or. es

#### **Amendment 351**

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

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

#### *Text proposed by the Commission*

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

#### *Amendment*

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

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

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



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

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

Or. en

**Amendment 352**  
**Georges Bach**

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

*Text proposed by the Commission*

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

*Amendment*

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

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

Or. en

**Amendment 353**  
**Rolandas Paksas**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

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

*Amendment*

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

Or. It

*Justification*

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

**Amendment 354**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

8b. A transport undertaking shall

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*Amendment*

8b. A transport undertaking shall

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

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

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

Or. en

#### **Amendment 355**

**Elżbieta Katarzyna Łukacijewska**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

*Justification*

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

**Amendment 356**

**Izaskun Bilbao Barandica, Gesine Meissner**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

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

*Amendment*

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

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

Or. es

**Amendment 357**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

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

*Amendment*

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

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

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

Or. en

**Amendment 358**  
**Claudia Tapardel**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 359**  
**Martina Dlabajová, António Marinho e Pinto**

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

*Text proposed by the Commission*

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

*Amendment*

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

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

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

Or. en

*Justification*

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

**Amendment 360**  
**Deirdre Clune**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 361**  
**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. it

**Amendment 362**  
**Bogusław Liberadzki, Janusz Zemke**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. pl

**Amendment 363**  
**Andor Deli, Ádám Kósa**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

*Adjustment to the proposed 4 week reference period.*

**Amendment 364**  
**Dominique Riquet**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

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



**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

*Justification*

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

**Amendment 366**

**Francisco Assis**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 - paragraph 8 b

*Text proposed by the Commission*

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

*Amendment*

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

Or. pt

**Amendment 367**

**Ivo Belet, Tom Vandenkendelaere**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 – point c**

Regulation (EC) No 561/2006

Article 8 – paragraph 8b

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 368**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 paragraph 8ba (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 369**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 370**

**Henna Virkkunen**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 371**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 8 b c (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 372**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

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

Or. en

**Amendment 373**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

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

Or. en

*Justification*

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

**Amendment 374**

**Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

*whether it is necessary to propose additional measures."*

Or. en

**Amendment 375**

**Gesine Meissner, Jozo Radoš**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 376**

**Merja Kyllönen**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

#### *Justification*

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

**Amendment 377**  
**Claudia Țapardel**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 378**  
**Merja Kyllönen**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

*Justification*

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

**Amendment 379**

**Pavel Telička**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 380**  
**Inés Ayala Sender**

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

*Text proposed by the Commission*

*Amendment*

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

*Justification*

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

**Amendment 381**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Present text*

*Amendment*

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

Or. en

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

*Justification*

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

**Amendment 382**

**Inés Ayala Sender**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. es

**Amendment 383**

**Bogusław Liberadzki, Janusz Zemke**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. pl

**Amendment 384**  
**Deirdre Clune**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

*Justification*

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

**Amendment 385**  
**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 b (new)

*Present text*

*Amendment*

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

Or. en

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

*Justification*

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

**Amendment 386**

**Inés Ayala Sender**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 b (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 387**  
**Inés Ayala Sender**

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

*Text proposed by the Commission*

*Amendment*

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

Or. es

**Amendment 388**  
**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 389**

**Rolandas Paksas**

**Proposal for a regulation**

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

Regulation (EC) 561/2006

Article 8 – paragraph 9 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. It



## *Justification*

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

### **Amendment 390**

**Marian-Jean Marinescu, Andrey Novakov**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 8 a (new)

*Text proposed by the Commission*

*Amendment*

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

***"Article 8a new***

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

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

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

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

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

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

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

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

Or. en

**Amendment 391**  
**Merja Kyllönen**

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

*Text proposed by the Commission*

*Amendment*

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

*"Article 8a*

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

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

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

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

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

Or. en

#### *Justification*

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

#### **Amendment 392**

**Andor Deli, Ádám Kósa**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 6**

Regulation (EC) No 561/2006

Article 9 – paragraph 1

#### *Text proposed by the Commission*

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

#### *Amendment*

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

disposal.;

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

Or. en

*Justification*

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

**Amendment 393**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 6**

Regulation (EC) No 561/2006

Article 9 – paragraph 1

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 394**  
**Inés Ayala Sender**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 395**  
**Matt Carthy**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 396**  
**Deirdre Clune, Henna Virkkunen**

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 397**  
**Keith Taylor, Karima Delli, Bas Eickhout**

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

*Text proposed by the Commission*

*Amendment*

**(6 a) The following Article shall be added:**

***"Article 9 a***

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

Or. en

**Amendment 398**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 10 – paragraph 1

*Present text*

*Amendment*

Article 10

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

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

"Article 10

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

Or. en

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

**Amendment 399**

**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 10 – paragraph 1

*Present text*

*Amendment*

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

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

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

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

goods carried.

Or. it

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

#### **Amendment 400**

**Marie-Christine Arnautu**

#### **Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 10 – paragraph 1

#### *Present text*

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

#### *Amendment*

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

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

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

Or. fr

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

#### **Amendment 401**

**Georges Bach**

#### **Proposal for a regulation**

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

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*Present text*

*Amendment*

Article 10

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

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

***"Article 10***

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

Or. en

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

**Amendment 402**

**Bogusław Liberadzki, Janusz Zemke**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

*Text proposed by the Commission*

*Amendment*

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

***deleted***

*at the suitable accommodation.*

Or. pl

**Amendment 403**

**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

*Justification*

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

**Amendment 404**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) 561 /2006

Article 12 – paragraph 2

*Text proposed by the Commission*

*Amendment*

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

***deleted***

Or. en

#### **Amendment 405**

**Wim van de Camp, Ivo Belet**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2004

Article 12 – paragraph 2

*Text proposed by the Commission*

*Amendment*

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

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

*Justification*

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

**Amendment 406**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

*Text proposed by the Commission*

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

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

*Amendment*

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

**Amendment 407**

**Izaskun Bilbao Barandica, Gesine Meissner**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. es

**Amendment 408**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

*Text proposed by the Commission*

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

*Amendment*

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

the suitable accommodation.

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

Or. en

### *Justification*

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

### **Amendment 409**

**Martina Dlabajová, António Marinho e Pinto**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 7**

Regulation (EC) No 561/2006

Article 12 – paragraph 2

#### *Text proposed by the Commission*

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

#### *Amendment*

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

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

Or. en

#### *Justification*

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

#### **Amendment 410** **Rolandas Paksas**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

#### *Present text*

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

#### *Amendment*

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

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

Or. en

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

#### *Justification*

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

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

#### **Amendment 411**

**Marian-Jean Marinescu, Andrey Novakov**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

#### *Present text*

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

#### *Amendment*

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

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

Or. en

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

#### **Amendment 412**

**Gesine Meissner, Jozo Radoš**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point b

#### *Present text*

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

#### *Amendment*

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

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



base of the undertaking;

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

Or. en

([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccb9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccb9.0005.02/DOC_1&format=PDF))

### **Amendment 413**

**Gesine Meissner, Jozo Radoš**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 13 – paragraph 1 – point d – subparagraph 1

#### *Present text*

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

#### *Amendment*

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

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

Or. en

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

### **Amendment 414**

**Merja Kyllönen**

#### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

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

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

Or. en

*Justification*

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

**Amendment 415**

**Inés Ayala Sender, Luis de Grandes Pascual**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 13(1)(e)

*Present text*

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

*Amendment*

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

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

Or. es

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

*Justification*

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

**Amendment 416**

**Deirdre Clune, Gesine Meissner, Ivo Belet**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 417**

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

**Proposal for a regulation**

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

Regulation (EC) 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

***“(pa) vehicles used for carrying ready-mixed concrete to construction sites;”***

Or. en

## **Amendment 418**

**Claudia Schmidt**

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. de

## **Amendment 419**

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

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 420**  
**Rolandas Paksas**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 421**  
**Gesine Meissner, Jozo Radoš**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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

**Amendment 422**

**Gesine Meissner, Jozo Radoš**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 423**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 8**

Regulation (EC) No 561/2006

Article 14 – paragraph 2

*Text proposed by the Commission*

*Amendment*

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

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

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

Or. en

*Justification*

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

**Amendment 424**

**Deirdre Clune, Gesine Meissner**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 8**

Regulation (EC) No 561/2006

Article 14 – Paragraph 2

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 425**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 8 (new)**

Regulation (EC) No 561/2004

Article 14 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 426**

**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 9**

Regulation (EC) No 561/2006

Article 15

*Text proposed by the Commission*

*Amendment*

**(9) Article 15 is replaced by the following:**

***deleted***

***'Article 15***

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

Or. en



## Justification

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

### **Amendment 427**

**Merja Kyllönen**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point 9**

Regulation (EC) 561/2006

Article 15 – paragraph 1

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

### **Amendment 428**

**Andor Deli, Ádám Kósa**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point 10**

Regulation (EC) No 561/2006

Article 19 – paragraph 1

#### *Text proposed by the Commission*

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

#### *Amendment*

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

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

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

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

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

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

Or. en

#### *Justification*

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

#### **Amendment 429**

**Marian-Jean Marinescu, Andrey Novakov**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 10**

Regulation (EC) No 561/2006

Article 19 – paragraph 1

*Text proposed by the Commission*

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

*Amendment*

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

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

Or. en

**Amendment 430**

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

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 10 (new)**

Regulation (EC) No 561/2006

Article 19 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 431**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

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

Regulation (EC) 561/2006

Article 22 – paragraph 3 b a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 432**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

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

Regulation (EC) 561/2006

Article 22 – paragraph 3 b b (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 433**

**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 22 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

*inspections.*

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

Or. en

**Amendment 434**

**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 22 – paragraph 4 b (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

## *Justification*

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

### **Amendment 435**

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

#### **Proposal for a regulation**

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

Regulation (EC) 561/2006

Annex (new)

*Text proposed by the Commission*

*Amendment*

*(12 a) The following Annex is added:*

**ANNEX**

***"Minimum requirements for the parking areas***

***Part A: Service facilities***

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

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

***(2) Showers clean and in working condition:***

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

***(3) Adequate access to drinking water;***

***(4) Suitable cooking facilities;***

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

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

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

***Part B: Security features***

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

Or. en

**Amendment 436**  
**Rolandas Paksas**

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

*Present text*

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

*Amendment*

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

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



Directive 2002/15/EC of the European Parliament and of the Council<sup>14</sup> and Council *Directive 92/6/EEC*<sup>15</sup>.

Directive 2002/15/EC of the European Parliament and of the Council<sup>14</sup> and Council *Directive 92/6/EEC*<sup>15</sup>, *Regulation (EC) No 1072/2009*, *Council Directive 92/106/EEC*<sup>15a</sup>, *Directive 96/71/EC* and *Directive 2014/67/EU* as far as posting of workers in road transport is concerned, and with the Directive laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in road transport. In order to implement this provision it is necessary to amend Article 8(1) of Regulation 165/2014, providing that the digital tachograph shall record the position of the vehicle as frequently as possible. Recording the position every three hours will not ensure an effective implementation of the requirements.””

Or. It

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

#### *Justification*

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

#### **Amendment 437**

**Daniela Aiuto, Rosa D'Amato**

#### **Proposal for a regulation**

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

Regulation (EC) No 165/2014

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

*Text proposed by the Commission*

*Amendment*

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

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

*smart tachographs for the purposes of this Regulation;”*

Or. it

**Amendment 438**  
**Inés Ayala Sender**

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

*Present text*

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

*Amendment*

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

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

Or. es

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

**Amendment 439**  
**Pavel Telička**

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

*Present text*

15 years after newly registered vehicles are

*Amendment*

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

"15 years after newly registered vehicles

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

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

Or. en

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

#### **Amendment 440**

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

#### **Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

*Amendment*

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

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

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

Or. fr

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

#### *Justification*

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

## Amendment 441

Herbert Dorfmann, Claudia Schmidt, Massimiliano Salini

### Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

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

*Amendment*

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

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

Or. en

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

## Amendment 442

Luis de Grandes Pascual

### Proposal for a regulation

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

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

*Amendment*

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

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

Or. es

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

## **Amendment 443**

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

### **Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

#### *Present text*

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

#### *Amendment*

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

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

Or. en

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

## **Amendment 444**

**Jacqueline Foster**

### **Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

#### *Present text*

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

#### *Amendment*

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

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

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

*Justification*

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

**Amendment 445**

**Marie-Christine Arnautu**

**Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

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

*Amendment*

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

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

Or. fr

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

**Amendment 446**

**Markus Ferber, Norbert Lins**

**Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

*Amendment*

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

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

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

Or. de

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

#### *Justification*

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

#### **Amendment 447** **Georges Bach**

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

#### *Present text*

Article 3

#### *Amendment*

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

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

Or. en

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

#### **Amendment 448**

**Dieter-Lebrecht Koch**

**Proposal for a regulation**

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

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

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

*Amendment*

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

**"(4) By 1 January 2020 at the latest, all** newly registered vehicles are required to have a **smart** tachograph as provided in Articles 8, 9 and 10 **so they may operate** in a Member State other than the Member State of registration."

Or. de

*(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02014R0165-20140301&qid=1518766349030&from=EN>)*

**Amendment 449**

**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point -1 a (new)**

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

**4. 15 years** after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with **such a** tachograph.

*Amendment*

**-1 a In the Article 3, paragraph 4 is amended as follows:**

**"4. By 1st January [insert year of entry into force of this Directive]** after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, **all** vehicles operating in a Member State other than their Member State of registration shall be fitted with **a smart** tachograph."

Or. en



**Amendment 450**

**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point -1 a (new)**

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

**4 15** years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.

*Amendment*

**(-1a) in Article 3, paragraph 4 is replaced by the following:**

**"4 Two** years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph.”;

Or. it

(<http://eur-lex.europa.eu/legal-content/IT/TXT/HTML/?uri=CELEX:32014R0165&from=IT>)

**Amendment 451**

**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point -1 b (new)**

Regulation (EU) No 165/2014

Article 3 – paragraph 4

*Present text*

**4. 15 years** after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with **such a** tachograph.

*Amendment*

**-1 b In the Article 3 paragraph 4 is amended as follows:**

**"4. By 1st January [insert year of entry into force of this Regulation]** after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, **all** vehicles operating in a Member State other than their Member State of registration shall be fitted with **a smart**

tachograph."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

#### **Amendment 452**

**Wim van de Camp, Ivo Belet**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point -1 (new)**

Regulation (EU) No 165/2014

Article 4 – paragraph 2 – indent 3 a (new)

*Text proposed by the Commission*

*Amendment*

**-1 In Article 4, paragraph 2 the following indent is inserted:**

**- have enough memory capacity to store all of the data required under this Regulation;**

Or. en

#### **Amendment 453**

**Daniela Aiuto, Rosa D'Amato**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point - 1 b (new)**

Regulation (EU) 165/2014

Article 4, paragraph 2, subparagraph 3

*Present text*

*Amendment*

- be interoperable as between the various generations of vehicle units and tachograph cards;

**(-1b) In Article 4(2), subparagraph 3 is replaced by the following:**

- be interoperable as between the various generations of vehicle units and tachograph cards **as well as with digital devices for identifying the driver;**"

Or. it

**Amendment 454**

**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point -1 (new)**

Regulation (EU) No 165/2014

Article 4 – paragraph 2 – indent 6 a (new)

*Text proposed by the Commission*

*Amendment*

**(-1) In Article 4, paragraph 2, the following indent is added:**

**- operate free of radio interference.**

Or. en

**Amendment 455**

**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1**

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 2

*Text proposed by the Commission*

*Amendment*

**– every three hours of accumulated driving time and every time the vehicle crosses the border;;**

**- shall be registered in real time;**

Or. en

**Amendment 456**

**Wim van de Camp, Ivo Belet, Herbert Dorfmann**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1**

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 2

*Text proposed by the Commission*

*Amendment*

– every **three hours** of accumulated driving time **and every time the vehicle crosses the border;**

– every **15 minutes** of accumulated driving time;

Or. en

*Justification*

*In order to duly record all border crossings, increasing the frequency of data collection was found by the TACHOnet Forum to be the most cost-effective solution.*

**Amendment 457**

**Markus Ferber, Norbert Lins**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1**

Regulation (EU) 165/2014

Article 8 – paragraph 1 – indent 2

*Text proposed by the Commission*

*Amendment*

every **three hours** of accumulated driving time and every time the vehicle crosses the border;

every **15 minutes** of accumulated driving time and every time the vehicle crosses the border;

Or. de

*Justification*

*A shorter log interval allows closer inspection of the distances covered.*

**Amendment 458**

**Lars Adaktusson**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 – indent 1 (new)**

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 3 a (new)

*Text proposed by the Commission*

*Amendment*

- ***In Article 8 (1), the following***

*fourth indent is added:*

*"-every time the autonomous driving system activates or deactivates"*

Or. en

## **Amendment 459**

**Merja Kyllönen, Gesine Meissner, Henna Virkkunen**

### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 – point a (new)**

Regulation (EU) No 165/2014

Article 8 – paragraph 1 – indent 3 a (new)

*Text proposed by the Commission*

*Amendment*

*a) In Article 8(1), the following fourth indent is added:*

*"- every time the autonomous driving system activates or deactivates"*

Or. en

### *Justification*

*Registration of “other work” during activated autonomous driving mode necessitates an adaptation of the smart tachograph regulation. As of today, it is technically not possible to register time classified as “other work” while the vehicle is moving. Alignment is necessary to accommodate the rapid development of new technologies and digitisation throughout the Union economy.*

## **Amendment 460**

**Merja Kyllönen**

### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation (EU) 165/2014

Article 8 – paragraph 1 – subparagraph 2

*Present text*

*Amendment*

*(1 a) In Article 8, paragraph 1, last subparagraph shall be amended as*

For that purpose, vehicles **registered** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be fitted with a tachograph connected to a positioning service based on a satellite navigation system.

*follows:*

""For that purpose, vehicles **produced** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be fitted with a tachograph connected to a positioning service based on a satellite navigation system.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

#### *Justification*

*Due to a delay in reg.developments, certification, approval requirements, a lack of suppliers for sealing, availability of workshop cards throughout the EU before the end of 2018, the 2019 deadline for new registrations cannot be met.*

### **Amendment 461** **Merja Kyllönen**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 1 b (new)**  
Regulation (EU) No 165/2014  
Article 9 – paragraph 1

#### *Present text*

In order to facilitate targeted roadside checks by the competent control authorities, tachographs installed in vehicles **registered** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be able to communicate to those authorities while the vehicle is in motion.

#### *Amendment*

**(1 b) In Article 9, paragraph 1 shall be amended as follows:**

"" (1) In order to facilitate targeted roadside checks by the competent control authorities, tachographs installed in vehicles **produced** for the first time 36 months after the entry into force of the detailed provisions referred to in Article 11 shall be able to communicate to those authorities while the vehicle is in motion.""

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

### *Justification*

*Due to a delay in reg.developments, certification, approval requirements, a lack of suppliers for sealing, availability of workshop cards throughout the EU before the end of 2018, the 2019 deadline for new registrations cannot be met.*

#### **Amendment 462**

**Markus Ferber, Norbert Lins**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 b (new)**

Regulation (EC) No 165/2014

Article 9 – paragraph 2

#### *Present text*

(2) **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

#### *Amendment*

**(1b) Article 9(2) is replaced by the following:**

"(2) **Three** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

Or. de

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1512486773548&from=EN>)

### *Justification*

*Enforcement authorities need to have the proper equipment in place in order to make proper use of the data provided by the smart tachographs.*

## Amendment 463

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 1 c (new)

Regulation (EU) No 165/2014

Article 9 – paragraph 2

*Present text*

2. **15 years** after newly registered vehicles are required to have a *tachograph as provided for in this Article and* in Articles 8 and 10, Member States *shall equip their* control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

*Amendment*

**(1 c) Article 9 paragraph 2 is amended as follows:**

**"2. By 1st January [insert year of entry into force of this Directive]** after newly registered vehicles are required to have a *tachographs* provided in Articles 8, **9** and 10, Member States **must identify the most suitable** control authorities **to perform the control task and equip them** to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

## Amendment 464

Inés Ayala Sender

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 1 a (new)

Regulation (EU) 165/2014

Article 9 – paragraph 2

*Present text*

*Amendment*

**(1a) Article 9(2) is replaced by the following:**



2. **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

"2. **Within five** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. es

(<https://www.boe.es/doue/2014/060/L00001-00033.pdf>)

#### **Amendment 465**

**Herbert Dorfmann, Claudia Schmidt, Massimiliano Salini**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation (EU) No 165/2014

Article 9 – paragraph 2

#### *Present text*

2. **15** years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

#### *Amendment*

**(1 a) (1a) Article 9, paragraph 2, is replaced by the following:**

"2. **Within the three months** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment. ""

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0165&from=EN>)

#### **Amendment 466**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation (EU) No 165/2014

Article 9 – paragraph 2

#### *Present text*

**2. 15 years** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

#### *Amendment*

**(1 a) In Article 9, paragraph 2 is replaced by the following:**

**"2. Six months** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&from=EN>)

#### **Amendment 467**

**Jacqueline Foster**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation 165/2014/EU

Article 9 – paragraph 2

*Present text*

*Amendment*

**2. 15 years** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

**(1 a) The Article 9 (2) is replaced by the following:**

**"2. 12 years** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. en

*(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&rid=1>)*

*Justification*

*The smart tachograph represents a technical improvement over the current tachograph and may help the enforcement of some road transport rules and make life easier for drivers and undertakings by reducing the need for manual records. However, the costs involved in each replacement are considerable and it is reasonable to provide undertakings with time to adjust to the changes.*

## **Amendment 468**

**Dieter-Lebrecht Koch**

### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 b (new)**

Regulation (EU) No 165/2014

Article 9 – paragraph 2

*Present text*

*Amendment*

**(2) 15 years** after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member States

**(1b) Article 9(2) is amended as follows:**

**"(2) By 1 January 2020 at the latest,** Member States shall equip their control authorities to an appropriate extent with remote early detection equipment

shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment.

necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with such remote early detection equipment."

Or. de

*(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02014R0165-20140301&qid=1518766349030&from=EN>)*

#### **Amendment 469**

**Markus Ferber, Norbert Lins**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation (EC) No 165/2004

Article 9 a (new)

*Text proposed by the Commission*

*Amendment*

**(1a) The following Article is added:**

***9a. In addition to data exchange according to Article 9, transport undertakings shall ensure that the full set of data referred to in Article 9(4) and Article 8(1) shall be automatically transmitted daily via secure communication means from the smart tachograph to national databases as referred to in Article 33a.***

Or. de

#### **Amendment 470**

**Daniela Aiuto, Rosa D'Amato**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

Regulation (EU) No 165/2014

Article 9 a (new)

*Text proposed by the Commission*

*Amendment*

(1a) *The following article is inserted:*

*"Article 9a*

*1. In addition to data exchange under Article 9, transport undertakings shall ensure that the full set of data referred to in Article 4(3) and Article 8(1) is automatically transmitted in real time through secure communication channels from the smart tachograph to the road transport GNSS portal referred to in Article 33a .*

*2. The data transmitted shall be stored and used in accordance with Article 33a."*

Or. it

#### **Amendment 471**

**Daniela Aiuto, Rosa D'Amato**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 b (new)**

Regulation (EU) No 165/2014

Article 33 a (new)

*Text proposed by the Commission*

*Amendment*

(1b) *(1d) The following Article is inserted:*

*"Article 33a*

*Road transport GNSS portal*

*1. In order to facilitate the exchange of information and cooperation between the competent authorities of the Member States that implement or enforce the Union legal acts listed in Article 7(1), the Commission shall create and maintain a GNSS portal containing data regarding transport operations and drivers' activities transmitted in accordance with Article 9a.*

*The Commission shall ensure the connection of that portal with the TACHOnet messaging system referred to in Article 31, the Internal Market Information System (IMI) established by Regulation (EU) No 1024/2012 and the registers referred to Regulation (EU) No 1071/2009*

*2. Within 18 months of the entry into force of this Regulation, the Commission shall adopt delegated acts in accordance with Article 41a, in order to supplement this Regulation by laying down rules and specifications for the road transport GNSS portal, and the conditions for its use, ensuring the archiving of data transmitted and their consultation in real time by each control authority responsible, road transport GNSS portal interoperability with the systems and registers referred to in paragraph 1, as well as a system of data analysis and automatic notification of any breaches of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014, Directive 2002/15/EC, Regulations (EC) No 1071/2009 and No 1072/2009, Directive 92/106/EEC and the Directive [on the posting of drivers].”;*

Or. it

**Amendment 472**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Nicola Caputo, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2 b (new)**

Regulation (EU) No 165/2014

Article 34 – paragraph 6 – point b

*Present text*

*Amendment*

*(2 b) In Article 34, paragraph 6, point b is replaced as follows:*

*(b) the date and place where use of the record sheet begins and the date and place where such use ends;*

*"(b) at the beginning, at the end of the use of the record sheet and every time the vehicle crosses a border of a Member State: the time and place"*

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014R0165&qid=1519650301771&from=EN>)

### **Amendment 473**

**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

*7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..*

*7. deleted*

Or. en

### **Amendment 474**

**Martina Dlabajová, António Marinho e Pinto**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished ***as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place.*** Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before ***1 April 1998.***

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before ***1 April 1998.*** ***” As from the date of entry into force of the provisions of Articles 8, 9 and 10 of Regulation (EU) No 165/2014, requiring that tachographs installed for the first time on or after 15 June 2019 must be smart tachographs, providing also the possibility for an automatic registration of border crossings, drivers shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished, as well as where and when the driver has crossed a border in the vehicle, upon arrival at the first planned stopping place.***

Or. en

*Justification*

*This is to avoid practical problems, for example in passenger transport where passengers will have to wait until a suitable place is found and country code inserted.*

**Amendment 475**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2**  
Regulation (EU) 165/2014  
Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital

*Amendment*

7. ***The Commission shall ensure, as***



tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed* a border *in the vehicle on arrival* at the suitable stopping place. Member States may require *drivers of vehicles engaged in transport operations inside their territory to add* more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

*swiftly as possible, that the smart tachograph has the technology to automatically recognise the entry of a driver in a Member State, and thus make driving and road safety maintenance easier. Until this is possible, the driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. After crossing a border, the driver shall stop at the first possible stopping place, provided that road safety is not jeopardised, and shall enter in the digital tachograph the symbol of the country.* Member States may require more detailed geographic specifications *to be added* to the country symbol, *when the smart tachograph regulation comes into force*, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. es

#### **Amendment 476**

**Roberts Zīle, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko**

#### **Proposal for a regulation**

##### **Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 37 – paragraph 7 – subparagraph 1

#### *Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed* a border *in the vehicle on arrival* at the *suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1

#### *Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. The driver *shall also enter the symbol of the country that the driver enters after crossing* a border *of a Member State* at the *beginning of the driver's first planned stop in that member State. That stop is to be understood as the break or rest planned in accordance with Regulation (EC) Nr 561/2006 or any other stop for the needs of the driver or the transport operation.* Member States

April 1998..

may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

#### **Amendment 477**

**Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – point 2**

Regulation (EU) 165/2014

Article 34 – paragraph 7 – subparagraph 1

#### *Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

#### *Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *The driver shall also enter the symbols of the countries that he has entered after crossing the border, starting at the first possible stopping point in the Member State. This stopping point should be understood as the first available place where the driver can stop the vehicle safely and within 15 minutes of crossing the border*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. fr

**Amendment 478**  
**Claudia Schmidt**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

(7) The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

*Amendment*

(7) The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished at the suitable stopping place as well as where and when the driver has crossed a border in the vehicle ***on arrival at the first scheduled stopping place. If a national border is crossed in transit, there is no need to enter the country code unless it is the country code of the destination.*** Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. de

**Amendment 479**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished ***as well as where and when*** the

*Amendment*

7. ***Where the tachograph is not able to automatically record the location of the vehicle,*** the driver shall enter in the digital tachograph the symbols of the countries in

driver *has crossed a border in the vehicle on arrival* at the suitable *stopping* place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first* suitable place *of his choice and, at the latest, 30 minutes after crossing the border to enter in the digital tachograph the symbols of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. en

#### **Amendment 480**

**Christine Revault d'Allonnes Bonnefoy, Michael Detjen, Ismail Ertug, Hugues Bayet, Kathleen Van Brempt, Karoline Graswander-Hainz**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

#### *Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival* at the suitable *stopping* place. Member States may require drivers of vehicles engaged *in transport* operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

#### *Amendment*

7. *If the tachograph is not able to record automatically location of the vehicle*, the driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first* suitable place *of his choice and, at the latest, 30 minutes after crossing the border to enter in the digital tachograph the symbols of the country*. Member States may require drivers of vehicles engaged *in transport* operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

**Amendment 481**  
**Henna Virkkunen**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2**  
Regulation (EU) No 165/2014  
Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of *the* countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.*

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of countries in which the daily working period started and finished. The driver *shall also enter the symbol of the country that the driver enters after crossing the border of a Member State at the beginning of driver's first stop in that Member State. The first stop in a Member State is to be understood as the break or rest planned in accordance with Regulation (EC) No 561/2006, or any other stop for the needs of the driver or the transport operation. Where the crossing of border of a Member State takes place on a ferry or train, the driver shall enter the symbol of the country when leaving the port or station of arrival.*

**Amendment 482**  
**Andor Deli, Ádám Kósa**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2**  
Regulation (EU) No 165/2014  
Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in

which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

which the daily working period started and finished. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

#### *Justification*

*In its current wording, this new obligation will add a significant burden and will lead to diverging enforcement practices in EU Member States. It will also most likely result in practical problems, as well as safety and security issues. For example in passenger transport passengers will have to wait until a suitable place is found and country code inserted.*

#### **Amendment 483**

**Cláudia Monteiro de Aguiar**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

#### *Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

#### *Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the *first planned* stopping place **and enter the symbol of the country in the digital tachograph**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic

specifications to the Commission before 1 April 1998.”.

Or. pt

**Amendment 484**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2**  
Regulation (EU) 165/2014  
Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.”.

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place **and within 30 minutes of crossing the border**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. fr

**Amendment 485**  
**Deirdre Clune**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2**  
Regulation (EU) No 165/2014  
Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished **as well as where and when** the driver **has crossed a border in the vehicle**

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. **After crossing a border**, the driver **shall stop** at the **first planned**

*on arrival* at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

stopping place *at the latest, and shall enter in the digital tachograph the symbol of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

Or. en

### *Justification*

*Having an obligation to record every border crossing means that those using the current digital tachographs must do so manually. This means that they have to stop immediately upon crossing the border. Places to stop might not be freely available at the border. There is a risk that this could cause congestion. Given the queues and congestion - this would make enforcement a de-facto difficult task.*

## **Amendment 486** **Jacqueline Foster**

### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

#### *Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when* the driver *has crossed a border in the vehicle on arrival* at the *suitable* stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

#### *Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border*, the driver *shall stop* at the *first planned* stopping place *at the latest, and shall enter in the digital tachograph the symbol of the country*. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..



*Justification*

*Suitable stopping places might not be available at the border. If all drivers had to use the first 'possible' stopping place after the border, it would probably cause congestion and long queuing times.*

**Amendment 487****Rolandas Paksas****Proposal for a regulation****Article 2 – paragraph 1 – point 2**

Regulation (EU) 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished *as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place.* Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished. *After crossing a border, the driver shall stop at the first possible planned stopping place and shall enter in the digital tachograph the symbol of the country.* Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. It

*Justification*

*The parking places shall be ensured in parking facilities where the stopping is planned.*

**Amendment 488****Daniela Aiuto, Rosa D'Amato****Proposal for a regulation****Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2016

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the suitable stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **first** suitable stopping place **available**. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.

Or. it

**Amendment 489**

**Peter Kouroumbashev, Asim Ademov, Georgi Pirinski, Angel Dzhambazki, Emil Radev, Filiz Hyusmenova, István Ujhelyi, Nedzhmi Ali**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

Regulation (EU) No 165/2014

Article 34 – paragraph 7 – subparagraph 1

*Text proposed by the Commission*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **suitable** stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

*Amendment*

7. The driver shall enter in the digital tachograph the symbols of the countries in which the daily working period started and finished as well as where and when the driver has crossed a border in the vehicle on arrival at the **first planned** stopping place. Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998..

**Amendment 490**  
**Matt Carthy**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2 a (new)**  
Regulation (EU) No 165/2014  
Article 34 – paragraph 7 a (new)

*Text proposed by the Commission*

*Amendment*

**(2 a) In Article 34, new paragraph 7 a shall be inserted:**

***"7a. Drivers shall be provided with training on how to correctly use a tachograph in order to achieve full use of the equipment. The driver must not be responsible for the cost of their training, which should be provided by their employer."***

Or. en

**Amendment 491**  
**Matt Carthy**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2 b (new)**  
Regulation (EU) No 165/2014  
Article 34 – paragraph 7 b (new)

*Text proposed by the Commission*

*Amendment*

**(2 b) In Article 34, new paragraph 7 b shall be inserted:**

***"7b. The maximum amount of control authorities should be trained on how to correctly read and monitor a tachograph."***

Or. en

**Amendment 492**  
**Markus Pieper, Markus Ferber**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2 a (new)**  
Regulation (EC) No 165/2014  
Article 36 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**(2a) In Article 36, new paragraph 3 a shall be inserted:**

**(3a) In the cases referred to in paragraphs 1 and 2, obligatory reporting is reduced to the previous 14 days if the driver's weekly driving period does not exceed 15 hours during this time.**

Or. de

**Amendment 493**  
**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 2 a (new)**  
Regulation (EU) No 165/2014  
Article 41 a (new)

*Text proposed by the Commission*

*Amendment*

**(2a) The following Article is inserted:**

**"Article 41a**

**Exercise of the delegation**

**1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.**

**2. The power to adopt delegated acts referred to in Article 33a(5) shall be conferred on the Commission for a period of five years from ... [the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods**

*of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.*

*3. The delegation of power referred to in Article 33a(5) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.*

*4. Before the adoption of a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law Making of 13 April 2016.*

*5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.*

*6. A delegated act adopted pursuant to Article 33a(5) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of [two months] of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.”*

Or. it

**Amendment 494**  
**Rolandas Paksas**

## Proposal for a regulation

### Article 2 – paragraph 1 – point 2 a (new)

Regulation (EU) No 165/2014

Article 45 – paragraph 1 – point 1

#### *Present text*

Amendment of Regulation (EC) No 561/2006  
Regulation (EC) No 561/2006 is hereby amended as follows:

(1) in Article 3, the following point is inserted after point (a):

‘(aa) vehicles or combinations of vehicles **with a maximum permissible mass not exceeding 7,5 tonnes** used for carrying materials, equipment or machinery for the driver’s use in the course of his work, and which are used only within a **100 km** radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver’s main activity;’;

#### *Amendment*

**(2 a) Article 45 is replaced by the following:**

"Amendment of Regulation (EC) No 561/2006

Regulation (EC) No 561/2006 is hereby amended as follows:

(1) in Article 3, the following point is inserted after point (a):

‘(aa) vehicles or combinations of vehicles used for carrying materials, equipment or machinery for the driver’s use in the course of his work, and which are used only within a **150 km** radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver’s main activity;’;"

Or. en

(<http://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:32014R0165>)

#### *Justification*

*The exception of 7.5 tonnes is too limited and puts an unnecessary burden to the daily operations of SMEs. It is necessary to eliminate the weight limit and increase the radius to 150 km, a kilom trage that is in line with existing legislation (e.g. the Combined Transport Directive)*