



**2017/0122(COD)**

27.2.2018

# **AMENDMENTS**

## **43 - 235**

### **Draft report**

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

Amending Regulation (EC) No 561/2006 as regards 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 43

Karima Delli, Keith Taylor, Bas Eickhout

### Proposal for a regulation

#### Recital 1

*Text proposed by the Commission*

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

*Amendment*

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

***Measures to improve social rules should ensure coherence with the Commission's comprehensive strategy for a competitive transport system, in particular with regards to the objective set by the 2011 White Paper on Transport, which called for shifting 30% of road freight over 300 km to multimodal transport by 2030, and more than 50% by 2050.***

Or. en

## Amendment 44

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Karoline Graswander-Hainz, Kathleen Van Brempt, Jens Nilsson, Nicola Caputo, Michael Detjen, Ismail Ertug, Isabella De Monte, Hugues Bayet, Theresa Griffin, Miltiadis Kyrkos

### Proposal for a regulation

#### Recital 1

*Text proposed by the Commission*

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe,

*Amendment*

(1) Good working conditions for drivers and fair business conditions for road transport undertakings are of paramount importance to creating a safe,

efficient and socially accountable road transport sector. To facilitate that process it is essential that the Union social rules in road transport are clear, fit for purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.

efficient and socially accountable road transport sector, ***which is able to attract qualified workers and ensure a wide-level playing field across Europe***. To facilitate that process it is essential that the Union social rules in road transport are clear, fit for purpose, easy to apply and to enforce and implemented in an effective and consistent manner throughout the Union.

Or. en

**Amendment 45**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

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

*Amendment*

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

Or. es

**Amendment 46**  
**Claudia Tapardel**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

(1) Good working conditions for

*Amendment*

(1) Good working conditions for

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

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

Or. en

**Amendment 47**  
**Nicola Caputo**

**Proposal for a regulation**  
**Recital 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*(1a) It is in the interests of road safety and enforcement that all drivers should be fully aware of both the rules on driving and rest times and the availability of rest facilities. Therefore, it is appropriate for Member States to work to produce guidance that: presents this Regulation in a clear and simple manner, gives useful information on parking and rest facilities and underlines the importance combating fatigue.*

Or. en

*Justification*

*The driving and rest time rules can be complicated. Therefore it is important that the rules and their purpose are fully understood by all parties involved. Driver fatigue negatively affects road safety and therefore drivers need to be aware of the location of suitable rest facilities.*

**Amendment 48**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 1 a (new)**

*Text proposed by the Commission*

*Amendment*

**(1a) Whereas the President of the European Commission, Jean-Claude Juncker, mentioned the foreseeable creation of a European Labour Authority in his State of the Union address 2017;**

Or. en

**Amendment 49**

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

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

*Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. ***Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.***

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework.

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road

transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

Or. en

## **Amendment 50** **Dominique Riquet**

### **Proposal for a regulation** **Recital 2**

#### *Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of

#### *Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

***On the other hand, the maximum driving periods per day, per week and per period of two consecutive weeks, as set out in Regulation (EC) No 561/2006, are effective in improving the social conditions of road drivers and road safety in general and they should therefore remain in force and steps should be taken to ensure that they are respected.***

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of

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

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

Or. fr

**Amendment 51**  
**Claudia Tapardel**

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council

*Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home ***or to another location chosen by the driver,*** lead to diverging interpretations and enforcement practices ***or abusive behaviour by enforcement authorities*** in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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<sup>9</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council



Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

Or. en

**Amendment 52**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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*Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators ***and the fragmentation of the single European transport area.***

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

Or. es

## Amendment 53

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

### Proposal for a regulation

#### Recital 2

##### *Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

##### *Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home ***or to another location chosen by the driver***, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

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 54**  
**Marie-Christine Arnautu**

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

(2) Having evaluated the *effectiveness and efficiency of the* implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

*Amendment*

(2) Having evaluated the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on weekly rest, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

Or. fr

**Amendment 55**  
**Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Geoffroy Didier, Anne Sander, Jérôme Lavrilleux**

**Proposal for a regulation**

## Recital 2

*Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on *weekly rest*, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

*Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

Or. fr

## Amendment 56 Georges Bach

### Proposal for a regulation Recital 2

*Text proposed by the Commission*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road

*Amendment*

(2) Having evaluated the effectiveness and efficiency of the implementation of the existing set of Union social rules in road

transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on *weekly rest*, resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

transport, and in particular Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>9</sup>, certain deficiencies were identified in the existing legal framework. Unclear and unsuitable rules on resting facilities, breaks in multi-manning and the absence of rules on the return of drivers to their home, lead to diverging interpretations and enforcement practices in the Member States. Several Member States recently adopted unilateral measures further increasing legal uncertainty and unequal treatment of drivers and operators.

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

Or. en

## **Amendment 57** **Merja Kyllönen**

### **Proposal for a regulation** **Recital 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***(2a) It is desirable and in the interests of clear and effective enforcement that transport undertakings are fully aware of their responsibilities regarding liability under Article 10 of Regulation (EC) No 561/2006. Member States should clearly outline and issue guidance to those involved in the industry explaining the chain of responsibility for breaches of the rules on driving time, breaks and rest***

*time, in particular concerning the role of consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies under Article 10 (4).*

Or. en

*Justification*

*It may be difficult to clearly identify who is responsible for infringements and it is important that undertakings are aware of their responsibilities. Approaches vary across Member States on how control authorities check compliance with the rules by each of the actors involved.*

**Amendment 58**  
**Merja Kyllönen**

**Proposal for a regulation**  
**Recital 2 b (new)**

*Text proposed by the Commission*

*Amendment*

*(2b) It is in the interests of road safety to encourage transport undertakings to adopt a safety culture which includes: safety policies and procedures issued by senior management, the commitment to implementing safety policy shown by the line management and the willingness to comply with safety rules shown by the workforce. There should be a clear focus on road transport safety issues, including fatigue, liability, journey planning, rostering, performance-based pay and 'just in time' management.*

Or. en

*Justification*

*An employer's 'safety culture' can support compliance with existing EU legislation and improve safety by going beyond what is legally required, especially when targeting key risks like fatigue. It also promotes a data-led, pro-active approach to safety. This is already common in other transport sectors, especially aviation.*

**Amendment 59**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 3**

*Text proposed by the Commission*

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

*Amendment*

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

Or. es

**Amendment 60**  
**Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Recital 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***(3a) There has been a marked increase in the number of road hauliers operating both nationally and on a cross-border basis with vehicles with a permissible laden mass of between 2.8 and 3.5 tonnes. To prevent distortions of competition and socially unequal standards and, at the same time, improve road safety, drivers of such vehicles should also comply with driving and rest periods.***

Or. de

**Amendment 61**  
**Nicola Caputo**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***(4a) It is desirable, in the interests of road safety, to encourage transport undertakings to adopt a safety culture which includes: safety policies and procedures issued by senior management, the commitment to implementing safety policy shown by line management and the willingness to comply with safety rules shown by the workforce. There should be a clear focus on road transport safety issues, including fatigue, liability, journey planning, rostering, performance-based pay and ‘just in time’ management.***

Or. en

*Justification*

*An employer’s ‘safety culture’ can support compliance with existing EU legislation and improve safety by going beyond what is legally required, especially when targeting key risks like fatigue. It also promotes a data-led, pro-active approach to safety. This is already common in other transport sectors, especially aviation.*

**Amendment 62**  
**Cláudia Monteiro de Aguiar**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. In order to ensure a European-wide level playing field in road transport, this Regulation should apply to all vehicles engaged in international transport, with the exception of light commercial vehicles. The Commission should submit a report providing specific data on the use of light commercial vehicles in international transport, also taking into account their impact in cross-***



***border transport.***

Or. pt

*Justification*

*According to the Commission's impact assessment, light commercial vehicles account for only 3.2 % in terms of kilometres in international transport. The Commission is therefore called on to produce a diagnostic report on the use of LCVs before any action is taken to bring them into line with this directive.*

**Amendment 63**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***(4a) Any national rules applied to road transport must be proportionate as well as justified and must not hinder or make less attractive the exercise of fundamental freedoms guaranteed by the Treaty, such as the free movement of goods and the freedom to provide services in order to maintain or even increase the competitiveness of the European Union.***

Or. en

**Amendment 64**

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

**Proposal for a regulation**

**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***(4a) The maximum driving periods per day, per week and per period of two consecutive weeks, as set out in Regulation (EC) No 561/2006, clearly contribute to improving the social***

*conditions of road drivers and road safety in general. They should therefore remain in force and steps should be taken to ensure that they are respected.*

Or. fr

**Amendment 65**  
**Henna Virkkunen**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

*(4a) Majority of undertakings operating with vehicles with a maximum permissible mass not exceeding 3.5 tonnes are small and medium sized undertakings. It would be unnecessary burden causing major obstacles for these operators to apply the requirements of this Regulation.*

Or. en

**Amendment 66**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

*(4a) In order to improve fair competition in the sector, working conditions of drivers and road safety, the scope of this regulation should include the use of vehicles for the transport of goods from a permissible mass of 2,4 tonnes;*

Or. en

**Amendment 67**  
**Dominique Riquet**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**(4a)** *In order to ensure, at European level, road safety and fair and healthy competition, this Regulation applies to all motorised vehicles carrying out for-hire or reward transport operations.*

Or. fr

*Justification*

*Broadens the scope of the Regulation in particular to include LCVs.*

**Amendment 68**  
**Francisco Assis**

**Proposal for a regulation**  
**Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a.** *With a view to ensuring a European-wide level playing field, this Regulation should apply to all vehicles with a permissible laden mass exceeding 2.5 tonnes engaged in international transport.*

Or. pt

**Amendment 69**  
**Renaud Muselier, Franck Proust, Elisabeth Morin-Chartier, Anne Sander, Geoffroy Didier, Jérôme Lavrilleux**

**Proposal for a regulation**  
**Recital 4 b (new)**

*Text proposed by the Commission*

*Amendment*

**(4b) *In order to ensure, at European level, the conditions for road safety, environmental protection and fair and healthy competition, this Regulation applies to all motorised vehicles carrying out international transport and/or cabotage operations.***

Or. fr

*Justification*

*This recital aims to extend the scope of this Regulation to all motorised vehicles including vehicles of less than 3.5 tonnes.*

#### **Amendment 70**

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

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

##### **Recital 5**

*Text proposed by the Commission*

*Amendment*

(5) The existing requirement on breaks turned out to be unsuitable and impractical for drivers in a team. Therefore, ***it is appropriate to adapt the requirement on recording breaks to the specificity of the transport operations carried out by drivers driving in a team.***

(5) The existing requirement on breaks turned out to be unsuitable and impractical for drivers in a team. Therefore, ***in accordance with the European Court of Justice ruling of 20 December 2018<sup>1a</sup>, drivers should not spend their rest time in a drivers cab, whilst the vehicle is driven by another driver.***

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***<sup>1a</sup> Judgement in Case C-102/16 Vaditrans BVBA v Belgian state***

Or. en

#### **Amendment 71**

**Daniela Aiuto, Rosa D'Amato**

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

##### **Recital 5 a (new)**

PE618.187v01-00

20/111

AM\1146372EN.docx

*Text proposed by the Commission*

*Amendment*

***(5a) In order to ensure greater safety and more effective and timely monitoring, the use of digital devices, which enable driver identification and are interoperable with smart tachographs, should be permitted and promoted, including through appropriate support schemes.***

Or. it

**Amendment 72**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

***(5a) Transporting goods is fundamentally different from transporting people. Coach drivers are in close contact with their passengers and should be in a position to take breaks with greater flexibility without extending driving periods or shortening rest periods and breaks.***

Or. de

**Amendment 73**  
**Georges Bach**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

***(5a) The carriage of goods is significantly different from the carriage of passengers. Drivers of coaches or buses are in close contact with their passengers and should be able to have more flexibility***

*in taking breaks without extending driving times or reducing rest times and breaks.*

Or. en

**Amendment 74**  
**Gesine Meissner, Jozo Radoš**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

*(5a) Passenger transport is fundamentally different from freight transport. Bus drivers are in close contact with their passengers and need flexibility for taking their breaks but without lengthening driving times or reducing rest periods and breaks.*

Or. en

**Amendment 75**  
**Isabella De Monte, Nicola Caputo, David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

*(5a) It is therefore essential that creation and maintenance costs of the of Dedicated Parking areas services, of various types, which allow drivers to rest in their vehicle on tolls roads, do not increase the drivers' road toll scheme.*

Or. en

**Amendment 76**

Isabella De Monte, Nicola Caputo, David-Maria Sassoli

**Proposal for a regulation**

**Recital 5 b (new)**

*Text proposed by the Commission*

*Amendment*

***(5b) Transport of goods and carriage of passengers are two substantially different types of transport, having different prerogatives. Drivers of coaches and buses should benefit from more flexibility in taking breaks, on the understanding that this flexibility will not affect driving and resting times.***

Or. en

**Amendment 77**

**Inés Ayala Sender**

**Proposal for a regulation**

**Recital 6**

*Text proposed by the Commission*

*Amendment*

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

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

*within the Community involving transport by ferry or by rail for part of the journey.*

Or. en

#### **Amendment 78**

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

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

##### **Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

#### **Amendment 79**

**Marie-Christine Arnautu**

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

##### **Recital 6**

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*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 80**  
**Georges Bach**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

**Amendment 81**  
**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

Or. it

**Amendment 82**  
**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

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

is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from *place of residence* are not excessively long. ***Drivers should have the right to choose where and how to take the rests.***

Or. en

### **Amendment 83**

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

### **Proposal for a regulation**

#### **Recital 6**

#### *Text proposed by the Commission*

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

#### *Amendment*

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

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 84

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

#### Proposal for a regulation

##### Recital 6

*Text proposed by the Commission*

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

*Amendment*

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. ***In order to secure decent working conditions*** it is ***necessary*** to adapt the provision on the regular weekly rest in ***order to make it*** easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, ***whilst being*** fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long ***and to ensure that drivers have both the opportunity and the means to return home on a regular basis.***

Or. en

### Amendment 85

**Claudia Tapardel**

#### Proposal for a regulation

##### Recital 6

*Text proposed by the Commission*

(6) Drivers engaged in long-distance

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*Amendment*

(6) Drivers engaged in long-distance

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

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

Or. en

**Amendment 86**  
**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 87**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. The current requirements on the regular weekly rest unnecessarily prolong those periods. It is thus desirable to adapt the provision on the regular weekly rest in such a way that it is easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home *do not exceed 60 days*.

Or. ro

**Amendment 88**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

(6) Drivers engaged in long-distance international transport operations spend long periods away from their home. *Drivers fatigue often leads to a deterioration in road and driver safety and therefore needs reliable, easily understandable and enforceable rules to make it* easier for drivers to carry out transport operations in compliance with the rules and to reach their home for a regular weekly rest, and be fully compensated for

fully compensated for all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

all reduced weekly rest periods. It is also necessary to provide that operators organise the work of drivers in such a way that these periods away from home are not excessively long.

Or. en

**Amendment 89**  
**Andor Deli, Ádám Kósa**

**Proposal for a regulation**  
**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**(6a) Rest in the cabin is characteristic for the transport sector. A full separation of drivers and their vehicles is not desirable from a security and insurance perspective.**

Or. en

**Amendment 90**  
**Merja Kyllönen, Gesine Meissner, Henna Virkkunen**

**Proposal for a regulation**  
**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**(6a) Technological development allows for a differentiated usage of the vehicle without requiring the full attention of the driver for driving.**

Or. en

**Amendment 91**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**(6a)** *Technological development allows for a differentiated usage of the vehicle without requiring the full attention of the driver for driving.*

Or. en

**Amendment 92**  
**Marie-Christine Arnautu**

**Proposal for a regulation**  
**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. fr

**Amendment 93**  
**Marie-Christine Arnautu**

**Proposal for a regulation**  
**Recital 6 b (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. fr

**Amendment 94**



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

**Proposal for a regulation**  
**Recital 7**

*Text proposed by the Commission*

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

*Amendment*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement. *It is desirable to adapt the provision on the regular weekly rest periods and any weekly rest of more than 45 hours in a such a way that it is easier for drivers to spend it in a suitable rest area.*

Or. en

**Amendment 95**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 7**

*Text proposed by the Commission*

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

*Amendment*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are provided with adequate accommodation for their regular weekly rest periods if they are taken away from home, *to the effect that there should be sufficient safe and secure parking areas and adjacent accommodation in every Member State. Before this measure can be introduced, it must be clear whether there are sufficient*

*safe and secure car parks in every Member State for it to be implemented. To this end, each Member State should be required to publish up-to-date and clear lists of the safe and secure parking areas on its territory, as a means of ensuring that the EU rules can be applied by the road transport industry and are not impossible for it to meet.*

Or. ro

#### *Justification*

*Este necesara clarificarea faptului ca odihna saptamanala a soferilor profesionisti se poate efectua la bordul vehiculelor , pentru a se evita practice nationale protectioniste de aplicare a Regulamentului 561/2006 care au stabilit introducerea de sanctiuni drastice daca perioada de reapus saptamanal normal se efectueaza in cabina vehiculului. Restrictionarea efectuarii odihnei saptamanale normale in cabina va conduce la cresterea costurilor transportatorilor , atat cu cazarea cat si cu primele de asigurare pentru marfurile transportate , pentru perioadele in care acestea se vor afla in parcuri nesecurizate ,avand in vedere numeroase cazuri de vandalism petrecute in ultimii ani,.*

#### **Amendment 96**

**Andor Deli, Ádám Kósa**

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

#### **Recital 7**

##### *Text proposed by the Commission*

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

##### *Amendment*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. ***Therefore, before banning a sleep in the vehicle and forcing drivers to spend it in a suitable accommodation, with adequate sleeping and sanitary facilities it is of utmost importance to get a clear view on existing facilities.*** It is therefore appropriate to ***prepare a report and on its findings to propose a clear roadmap and timing on how to address the existing problems and increase the number of suitable rest***

*facilities for drivers and secured parking facilities on the TEN-T network.*

Or. en

#### **Amendment 97**

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

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

##### **Recital 7**

###### *Text proposed by the Commission*

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

###### *Amendment*

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

Or. en

#### **Amendment 98**

**Inés Ayala Sender**

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

##### **Recital 7**

###### *Text proposed by the Commission*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are

###### *Amendment*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are

provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

provided with adequate accommodation for their regular weekly rest periods if they are taken away from home, *with the cost being borne by the undertaking.*

Or. es

#### **Amendment 99**

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

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

##### **Recital 7**

###### *Text proposed by the Commission*

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

###### *Amendment*

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

Or. en

#### **Amendment 100**

**Mark Demesmaeker, Helga Stevens**

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

##### **Recital 7**

###### *Text proposed by the Commission*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are

###### *Amendment*

(7) There are differences among Member States in the interpretation and implementation of the weekly rest requirements as regards the place where the weekly rest should be taken. It is therefore appropriate to clarify that requirement to ensure that drivers are

provided with adequate accommodation for their regular weekly rest periods if they are taken away from home.

provided with adequate *and safe* accommodation for their regular weekly rest periods if they are taken away from home.

Or. nl

#### **Amendment 101**

**Martina Dlabajová, António Marinho e Pinto**

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

##### **Recital 7**

###### *Text proposed by the Commission*

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

###### *Amendment*

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

Or. en

#### **Amendment 102**

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

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

##### **Recital 7 a (new)**

###### *Text proposed by the Commission*

###### *Amendment*

**(7a) Adequate resting facilities are crucial for improving drivers working conditions in the sector and maintaining road safety. As rest in the cabin is characteristic for the transport sector and full separation of drivers and their vehicles is not desirable from a security**

*and insurance perspective, drivers should be allowed to take their rest in their vehicle, if the vehicle is equipped with suitable sleeping facilities. Due to current shortage of safe and secure parking areas on European roads, the requirement for drivers to take the 45 hrs weekly rest outside the cabin is not practically implementable, therefore it should be applied only when this shortage is addressed and solved. The revised TEN-T guidelines foresee the development of rest areas on motorways approximately every 100 km to provide parking space for commercial road users with an appropriate level of safety and security and therefore Member States should be encouraged to implement the TEN-T guidelines and sufficiently invest in safe and suitably adapted parking areas.*

Or. en

**Amendment 103**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

*(7a) Dedicated Parking areas must be subject to the requirements applicable to them. Those requirements should ensure that all of the facilities necessary for good resting conditions are in place in such areas. However, the requirements concerning spending rest periods at the appropriate sites can only be implemented after ensuring that such sites are available in sufficient numbers and are accessible;*

Or. It

**Amendment 104**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

**(7a) *The dedicated parking areas for drivers must be public and provide adequate conditions of security for vehicles and their cargo as well as for drivers, who shall also have access to decent sanitary facilities which on no account should give rise to circumstances deleterious to their physical condition and rest.***

Or. es

**Amendment 105**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

**(7a) *In order to provide good quality affordable rest facilities, the Commission and Member States should encourage the establishment of social enterprises for the operation of rest facilities at parking spaces in cooperation with workers unions, or other bodies working to social improvements;***

Or. en

**Amendment 106**  
**Mark Demesmaeker, Helga Stevens**

**Proposal for a regulation**  
**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

**(7a)** *A quiet place for drivers to sleep in is of the utmost importance, because a proper night's sleep is conducive to road safety. The challenges with regard to migrants, cargo theft and violence therefore call for an effective approach.*

Or. nl

**Amendment 107**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 108**

**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**

**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. it



**Amendment 109**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 7 b (new)**

*Text proposed by the Commission*

*Amendment*

*(7b) There are also differences among Member States in the way night and weekend driving bans are implemented. In order to establish a better functioning of the EU internal market, as well as in the interest of easy logistic planning, legal certainty, the social concerns of drivers and a fair level-playing field amongst Member States, the Commission should propose a harmonising EU framework for night and weekend driving bans.*

Or. en

**Amendment 110**  
**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**  
**Recital 7 b (new)**

*Text proposed by the Commission*

*Amendment*

*(7b) In order to safeguard working conditions of the drivers at places of loading and unloading, owners and operators of such facilities should provide the driver with the access to hygienic facilities;*

Or. en

**Amendment 111**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

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

*Amendment*

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach a desired destination for taking a weekly rest without violating Union rules. It is desirable to make it easier for drivers to cope with those circumstances and to enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times, ***by increasing the reference period for taking a weekly rest by extending the total driving time.*** ***The Commission proposal, it is noted, would reduce the driving time from 180 hours to 168 hours.***

Or. ro

**Amendment 112**  
**Claudia Tapardel**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

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

*Amendment*

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach a desired destination for taking a weekly rest without violating Union rules. It is ***imperious*** to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times. ***More efforts are required at national and EU level to create or upgrade secure parking areas, adequate sanitary facilities and adequate accommodation, particularly along the routes with high volumes of traffic.***

### Amendment 113

**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

##### Recital 8

###### *Text proposed by the Commission*

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

###### *Amendment*

(8) *In order to ensure the objective of this Regulation to improve road safety and to protect drivers and other road users, who* often *are* faced with unforeseen circumstances which make it impossible to reach a desired destination for taking a weekly rest, it is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times.

### Amendment 114

**Merja Kyllönen**

#### Proposal for a regulation

##### Recital 8

###### *Text proposed by the Commission*

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

###### *Amendment*

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach *home or other suitable accommodation of their own choice for the purpose of* taking a weekly rest without violating Union rules. It is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on

maximum driving times.

Or. en

*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 or other suitable accommodation of their own choice.*

**Amendment 115**

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

**Proposal for a regulation**

**Recital 8**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 116**

**Inés Ayala Sender**

**Proposal for a regulation**

**Recital 8**

*Text proposed by the Commission*

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach ***a desired destination for*** taking a weekly rest without violating

*Amendment*

(8) Drivers are often faced with unforeseen circumstances which make it impossible to reach ***home for the purpose of*** taking a weekly rest without violating

Union rules. It is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times.

Union rules. It is desirable to make it easier for drivers to cope with those circumstances and enable them to reach their destination for a weekly rest without breaching the requirements on maximum driving times.

Or. es

**Amendment 117**  
**Andor Deli, Ádám Kósa**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 118**  
**Merja Kyllönen**

**Proposal for a regulation**  
**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

***(8a) Drivers engaged in both national and international transport operations find it often difficult if not impossible to have the necessary breaks, especially in the outermost and/or peripheral regions of the European Union, as there is not***

*enough parking and rest areas that provide appropriate parking spaces, free from snow and ice in the winter time. It is therefore desirable and in the interests of drivers working conditions, as well as road safety and enforcement that Member States should provide them.*

Or. en

**Amendment 119**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

*(8a) Since the time taken to drive a vehicle to/from a platform affects the driving time and efficiency of the road transport company, negligible vehicle movements for the purposes of loading/unloading (at speeds of under 25 km/h) should be recorded as ‘other work’ and not as driving time, as defined in Directive 2002/15/EC, where a clear distinction is made between driving and loading/unloading.*

Or. ro

**Amendment 120**  
**Deirdre Clune, Henna Virkkunen**

**Proposal for a regulation**  
**Recital 8 a (new)**  
Regulation (EC) No 561/2006  
Recital 8 a (new)

*Text proposed by the Commission*

*Amendment*

*(8a) (18a) Many road transport operations within the Community involve*

*transport by ferry or by rail for part of the journey. Clear, appropriate provisions regarding rest periods and breaks should therefore be laid down for such operations.*

Or. en

**Amendment 121**  
**Keith Taylor, Karima Delli, Bas Eickhout**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

*(9a) In order to ensure that rules are clear, easy to understand and enforceable, information must be made accessible to the drivers. This should be achieved through the coordination of the Commission. Drivers should also receive information on rest areas and secure parking to allow for better planning of journeys. Furthermore, through the Commission's coordination a free telephone hotline should be installed to alert control services in case undue pressure is put on drivers, fraud or illegal behaviour.*

Or. en

**Amendment 122**  
**Matt Carthy**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

*(9a) Special consideration and flexibility shall be given to road hauliers operating on the island of Ireland, who*

*face the threat of diverging rules north and south of the border. Ireland's island status, geographical and peripheral location must therefore be taken into account when affording legislative options to achieve high worker and drivers' rights.*

Or. en

**Amendment 123**  
**Merja Kyllönen**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

*(9a) It is desirable and in the interests of road safety and enforcement that Member States should assess the compliance of transport undertakings and consigners with Article 10 of Regulation (EC) No 561/2006 as part of their national risk rating systems, as provided for by Article 9 of Directive (EC) No 2006/22.*

Or. en

*Justification*

*Risk rating systems help to increase checks on undertakings with a poor record concerning the compliance with driving times and other rules. Compliance with the rules on liability are an important part of this and should therefore be included.*

**Amendment 124**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*



***(9a) In order to guarantee effective enforcement, it is essential that the competent authorities, when carrying out company inspections, should be able to ascertain that driving times and rest periods have been properly observed on the day of the check and over the preceding 28 days;***

Or. It

**Amendment 125  
Nicola Caputo**

**Proposal for a regulation  
Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

***(10a) It is desirable and in the interests of clear and effective enforcement that transport undertakings are fully aware of their responsibilities regarding liability under Article 10 of Regulation (EC) No. 561/2006. Member States should clearly outline and issue guidance to those involved in the industry explaining the chain of responsibility for breaches of the rules on driving time, breaks and rest time, in particular concerning the role of consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies under Article 10(4).***

Or. en

*Justification*

*It can be difficult to clearly identify who is responsible for infringements and it is important that undertakings are aware of their responsibilities. Approaches vary across Member States on how control authorities check compliance with the rules by each of the actors involved.*

**Amendment 126**

**Inés Ayala Sender**

**Proposal for a regulation**

**Recital 10**

*Text proposed by the Commission*

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

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

*Amendment*

(10) In order to ensure uniform conditions for the implementation of Regulation (EC) No 561/2006 implementing powers should be conferred on the Commission in order to ***ensure uniform implementation of the aforementioned Regulations and to set out a uniform format for transmitting the data from the smart tachograph to the national databases; so as to make them accessible for road-side inspectors through an electronic application common to all the Member States of the EU providing direct real-time access to the ERRU and the IMI.*** Those powers should be exercised in accordance with Regulation (EU) No 182/2011<sup>10</sup>.

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

Or. es

**Amendment 127**

**Inés Ayala Sender**

**Proposal for a regulation**

**Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

***(10a) In the event that, to ensure***

*compliance with this Regulation, it is agreed to shorten the current deadlines for the introduction of smart tachographs, EU financing should be provided, mainly through the CEF post 2020.*

Or. es

**Amendment 128**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and *smart* tachograph systems should be *subject to mandatory use* in international transport. Therefore the functionalities of the tachograph should be improved *by ensuring that the location of the vehicle is fixed as frequently as possible and by amending Article 8(1) of Regulation 165/2014 accordingly.*

Or. It

**Amendment 129**  
**Wim van de Camp, Ivo Belet**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

(11) To enhance cost-effectiveness of enforcement of the social rules *the potential of* the current and *future* tachograph systems should be *fully exploited*. Therefore the functionalities of the tachograph should be improved to

*Amendment*

(11) To enhance cost-effectiveness of enforcement of the social rules, the current and *smart* tachograph systems should be *mandatory in international transport*. Therefore the functionalities of the tachograph should be improved to allow

allow for more precise positioning, *in particular during international transport operations*.

for more precise positioning.

Or. en

**Amendment 130**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

(11) To enhance cost-effectiveness *and safeguards in the* enforcement of the social rules, the *introduction of smart* tachograph systems *may be brought forward in international transport, with the concomitant increase in flexibility for undertakings and drivers and reduced risk of discriminatory checks*.

Or. es

**Amendment 131**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

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

*a new smart tachograph.*

Or. ro

*Justification*

*A cost-benefit analysis is essential, given that the GPS function is already available on board vehicles. The cost of this control device should also be assessed in terms of its impact on road transport companies, which should not be required to pay more for its additional functions where these are already available on board lorries.*

**Amendment 132**

**Massimiliano Salini, Salvatore Domenico Pogliese**

**Proposal for a regulation**

**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

(11) To enhance cost-effectiveness of enforcement of the social rules, the potential of the current and **smart** tachograph systems should be fully exploited, **with regard to both international and national transport.** Therefore the functionalities of the tachograph should be improved to allow for more precise positioning.

Or. it

*Justification*

*The smart tachograph could also prove to be useful in national transport. The recording equipment should not differentiate between domestic and international routes.*

**Amendment 133**

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

**Proposal for a regulation**

**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

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

*potential of the current and future tachograph systems should be fully exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations.*

*rules, all vehicles carrying out international road haulage and cabotage operations should be fitted with smart tachographs by 2023, in order to allow for more precise positioning of these vehicles.*

Or. fr

**Amendment 134**  
**Claudia Tapardel**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

(11) To *improve the* enforcement of the social rules, *as well as to simplify and shorten controls*, the potential of the current and future tachograph systems should be fully exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations. *The installation of the smart tachograph in newly registered vehicles should be mandatory as of the beginning of 2024.*

Or. en

**Amendment 135**  
**Daniela Aiuto, Rosa D'Amato**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future

*Amendment*

(11) To enhance cost-effectiveness of enforcement of the social rules the potential of the current and future

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

tachograph systems should be fully exploited. Therefore the functionalities of the tachograph should be improved to allow for more precise positioning, in particular during international transport operations. ***A road transport GNSS portal should also be set up, providing officials carrying out roadside or remote checks with real-time access to all data transmitted by smart tachographs.***

Or. it

**Amendment 136**  
**Dominique Riquet**

**Proposal for a regulation**  
**Recital 11**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 137**  
**Roberts Zile, Kosma Złotowski, Tomasz Piotr Poręba, Evžen Tošenovský, Angel Dzhambazki, Richard Sulík, Ryszard Antoni Legutko**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) To ensure the fair and equal competition between the EU and non-EU***

*carriers from neighbouring countries, it should be possible to control tachographs of all vehicles performing international transport operations between the EU and third countries which are signatories to the AETR Agreement, so it is important that in future smart tachographs are recognized by non-EU AETR Contracting Parties. Therefore, dates of introduction of a smart tachograph should be aligned with the dates when all countries, which are AETR Contracting Parties, have reached an agreement on technical standards and specifications of smart tachographs*

Or. en

*Justification*

*Ongoing negotiations in the UN ECE about alignment of the AETR Agreement with requirements of Regulations 165/2014 and 2016/799 so far have been slow and difficult, mainly because of concerns of Russia on premature adoption of smart tachograph. Unfair competition caused by the fact that only vehicles of EU carriers would be fitted with smart tachograph while some third countries would not use it, should be avoided. Smart tachograph shall not be introduced before all AETR Contracting Parties recognize it.*

**Amendment 138**

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

**Proposal for a regulation**

**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

*(11a) The exclusion of light goods vehicles or combinations of vehicles carrying out international transport operations with goods not exceeding 3.5 tonnes has resulted in the development of unfair competition between the enterprises of Member States and differences in the application of Regulation (EC) 561/2006, leading to disparities in the working conditions of*



*drivers and compromising road safety. These types of vehicles should therefore also be included in the scope of Regulation (EC) 561/2006.*

Or. fr

**Amendment 139**  
**Isabella De Monte**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

*(11a) In view of the need to take action with regard to competitiveness among freight undertakings and bus operators providing international transport services, and to ensure the protection of the staff employed by those undertakings or operators, an identical value-added tax (VAT) rate needs to be adopted for all Member States.*

Or. it

**Amendment 140**  
**Gesine Meissner, Jozo Radoš**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

*(11a) The legislative framework on driving and rest times should not act as a barrier to the introduction of autonomous driving systems and new operational opportunities such as truck platooning. Knowledge gained from future tests and trials will be essential to further clarify how legislation should be adapted to allow for innovative changes.*

**Amendment 141**

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

**Proposal for a regulation**

**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) The need for a level playing field among companies in international road transport makes it necessary to shorten the transitional period for the installation of the smart tachograph in registered vehicles. The smart tachograph will contribute to simplified controls and thus facilitate the work of national authorities.***

Or. en

**Amendment 142**

**Georges Bach**

**Proposal for a regulation**

**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 143**

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

**Proposal for a regulation  
Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) In order to guarantee effective enforcement when carrying out roadside checks, the competent authorities should be able to observe whether the rules regarding driving and rest time periods have been complied with on the day of the check and over the preceding 56 days.***

Or. en

**Amendment 144  
Andor Deli, Ádám Kósa**

**Proposal for a regulation  
Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) Many road transport operations within the Community involve transport by ferry or by rail for part of the journey. Clear, appropriate provisions regarding rest periods and breaks should therefore be laid down for such operations.***

Or. en

*Justification*

*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 longer combined transport operations, including by train.*

**Amendment 145  
Claudia Țapardel**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) It is necessary for the Commission to launch a cost-benefit analysis that would consider the impact of the introduction of tachograph on road transport companies.***

Or. en

**Amendment 146**  
**Claudia Tapardel**

**Proposal for a regulation**  
**Recital 11 b (new)**

*Text proposed by the Commission*

*Amendment*

***(11b) In order to improve road safety and working conditions, but also to ensure a level playing field in the European transport market, the scope of Regulation (EC) No 561/2006 should include the use of vehicles for the transport of goods with a permissible mass of less than 3,5 tonnes and operating outside a radius of 400 kilometres of the base of the undertaking.***

Or. en

**Amendment 147**  
**Georges Bach**

**Proposal for a regulation**  
**Recital 11 b (new)**

*Text proposed by the Commission*

*Amendment*

***(11b) A European Labour Authority could play an important role in enforcing***

*the rules laid down in this Regulation, in particular by helping national authorities to coordinate controls, exchange information and best practices and to train inspectors.*

Or. en

**Amendment 148**

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

**Proposal for a regulation**

**Recital 11 b (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 149**

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

**Proposal for a regulation**

**Recital 11 b (new)**

*Text proposed by the Commission*

*Amendment*

*(11b) In order to improve road safety and the working conditions of drivers, the scope of Regulation (EC) No 561/2006 should cover drivers of vehicles for the transport of goods with a permissible mass of more than 2,4 tonnes.*

Or. en

**Amendment 150**

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

**Proposal for a regulation**

**Recital 11 c (new)**

*Text proposed by the Commission*

*Amendment*

*(11c) Nowadays the transport sector is facing a severe drivers' shortage, also due to the lack of interest shown by younger generations towards the driver's profession. The European Union and its Member States should promote professional courses for young graduates in collaboration with schools and transport companies to bring young people closer to this sector.*

Or. en

**Amendment 151**

**Georges Bach**

**Proposal for a regulation**

**Recital 11 c (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 152**

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

**Proposal for a regulation**  
**Recital 11 d (new)**

*Text proposed by the Commission*

*Amendment*

***(11d) Technology is progressing rapidly with increasing levels of sophistication of autonomous driving systems and consequently new operational opportunities such as truck platooning and the legislation should promote these developments. Knowledge gained from future tests and trials will be essential to further clarify how legislation should be adapted to allow innovative changes. In the meantime the legislative framework should not act as a barrier to the EU pioneering new innovative technologies and practices, whereas the intention of this legislation to guarantee road safety, a level-playing field and proper working conditions must be upheld.***

Or. en

**Amendment 153**  
**Georges Bach**

**Proposal for a regulation**  
**Recital 11 d (new)**

*Text proposed by the Commission*

*Amendment*

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

**Amendment 154**

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

**Proposal for a regulation**

**Recital 11 e (new)**

*Text proposed by the Commission*

*Amendment*

*(11e) In order to improve the market for the carriage by road of passengers, it is necessary to adopt measures to ban entry charge for the circulation and stop of tourist coaches in the European cities. A Member State should provide equivalent measures for the carriage by road of passengers undertaken wholly within its territory.*

**Amendment 155**

**Georges Bach**

**Proposal for a regulation**

**Recital 11 e (new)**

*Text proposed by the Commission*

*Amendment*

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

**Amendment 156**

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



**Proposal for a regulation**  
**Recital 11 f (new)**

*Text proposed by the Commission*

*Amendment*

**(11f) *The remote communication function of the digital tachograph operates on the 5.8 GHz frequency band that is not adequately protected against radio interference. The digital tachograph should be recognised as a short-range device. Steps should be taken to further improve the protection of the remote communication function of the digital tachograph.***

Or. en

**Amendment 157**  
**Wim van de Camp, Ivo Belet**

**Proposal for a regulation**  
**Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

**(12a) *Drivers operating vehicles not equipped with a smart tachograph, should input, at their earliest opportunity after crossing a border into a new country, that country's code under the heading BEGIN on the tachograph, in order to record entering the host country;***

Or. en

*Justification*

*Until such time as the smart tachograph has become mandatory in all vehicles, drivers will still need to manually input the respective country code. Guiding exactly how and when this should be done is essential in the interim period.*

**Amendment 158**  
**Keith Taylor, Karima Delli, Bas Eickhout**

## Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1

#### *Present text*

1. This Regulation shall apply to the carriage by road:
- (a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, **exceeds 3,5** tonnes, or
- (b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose.

#### *Amendment*

### **-1 In Article 2, paragraph 1 is amended as follows**

- "1. This Regulation shall apply to the carriage by road:
- (a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, **exceeds 2,4** tonnes, or
- (b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose;"

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 159

**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 -1 (new)

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

#### *Present text*

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

#### *Amendment*

### **(-1) In Article 2, paragraph 1, the point (a) is amended as follows :**

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

<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&rid=1>

**Amendment 160**  
**Dieter-Lebrecht Koch**

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

*Present text*

“of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or”

*Amendment*

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

“of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,8 tonnes, or”

[http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccb9.0003.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccb9.0003.02/DOC_1&format=PDF)

**Amendment 161**  
**Georges Bach**

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

*Present text*

Article 2

1. This Regulation shall apply to the carriage by road:

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

*Amendment*

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

**"Article 2**

1. This Regulation shall apply to the carriage by road:

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

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

*Justification*

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

**Amendment 162**

**Lucy Anderson, Karoline Graswander-Hainz, Kathleen Van Brempt, Michael Detjen, Ismail Ertug, Hugues Bayet, Theresa Griffin, Miltiadis Kyrkos**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

*Present text*

*Amendment*

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

**-1a Article 2, paragraph 1, point a is amended as follows:**

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

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

**Amendment 163**

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

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point a a

*Present text*

*Amendment*

**-1 In Article 3, point a a is replaced as follows:**

(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;

"(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding **26** 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;"

Or. en

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

#### **Amendment 164**

**Marie-Christine Arnautu**

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

#### **Article premier – paragraph 1 – point -1 (new)**

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

*Present text*

*Amendment*

(a) *of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3.5 tonnes, or*

*(-1) in Article 2, point (a) is amended as follows:*

*"(a) (a) of goods;"*

Or. fr

*(<http://eur-lex.europa.eu/legal-content/FR/TXT/HTML/?uri=CELEX:32006R0561&qid=1519317314457&from=FR>)*

#### **Amendment 165**

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

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

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

Regulation (EC) No 561/2006

Article 2 – paragraph 1 – point a

*Present text*

*Amendment*

(a) of goods *where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3.5 tonnes, or*

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

*"(a) of goods, or"*

Or. fr

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

*Justification*

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

#### **Amendment 166**

**Daniela Aiuto, Rosa D'Amato**

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

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

Regulation (EC) No 561/2006

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

*Text proposed by the Commission*

*Amendment*

*(-1) in Article 2, paragraph 1, the following point (aa) is added:*

*(aa) of goods between two Member States, or*

Or. it

#### **Amendment 167**

**Gesine Meissner, Jozo Radoš**

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

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point a a

PE618.187v01-00

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*Present text*

(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*

**-1 Article 3 (aa) is replaced by the following:**

"(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>)

**Amendment 168**

**Markus Ferber, Herbert Dorfmann, Norbert Lins**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point a a

*Present text*

3(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t 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*

**(-1) in Article 3, point (aa) is replaced by the following:**

"3(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t used for carrying materials, equipment or machinery for the driver's use in the course of his work, **or for carrying goods which have been produced on a craft basis in the undertaking employing the driver or the repair of and further work on which is provided for or has taken place there** 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. de

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

**Amendment 169**  
**Dieter-Lebrecht Koch**

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

*Present text*

(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t 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*

***(-1a) in Article 3, point (aa) is replaced by the following:***

"(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t 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. de

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

**Amendment 170**  
**Markus Pieper**

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

*Present text*

*Amendment*



3(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t 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.

**(1a) in Article 3(1), point (aa) is replaced by the following:**

"3(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 t used for carrying materials, equipment or machinery for the driver's use in the course of his work, **or for carrying goods which have been produced on a craft basis in the undertaking employing the driver or the repair of and further work on which is provided for or has taken place there** 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."

Or. de

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

#### *Justification*

*Should driving the vehicle constitute an ancillary activity for the driver, undertakings should be able to transport the products they make to clients in the surrounding area and accordingly should be covered by the derogation in Article 3aa of revised Regulation No 561/2006. This is a factor in craft trade activities in particular, since the focus is on not only the product concerned, but also services such as further work on it.*

#### **Amendment 171**

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

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

**Article 1 – paragraph 1 – point 2 d (new)**

Regulation (EC) 561/2006

Article 3 point a b (new)

*Text proposed by the Commission*

*Amendment*

**(2d) In Article 3, point aab is added:**

**(aab) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 44 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 50 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

## **Amendment 172**

**Cláudia Monteiro de Aguiar**

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point aa a (new)

*Text proposed by the Commission*

*Amendment*

**-1** *In Article 3, paragraph 1, the following point is added:*

**(aaa)** *goods vehicles where the maximum permissible mass of the vehicle, including any trailer or semi-trailer, exceeds 3.5 tonnes, or*

Or. pt

### *Justification*

*According to the Commission's impact assessment, light commercial vehicles account for only 3.2 % in terms of kilometres in international transport. The Commission is therefore called on to produce a diagnostic report on the use of LCVs before any action is taken to bring them into line with this directive.*

## **Amendment 173**

**Daniela Aiuto, Rosa D'Amato**

### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 1**

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point h

*Text proposed by the Commission*

*Amendment*

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

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

Or. it

#### **Amendment 174**

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

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

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point h

*Text proposed by the Commission*

*Amendment*

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

Or. en

#### *Justification*

*Article 1 contains as explicit aim of the regulation to improve road safety. Drivers of non-commercial road vehicles should therefore apply the same safety and driving rules. This amendments deletes their exemption*

#### **Amendment 175**

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

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

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

Regulation (EC) No 561/2006

Article 3 – paragraph 1 – point h

*Text proposed by the Commission*

*Amendment*

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

**(h) vehicles or combinations of vehicles *with a maximum permissible mass not exceeding 3,5 tonnes* used for the non-commercial carriage of goods *within a***

*radius of 100 kilometres from the base of the undertaking;*

Or. en

**Amendment 176**  
**Georges Bach**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 177**  
**Georges Bach**

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

*Text proposed by the Commission*

*Amendment*

*(ha) light commercial vehicles with a maximum permissible mass between 2,4 tonnes and 3,5 tonnes used for the transport of goods in a radius of 200 kilometres from the base of the undertaking;*

Or. en

## *Justification*

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

### **Amendment 178** **Henna Virkkunen**

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

*Text proposed by the Commission*

*Amendment*

*(ha) vehicles, the maximum permissible mass of which, including any trailer, or semi-trailer, does not exceed 3.5 tonnes;*

Or. en

### **Amendment 179** **Alberto Cirio, Massimiliano Salini**

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

*Present text*

*Amendment*

(g) ‘daily rest period’ means the daily period during which a driver may freely dispose of his time and covers a ‘regular daily rest period’ and a ‘reduced daily rest period’:

– ‘regular daily rest period’ means any period of rest of at least 11 hours.  
Alternatively, this regular daily rest period

*(1a) In Article 4, the point g is replaced by the following:*

"(g) ‘daily rest period’ means the daily period during which a driver may freely dispose of his time and covers a ‘regular daily rest period’ and a ‘reduced daily rest period’:

– ‘regular daily rest period’ means any period of rest of at least 11 hours.  
Alternatively, this regular daily rest period

may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours,

– ‘reduced daily rest period’ means any period of rest of at least nine hours but less than 11 hours;

may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours. *Alternatively, this regular daily rest period may be taken in three periods, the first of which must be an uninterrupted period of at least 1 hour, the second an uninterrupted period of at least 2 hours and the third an uninterrupted period of at least 9 hours. Alternatively, this regular daily rest period may be taken in three periods, the first of which must be an uninterrupted period of at least 2 hours, the second an uninterrupted period of at least 1 hour and the third an uninterrupted period of at least 9 hours,*

– ‘reduced daily rest period’ means any period of rest of at least nine hours but less than 11 hours;"

Or. en

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

#### *Justification*

*This amendment is meant to give more flexibility to drivers, as long as the regular daily rest period includes a break of at least 9 hours for safety reasons.*

### **Amendment 180**

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

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point g

#### *Present text*

(g) ‘daily rest period’ means the daily period during which a driver may freely dispose of his time and covers a ‘regular

#### *Amendment*

*(1a) In Article 4, point g is replaced as follows:*

"(g) ‘daily rest period’ means the daily period during which a driver may freely dispose of his time and covers a ‘regular

daily rest period' and a 'reduced daily rest period':—'regular daily rest period' means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours,—'reduced daily rest period' means any period of rest of at least nine hours but less than 11 hours;

daily rest period' and a 'reduced daily rest period': – 'regular daily rest period' means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours. ***Alternatively, only for the carriage by road of passengers, this regular daily rest period may be taken in three periods: the first one must be an uninterrupted period of at least 1 hour, the second an uninterrupted period of at least 2 hours and the third an uninterrupted period of at least 9 hours. As an alternative, the first must be an uninterrupted period of at least 2 hours, the second an uninterrupted period of at least 1 hour and the third an uninterrupted period of at least 9 hours.*** – 'reduced daily rest period' means any period of rest of at least nine hours but less than 11 hours;"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&rid=1>)

#### *Justification*

*Drivers carrying passengers should have more flexibility in taking regular daily rest periods in order to adapt them to the needs of the passengers.*

#### **Amendment 181**

**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 2 b (new)**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point h

*Present text*

*Amendment*

***(2b) In Article 4, point (h) is amended as follows:***

For the purposes of this Regulation the following definitions shall apply:

‘weekly rest period’ means the weekly period during which a driver may freely dispose of his time and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’:

- ‘regular weekly rest period’ means any period of rest of at least 45 hours,
- ‘reduced weekly rest period’ means any period of rest of less than 45 hours, which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours;

"For the purposes of this Regulation the following definitions shall apply:

(h) ‘weekly rest period’ means the weekly period during which a driver may freely dispose of his time, **has no duties over his employer** and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’:

- ‘regular weekly rest period’ means any period of rest of at least 45 hours,
- ‘reduced weekly rest period’ means any period of rest of less than 45 hours, which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours;"

Or. en

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

## **Amendment 182**

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

### **Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point h

#### *Present text*

(h) ‘weekly rest period’ means the weekly period during which a driver may freely dispose of his time and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’:

- ‘regular weekly rest period’ means any period of rest of at least 45 hours,
- ‘reduced weekly rest period’ means any period of rest of less than 45 hours,

#### *Amendment*

**(1b) Article 4 paragraph (h) is amended as follows**

"(h) ‘weekly rest period’ means the weekly period during which a driver may freely dispose of his time, **and do not have any duty to his employer**, and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’:

- ‘regular weekly rest period’ means any period of rest of at least 45 hours,
- ‘reduced weekly rest period’ means any period of rest of less than 45 hours,



which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours;

which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours;"

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 183**

**Marie-Christine Arnautu**

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

##### **First Article – paragraph 1 – point 2 b (new)**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point h

#### *Present text*

(h) ‘*weekly* rest period’ means *the weekly period during which a driver may freely dispose of his time and covers a ‘regular weekly rest period’ and a ‘reduced weekly rest period’*:

#### *Amendment*

*(2b) In Article 4, point (h), the first indent is amended as follows:*

"(h) ‘*regular weekly* rest period’ means *any period of rest of at least 45 hours; regular weekly rest cannot be taken in the cabin.*"

Or. fr

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

### **Amendment 184**

**Marian-Jean Marinescu, Andrey Novakov**

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point j

#### *Present text*

(j) ‘driving time’ means the duration of driving activity recorded:  
– automatically or semi-automatically

#### *Amendment*

"(j) ‘driving time’ means the duration of driving activity recorded:  
– automatically or semi-automatically

by the recording equipment as defined in Annex I and Annex IB of Regulation (EEC) No 3821/85, or

– manually as required by Article 16(2) of Regulation (EEC) No 3821/85;

by the recording equipment as defined in Annex I and Annex IB of Regulation (EEC) No 3821/85, or

– manually as required by Article 16(2) of Regulation (EEC) No 3821/85;

*with the exception of driving time during loading and unloading activities (speed under 25 km/hour )"*

Or. en

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

### **Amendment 185**

**Marie-Christine Arnautu**

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

*(1b) in Article 4(1), the following point is added:*

*“(ra) “place of residence” the place of residence of driver.”*

Or. fr

### **Amendment 186**

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

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

**Article 1 – paragraph 1 – point 2**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r (new)

*Text proposed by the Commission*

*Amendment*

*(r) 'non-commercial carriage' means any carriage by road, other than carriage for hire or reward or for own account, for which no remuneration is received and*

*deleted*

*which does not generate any income.*

Or. en

*Justification*

*Consistent with the amendments to remove the exemption of non-commercial vehicles on the grounds of safety and wellbeing of the drivers*

**Amendment 187**

**Gabriele Preuß**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 2**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r

*Text proposed by the Commission*

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

*Amendment*

(r) 'non-commercial carriage' means any carriage by road, other than carriage for hire or reward or for own account, for which no remuneration is received and which does not generate any income, ***while full or partial reimbursement of transport costs are also to be considered such remuneration or income.***

Or. en

*Justification*

*With regard to the emergence of new forms of mobility, it should be made clear that remuneration is already available if only reimbursement of the costs of transport is paid by third parties. This clarification is intended to contribute to fair competition, avoid social dumping and to maintain safety, including in the case of private transport.*

**Amendment 188**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 2**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

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

**Amendment 189**  
**Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 2**  
Regulation (EC) No 561/2006  
Article 4 – paragraph 1 – point r

*Text proposed by the Commission*

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

*Amendment*

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

Or. de

**Amendment 190**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 2 (new)**  
Regulation (EC) No 561/2006  
Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

*(ra) In article 4, new point ra is added:  
“home’ means the undertaking’s base  
from where the driver usually leaves to  
carry out international transport  
operations and/or any other place agreed  
on by the parties.’*

Or. xm

### **Amendment 191**

**Merja Kyllönen, Gesine Meissner, Henna Virkkunen**

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

*(ra) In Article 4, new point ra is added:  
“‘autonomous driving systems’ is the  
systems responsible for driving the vehicle  
according to the task to be performed  
defined according to UNECE legislation.”*

Or. en

#### *Justification*

*UNECE Working Party 29 for the Harmonization of Vehicle Regulations is currently preparing regulatory proposals on pertinent legislation for Definitions of Automated Driving under WP.29 and the General Principles for developing a UN Regulation on automated vehicles*

### **Amendment 192**

**Georges Bach**

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

*(ra) In Article 4, the following point is*

*added:*

*""light commercial vehicle" means a vehicle with a maximum permissible laden mass between 2,4 tonnes and 3,5 tonnes used for the transport of goods;"*

Or. en

### **Amendment 193**

**Cláudia Monteiro de Aguiar**

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

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

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

*“‘Home’ means the driver’s home address registered in a Member State or the address of establishment of the transport undertaking;”*

Or. pt

### **Amendment 194**

**Georges Bach**

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

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

Regulation (EC) No 561/2006

Article 4 – point r b (new)

*Text proposed by the Commission*

*Amendment*

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

*""home" means the place of residence of the driver."*

Or. en

**Amendment 195**  
**Claudia Schmidt**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point k

*Present text*

(k) ‘daily driving time’ means the total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period or between a daily rest period and a weekly rest period;

*Amendment*

**(2a) In Article 4, paragraph 1, point k is replaced as follows:**

"(k) ‘daily driving time’ means the total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period or between a daily rest period and a weekly rest period; **calculation of daily driving time ends at the beginning of an uninterrupted rest period of at least seven hours. Daily driving time is therefore next calculated as from the end of that rest period of at least seven hours.**"

Or. de

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

**Amendment 196**  
**Lars Adaktusson**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

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

**‘autonomous driving system’ is the system responsible for driving the vehicle according to the task to be performed defined according to UNECE legislation.**

**Amendment 197**

**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 2 a (new)**

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

**(2a) In Article 4, the following points (s) and (t) are added:**

**“(ra) “secure parking lot” means a place that is enclosed by a barrier and organised with a check-in mode, with 24-hour armed or unarmed security;**

**(rb) “home” means the employer's operational centre where the driver is based or to the driver's place of residence.**

Or. en

**Amendment 198**

**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

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

**“suitable rest area” means a dedicated zone with adequate parking places for vehicles as well as resting facilities for their drivers, which fulfil the minimum safety, security and service requirements of this regulation and are accessible from**



*the road network.*

Or. en

**Amendment 199**  
**Rolandas Paksas**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 4 – paragraph 1 – point r a (new)

*Text proposed by the Commission*

*Amendment*

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

*(ra) ‘place of residence’ means the country of registration of the undertaking in which the driver works, or the registered place of residence of the driver.*

Or. It

**Amendment 200**  
**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 5 – paragraph 1

*Present text*

*Amendment*

1. The minimum age for *conductors* shall be 18 years.

*(2a) In Article 5, paragraph 1 is replaced by the following:*

"1. The minimum age for *drivers* shall be 18 years."

Or. en

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

**Amendment 201**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 6 – paragraph 1 and 2

*Present text*

1. The daily driving time shall not exceed *nine* hours.  
However, the daily driving time may be extended to at most **10** hours not more than twice during the week.
2. The weekly driving time shall not exceed **56** hours and shall not result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded.
3. The total accumulated driving time during any two consecutive weeks shall not exceed 90 hours.
4. Daily and weekly driving times shall include all driving time on the territory of the Community or of a third country.
5. A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 15(3)(c) of Regulation (EEC) No 3821/85, since his last daily or weekly rest period. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.

*Amendment*

**(2a) Article 6, paragraph 1 and 2 is replaced as follows:**

- "1. The daily driving time shall not exceed *eight* hours.  
However, the daily driving time may be extended to at most *nine* hours not more than twice during the week.
2. The weekly driving time shall not exceed **50** hours and shall not result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded.
3. The total accumulated driving time during any two consecutive weeks shall not exceed 90 hours.
4. Daily and weekly driving times shall include all driving time on the territory of the Community or of a third country.
5. A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 15(3)(c) of Regulation (EEC) No 3821/85, since his last daily or weekly rest period. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment."

Or. en

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

## Amendment 202

Keith Taylor, Karima Delli, Bas Eickhout

### Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 1

*Present text*

*Amendment*

Article 6

1. The daily driving time shall not exceed **nine** hours.

**(2a) In Article 6, paragraph 1 is amended as follows**

"1. The daily driving time shall not exceed **eight** hours.

However, the daily driving time may be extended to at **most 9** hours not more than twice during the week."

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))*

*Justification*

*Talking to drivers, it becomes very clear that they feel over-strained. By reducing maximum driving hours, this situation will be remedied*

## Amendment 203

Christine Revault d'Allonnes Bonnefoy

### Proposal for a regulation

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

Regulation (EC) No 561/2006

Article 6 – paragraph 1 and 2

*Present text*

*Amendment*

1. The daily driving time shall not exceed **nine** hours.

However, the daily driving time may be

**(2b) In Article 6, paragraph 1 and 2 are amended as follows**

"1. The daily driving time shall not exceed **6** hours.

However, the daily driving time may be

extended to at most **10** hours not more than *twice* during the week.

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

extended to at most **7** hours not more than *four times* during the week.

2. The weekly driving time shall not exceed **40** hours and shall not result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded."

Or. en

(ss)

#### **Amendment 204**

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

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

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

Regulation (EC) No 561/2006

Article 6 – paragraph 1 and 2

#### *Present text*

1. The daily driving time shall not exceed *nine* hours.

*However, the daily driving time may be extended to at most 10 hours not more than twice during the week.*

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

#### *Amendment*

*(2a) In Article 6, paragraphs 1 and 2 are amended as follows:*

"1. The daily driving time shall not exceed **8** hours.

2. The weekly driving time shall not exceed **48** hours and shall not result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded."

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 205**

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

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

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

Regulation (EC) No 561/2006  
Article 6 – paragraph 2

*Present text*

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

*Amendment*

**(2b) In Article 6, paragraph 2 is amended as follows:**

"2. The weekly driving time shall not exceed **48** hours and shall *never* result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded."

Or. en

*([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))*

*Justification*

*This brings weekly driving time in line with the normal working time of arrangements of European citizens as in Directive 2003/88/EC*

#### **Amendment 206**

**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 2 a (new)**

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

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

*Amendment*

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

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

Or. en

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

#### **Amendment 207**

**Gabriele Preuß**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

*Amendment*

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

**(2a) In Article 6, paragraph 3 is amended as follows:**

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

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32006R0561&rid=1>)

*Justification*

*It is suggested to move on to a genuine four-week reference period and to amend the current text of the regulation, in order to allow for more flexible regulation.*

**Amendment 208**

**Andor Deli, Ádám Kósa**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

*Amendment*

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

**(2a) Article 6(3) is replaced by the following**

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

Or. en

([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))

### *Justification*

*The proposed modification on weekly rest time without the reconsideration of the rules on driving times cannot provide the desired flexibility, it does not allow the use of more flexible rules in practice. Therefore, in line with the proposed four week reference period we also need to change the total accumulated driving time to 180 hours for any four consecutive weeks.*

#### **Amendment 209**

**Martina Dlabajová, António Marinho e Pinto**

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

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

Regulation 561/2006

Article 6 – paragraph 3

#### *Present text*

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

#### *Amendment*

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

Or. en

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

### *Justification*

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

#### **Amendment 210**

**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 2 b (new)**

Regulation (EC) No 561/2006

Article 6 – paragraph 3

#### *Present text*

The total accumulated driving time during

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#### *Amendment*

**(2b) In Article 6, paragraph 3 shall be amended as follows:**

"The total accumulated driving time during

95/111

PE618.187v01-00

any *two* consecutive weeks shall not exceed **90** hours.

any *four* consecutive weeks shall not exceed **180** hours. *The total accumulated driving time during any three consecutive weeks shall not exceed 159 hours.*"

Or. en

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

*Justification*

*To ensure road safety a maximum of 159 hours driving time should be postulated.*

**Amendment 211**

**Marian-Jean Marinescu, Andrey Novakov**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

*Amendment*

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

**(2b) In Article 6, paragraph 3 shall be amended as follows:**

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

Or. en

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

**Amendment 212**

**Elżbieta Katarzyna Łukacijewska**

**Proposal for a regulation**

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

*Amendment*



**(2b) In Article 6, paragraph 3 shall be amended as follows:**

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

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

Or. en

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

#### *Justification*

*Such wording would give more flexibility to transport hauliers who plan the schedules of their drivers: it would give a possibility for a driver to take longer accumulated rest periods. The 4 week settlement period is the one which is registered in tachograph.*

#### **Amendment 213**

**Christine Revault d'Allonnes Bonnefoy**

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

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

#### *Present text*

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

#### *Amendment*

**(2c) In Article 6, paragraph 3 is amended as follows**

"3. The total accumulated driving time during any two consecutive weeks shall not exceed **80** hours."

Or. en

([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))

#### **Amendment 214**

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

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

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

Regulation (EC) No 561/2006

Article 6 – paragraph 3

*Present text*

*Amendment*

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

**(2c) Article 6 (3) shall be amended as follows:**

"3. The total accumulated driving time during any two consecutive weeks shall not exceed **80** hours."

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))*

*Justification*

*Logical consequence of an 8 hour day*

## **Amendment 215** **Gabriele Preuß**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 3**

Regulation (EC) No 561/2006

Article 6 – paragraph 5

*Text proposed by the Commission*

A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.;

*Amendment*

***Before beginning to drive a vehicle used for commercial operations falling within the scope of this Regulation,*** a driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014, ***since his/her last weekly rest period.*** This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.

Or. en

## Justification

*The proposal pursues a pragmatic solution in which the driver is obliged to fully record his activities when he starts to drive vehicles in-scope. This is intended to make life easier for the driver. It is also proposed to amend the (stricter) Commission proposal to the effect that drivers need to record other work and availability only since the last weekly rest period. The problem is of particular importance for drivers in occasional passenger transport (and in some cases also for occasional freight services) who often drive vehicles outside the scope of Regulation 561/2006 due to the occasional / seasonal nature of this activity. During the off-season it often happens that bus drivers only very rarely use services within the scope of the regulation, while they often drive school buses outside the scope of the regulation. The administrative burden for these drivers to produce manual verification on all these days would be very costly because of the numerous unscheduled procedures, which would lead to a high risk of errors and fines.*

### Amendment 216

**Martina Dlabajová, António Marinho e Pinto**

#### Proposal for a regulation

##### Article 1 – paragraph 1 – point 3

Regulation 561/2006

Article 6 – paragraph 5

#### *Text proposed by the Commission*

A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment;

#### *Amendment*

***Before beginning to drive a vehicle used for commercial operations falling within the scope of this Regulation***, a driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014, ***since his/her last weekly rest period***. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment;

Or. en

## *Justification*

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

### **Amendment 217**

**Izaskun Bilbao Barandica, Gesine Meissner**

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

##### **Article 1 – paragraph 1 – point 3**

Regulation (EC) 561/2006

Article 6 – paragraph 5

#### *Text proposed by the Commission*

A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.

#### *Amendment*

A driver shall record as other work any time spent as described in Article 4(e) as well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment *or digitally once new technologies are available.*

Or. es

### **Amendment 218**

**Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos**

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

##### **Article 1 – paragraph 1 – point 3**

Regulation (EC) No 561/2006

Article 6 – paragraph 5

#### *Text proposed by the Commission*

A driver shall record as other work any time spent as described in Article 4(e) as

#### *Amendment*

A driver shall record as other work any time spent as described in Article 4(e) as

well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 3(b) of Directive 2002/15/EC, in accordance with Article 34(5)(b)(iii) of Regulation (EU) No 165/2014. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.;

well as any time spent driving a vehicle used for commercial operations not falling within the scope of this Regulation, and shall record any periods of availability, as defined in Article 15(3)(c) of Regulation (EEC) No 3821/85, since his last daily or weekly rest period. This record shall be entered either manually on a record sheet, a printout or by use of manual input facilities on recording equipment.

Or. en

**Amendment 219**  
**Lars Adaktusson**

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

*Text proposed by the Commission*

*Amendment*

**(3a) (5a) In Article 6, the following new paragraph 5a is added:**

***A driver may record the period during which an autonomous driving system is activated as ‘other work’, provided that the driver is not involved in the active manoeuvre of the vehicles***

Or. en

**Amendment 220**  
**Merja Kyllönen, Gesine Meissner, Henna Virkkunen**

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

*Text proposed by the Commission*

*Amendment*

**(3a) In paragraph 6, new paragraph 5 a is added:**

**(5a) A driver may record the period during which an autonomous driving system is activated as ‘other work’, provided that the driver is not involved in the active manoeuvre of the vehicles.**

Or. en

### *Justification*

*Recording periods during which an autonomous driving system is activated as ‘other work’ will be beneficial to workers and transport companies due to increased flexibility, increased safety and reduced domino effects.*

### **Amendment 221**

**Alberto Cirio, Massimiliano Salini**

### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 3 a (new)**

Regulation (EC) No 561/2006

Article 7

#### *Present text*

After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

#### *Amendment*

**(3a) Article 7 is changed as follows:**

"After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

***Alternatively, this break may be replaced by a break at least 30 minutes followed by a break of at least 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph. Alternatively, this break may be replaced by a break at least 15 minutes followed by two breaks of at least 15 minutes each distributed over the***

*period in such a way as to comply with the provisions of the first paragraph."*

Or. en

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

*Justification*

*This amendment is meant to increase the flexibility of the drivers in choosing their break times, provided that the whole work/rest balance remains unchanged*

**Amendment 222**  
**Nicola Caputo**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 3 a (new)**  
Regulation (EC) No 561/2004  
Article 7

*Present text*

After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

*Amendment*

***(3a) In Article 7, the following part is modified:***

"After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.  
***Alternatively, this break may be replaced by a break at least 30 minutes followed by a break of at least 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph. Alternatively, this break may be replaced by a break at least 15 minutes followed by two breaks of at least 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph."***

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

### **Amendment 223**

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

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

**Article 1 – paragraph 1 – point 3 a (new)**

Regulation (EC) No 561/2006

Article 7 – paragraph 1

#### *Present text*

After a driving period of four *and a half* hours a driver shall take an uninterrupted break of not less than **45** minutes, unless he takes a rest period.

#### *Amendment*

**(3a) Article 7, paragraph 1 shall be amended as follows**

"After a driving period of four hours a driver shall take an uninterrupted break of not less than **60** minutes, unless he takes a rest period."

*([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))*

#### *Justification*

*Logical consequence of an 8 hour day*

### **Amendment 224**

**Wim van de Camp, Herbert Dorfmann**

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

**Article 1 – paragraph 1 – point 3 a (new)**

Regulation (EC) No 561/2006

Article 7 – paragraph 1

#### *Present text*

After a driving period of four and a half hours a driver shall take an uninterrupted

#### *Amendment*

**(3a) Article 7 shall be replaced by the following:**

"After a driving period of four and a half hours a driver shall take an uninterrupted



break of not less than 45 minutes, unless he takes a rest period. This break may be replaced by **a break** of at least 15 *minutes followed by a break of at least 30* minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

break of not less than 45 minutes, unless he takes a rest period. This break may be replaced by **breaks** of at least 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph."

Or. en

(<http://www.google.be/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0ahUKEwiKrJKgtJjZAhVFLIAKHdBZDRYQFggrMAA&url=http%3A%2F%2Feur-lex.europa.eu%2FLEXUriServ%2FLEXUriServ.do%3Furi%3DCELEX%3A32006R0561%3AEN%3ANOT&usg=AOvVaw232HqXFhV4buKhsKWBz-1S>)

#### *Justification*

*The current rules on breaks are seen as too restrictive. This change will not infringe on the drivers' overall break time, while enabling more flexibility in order to let them react to any changes in road and work conditions.*

#### **Amendment 225** **Merja Kyllönen**

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

#### *Present text*

After a driving period of four and a half hours a driver **shall take** an uninterrupted break of not less than 45 minutes, unless he takes a rest **period**. **This** break may be replaced by a break of at least 15 *minutes followed by a break of at least 30 minutes each distributed over* the period in such **a way** as to comply with the **provisions of** the first paragraph.

#### *Amendment*

**(3b) In Article 7, the following point is amended as follows:**

"After a driving period of four and a half hours a driver **shall take** an uninterrupted break of not less than 45 minutes, unless he takes a rest **period**."

**This** break may be replaced by a break of at least 15 *minutes followed by a break of at least 30 minutes or by a break of at least 30 minutes followed by a break of at least*

**15 minutes. In both options the latter break shall be distributed over** the period in such **a way** as to comply with the **provisions of** the first paragraph."

Or. en

([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))

#### *Justification*

*Currently, the 45 minutes break after every 4,5 hours of driving can either be taken at once or in two separate parts. Having the breaks in reverse order is not allowed. However, in order to better organize and fit the breaks according to present work situation, driver's well-being and available rest areas it would be essential to have the possibility to take the breaks in any order while however maintaining at least 30 minutes uninterrupted break.*

#### **Amendment 226**

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

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

**Article 1 – paragraph 1 – point 3 b (new)**

Regulation (EC) No 561/2006

Article 7 – paragraph 2

#### *Present text*

This break may be replaced by a break of at least **15** minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

#### *Amendment*

**(3b) Article 7, paragraph 2 shall be amended as follows**

"This break may be replaced by a break of at least **30** minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph."

Or. en

([http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5cf5ebde-d494-40eb-86a7-2131294ccbd9.0005.02/DOC_1&format=PDF))

#### **Amendment 227**

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

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

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**Article 1 – paragraph 1 – point 4**

Regulation (EC) No 561/2006

Article 7 – paragraph 3

*Text proposed by the Commission*

*Amendment*

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

***deleted***

Or. en

**Amendment 228**

**Martina Dlabajová, António Marinho e Pinto**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4**

Regulation (EC) No 561/2006

Article 7 – paragraph 3

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 229**

**Elissavet Vozemberg-Vrionidi, Miltiadis Kyrkos**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4**

Regulation (EC) No 561/2006

Article 7 – paragraph 3

*Text proposed by the Commission*

*Amendment*

***A driver engaged in multi-manning may***

***A period of 45 minutes of a driver's***

*decide to take a break of 45 minutes* in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.;

*period of availability shall be considered as a break in the case of* a driver engaged in multi-manning in a *moving* vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle;

Or. en

### **Amendment 230**

**Markus Ferber, Norbert Lins**

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

##### **Article 1 – paragraph 1 – point 4**

Regulation (EC) No 561/2006

Article 7 – paragraph 3

#### *Text proposed by the Commission*

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

#### *Amendment*

*Once, on a calendar day, there has been a break of at least 30 minutes in accordance with the second sentence, the driver may take necessary breaks divided up into three 15-minute periods per four-and-a-half-hour driving period.* A driver engaged in multi-manning may decide to take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.

Or. de

### **Amendment 231**

**Claudia Schmidt**

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

##### **Article 1 – paragraph 1 – point 4**

Regulation (EC) No 561/2006

Article 7 – sentence 3

#### *Text proposed by the Commission*

A driver engaged in multi-manning may

#### *Amendment*

A driver engaged in multi-manning may

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

decide to take *breaks that are divided up or are uninterrupted* in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.

Or. de

**Amendment 232**  
**Gabriele Preuß**

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

*Text proposed by the Commission*

*Amendment*

*In Article 7, the following new paragraph is added:*

*(3a) "A driver in passenger transport must take a break of at least 45 minutes after a driving period of four and a half hours. This break may be replaced by breaks of at least 15 minutes each, which shall be fitted into the driving time or immediately after it in such a way as to comply with paragraph 1."*

Or. en

*Justification*

*The currently prescribed sequence of breaks "15, followed by 30 minutes" ignores the different requirements and conditions of the customers and, for the time being, also of the driving staff.*

**Amendment 233**  
**Gesine Meissner, Jozo Radoš**

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

*Text proposed by the Commission*

*Amendment*

***In Article 7, the following paragraph is added:***

***"A driver in passenger transport must take a break of at least 45 minutes after a driving period of four and a half hours. This break may be replaced by breaks of at least 15 minutes each, which shall be fitted into the driving time or immediately after in such a way as to comply with paragraph 1."***

Or. en

#### **Amendment 234**

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

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

**Article 1 – paragraph 1 – point 4 a (new)**

Regulation (EC) 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) "With application restricted only to the carriage of passengers, the driver may choose to take a break of at least 30 minutes followed by a break of at least 15 minutes or as an alternative the driver may choose to take three breaks of 15 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph."***

Or. en

#### *Justification*

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

**Amendment 235**  
**Georges Bach**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4 a (new)**

Regulation (EC) No 561/2004

Article 7 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

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