2017/0122(COD)

COLUMN TABLE FOR INTERINSTITUTIONAL NEGOTIATIONS – WORKING DOCUMENT

Proposal for a regulation of the minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods; positioning by means of tachographs (COM(2017)0277 - C8-0167/2017 - 2017/0122(COD))

Date of the trilogue: 11.12.2019

Committee on Transport and Tourism – Negotiating team

NB: this cover page has been added for technical reasons only.

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise		
1.	1. THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,					
	Having regard to the Treaty on the	e Functioning of the European Unio	on, and in particular Article 91(1) th	ereof,		
	Having regard to the proposal from	m the European Commission,				
	After transmission of the draft legi	slative act to the national parliame	ents,			
	Having regard to the opinion of th	e European Economic and Social C	Committee ¹ ,			
	Having regard to the opinion of th	e Committee of the Regions ² ,				
	Acting in accordance with the ord	nary legislative procedure ³ ,				
	⁽¹⁾ OJ C 197, 8.6.2018, p. 45.					
	⁽²⁾ OJ C 176, 23.5.2018, p. 57.					
	⁽³⁾ Position of the European Parliament of 4 April 2019.					
2 Whereas:						

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
3		Amendment 346		
		Recital 1		
4	(1) Good working conditions	(1) Good working conditions	(1) Good working conditions	В
	for drivers and fair business	for drivers and fair business	for drivers and fair business	Compromise proposal
	conditions for road	conditions for road	conditions for road	(1) Good working
	transport undertakings are	transport undertakings are	transport undertakings are	conditions for drivers
	of paramount importance to	of paramount importance to	of paramount importance to	and fair business
	creating a safe, efficient and	creating a safe, efficient and	creating a safe, efficient and	conditions for road
	socially accountable road	socially accountable and	socially accountable road	transport undertakings
	transport sector. To	non-discriminatory road	transport sector. To	are of paramount
	facilitate that process it is	transport sector, <i>which is</i>	facilitate that process it is	importance to creating a
	essential that the Union	able to attract qualified	essential that the Union	safe, efficient , []
	social rules in road transport	<i>workers</i> . To facilitate that	social rules in road transport	socially accountable
	are clear, fit for purpose,	process it is essential that	are clear, fit for purpose,	road transport sector in
	easy to apply and to enforce	the Union social rules in	easy to apply and to enforce	order to ensure non-
	and implemented in an	road transport are clear,	and implemented in an	discrimination and
	effective and consistent	<i>proportionate,</i> fit for	effective and consistent	attract qualified
	manner throughout the	purpose, easy to apply and	manner throughout the	<i>workers</i> . To facilitate
	Union.	to enforce and	Union.	that process it is
		implemented in an effective		essential that the Union

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		and consistent manner throughout 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.
5.		Amendment 347 Recital 2		
6.	 (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 Council³, certain deficiencies were identified in the 	 (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 Council⁴, certain deficiencies were identified in the [] <i>implementation of the</i> legal framework. Unclear [] rules 	 (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 Council³, certain deficiencies were identified in the 	C [linked to "return of the driver", lines 114-118]

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COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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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 weekly rest, resting facilities, breaks in multimanning and the absence of rules on the return of drivers to their home or to another <i>location of their choice</i>, 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 and per week, 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 therefore steps should be taken to ensure that 	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.	

	M proposal, COM(2017) 77 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		 ⁴ 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		
3	Regulation (EC) No	and amending Council	³ Regulation (EC) No	
	561/2006 of the European	Regulations (EEC) No	561/2006 of the European	
	Parliament and of the	3821/85 and (EC)	Parliament and of the	
	Council of 15 March 2006	No 2135/98 and repealing	Council of 15 March 2006	
	on the harmonisation of	Council Regulation (EEC) No	on the harmonisation of	
	certain social legislation	3820/85 (OJ L 102,	certain social legislation	
	relating to road transport	11.4.2006, p. 1).	relating to road transport	
	and amending Council		and amending Council	
	Regulations (EEC) No		Regulations (EEC) No	
	3821/85 and (EC) No		3821/85 and (EC) No	
	2135/98 and repealing		2135/98 and repealing	
	Council Regulation (EEC) No		Council Regulation (EEC) No	
	3820/85 (OJ L 102,		3820/85 (OJ L 102,	
	11.4.2006, p. 1).		11.4.2006, p. 1).	

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
7.		report P8_TA-PROV(2019)0340;Amendment 348Recital 2a (new)(2a) 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		Compromise B [NOTE: linked to lines122-130 and 186-224. Depends on compromise on parkings] Compromise proposal, as part of, or in addition to a recital on "parkings": (2a) It is in the interests of road safety and enforcement that all
		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.		<i>drivers should be fully</i> <i>aware of the rules on</i> <i>driving and rest times</i> <i>and</i> the dangers of fatigue. Easily accessible information on available <i>rest</i> <i>facilities</i> is of

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			importance in this
			regard <i>. Therefore,</i> [
			the Commission
			should provide
			information on safe
			and secure parkings
			through a user-
			friendly website. That
			information should
			kept up to date[]
			NOTE: Commission
			proposal for parking
			Article:
			The Commission sh
			ensure that the list
			all publicly accessib
			safe and secure
			parkings is publishe
			on a single official
			website that is
			regularly updated.

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
9.		Amendment 349		
		Recital 2b (new)		
1		(2b) It is in the interests of		В
		road safety to encourage		Compromise proposal:
		transport undertakings to		(2b) To promote road
		adopt a safety culture		safety, it is important
		which includes safety		to encourage transport
		policies and procedures		undertakings to adopt
		issued by senior		a safety culture which
		management, the		is adhered to at all
		commitment to		levels []. In
		implementing safety		particular, in order to
		policy shown by the line		avoid infringements
		management and the		of driving and rest
		willingness to comply with		rules, or endangering
		safety rules shown by the		road safety, it should
		workforce. There should		not be permitted to
		be a clear focus on road		link performance-
		transport safety issues,		based pay with the
		including fatigue, liability,		time needed for the
		journey planning,		transportation of

	M proposal, COM(2017) 77 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		<i>rostering, performance- based pay and ´just in time´ management.</i>		passengers to their destination or for the delivery of goods.
1		Amendment 350 Recital 3		
1 (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.	 (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 <i>and unequal</i> use of the control tools and insufficient administrative cooperation between the Member States, <i>increasing</i> <i>the fragmentation of the</i> <i>European internal market.</i> 	(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.	B Compromise proposal (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, to inefficient and unequal use of the control tools and to insufficient administrative

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				cooperation between
				the Member States. []
1			(3a)In order to improve clarity	В
			and consistency, the	[Note: linked to new
			exemption from the scope	definition in line 84]
			of Regulation (EC) No	(3a) In order to improve
			561/2006 for the non-	clarity and consistency,
			commercial use of a	the exemption from
			vehicle should be defined.	the scope of
				Regulation (EC) No 561/2006 for the non- commercial use of a vehicle should be defined.
1		Amendment 351		
		Recital 4		
1	(4) Clear, suitable and evenly	(4) Clear, suitable and evenly	(4) Clear, suitable and evenly	В
	enforced rules are also	enforced rules are also	enforced rules are also	
	crucial for achieving the	crucial for achieving the	crucial for achieving the	

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	policy objectives of improving working conditions for drivers, and in particular ensuring undistorted competition between operators and contributing to road safety for all road users.	policy objectives of improving working conditions for drivers, and in particular ensuring undistorted and fair competition between operators and contributing to road safety for all road users.	policy objectives of improving working conditions for drivers, and in particular ensuring undistorted competition between operators and contributing to road safety for all road users.	 3rd trilogue: added "proportionate" from line 17 (4) Clear, suitable, <i>proportionate</i> and evenly enforced rules are also crucial for achieving the policy objectives of improving working conditions for drivers, and in particular ensuring undistorted <i>and fair</i> competition between operators and contributing to road safety for all road users.
1		Amendment 352 Recital 4a (new) (4a) Any national rules applied to road transport must be		C

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	proportionate as well as		3rd trilogue: "proportionate"
	justified and must not		added to line 15;
	hinder or make less		Otherwise recital not needed
	attractive the exercise of		because there is
	fundamental freedoms		practically no place for
	guaranteed by the Treaty,		national rules them
	such as the free		(apart from exceptions).
	movement of goods and		
	the freedom to provide		
	services in order to		
	maintain or even increase		
	the competitiveness of the		
	European Union		
1	Amendment 353/rev		
	Recital 4b (new)		
1	(4b) In order to ensure a		C [NOTE: linked to line 73]
	European-wide level		
	playing field in road		
	transport, this Regulation		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	should apply to all		
	vehicles exceeding 2,4		
	tonnes engaged in		
	international transport.		
2 (5) The existing requirement on		(5) The existing requirement on	В
breaks turned out to be		breaks turned out to be	Keep GA
unsuitable and impractical		unsuitable and impractical	
for drivers in a team.		for drivers in a team.	
Therefore, it is appropriate		Therefore, it is appropriate	
to adapt the requirement on		to adapt the requirement on	
recording breaks to the		recording breaks to the	
specificity of the transport		specificity of the transport	
operations carried out by		operations carried out by	
drivers driving in a team.		drivers driving in a team,	
		without jeopardising the	
		safety of the driver and	
		road safety.	
2	Amendment 354		
	Recital 5a (new)		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		(5a)Transporting goods is		C (NOTE linked to operative
		fundamentally different		part in line 121)
		from transporting people.		
		Coach drivers are in close		- merged into proposal for
		contact with their		line 67
		passengers and should be		
		in a position to take		
		breaks with greater		
		flexibility without		
		extending driving periods		
		or shortening rest periods		
		and breaks.		
2		Amendment 355		
		Recital 6		
2	(6) Drivers engaged in long-	(6) Drivers engaged in long-	(6) Drivers engaged in long-	В
	distance international	distance international	distance international	[Note: EP amendment
	transport operations spend	transport operations spend	transport operations spend	depends on details
	long periods away from	long periods away from	long periods away from	concerning "return to
	their home. The current	their home. The current	their home. The current	home" (lines 114-118)]

	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
	requirements on the regular	requirements on the regular	requirements on the regular	
	weekly rest unnecessarily	weekly rest unnecessarily	weekly rest [] may prolong	
	prolong those periods. It is	prolong those periods. It is	those periods	
	thus desirable to adapt the	thus desirable to adapt the	unnecessarily. It is thus	
	provision on the regular	provision on the regular	desirable to adapt the	
	weekly rest in such a way	weekly rest in such a way	provision on the regular	
	that it is easier for drivers to	that it is easier for drivers to	weekly rest in such a way	
	carry out transport	carry out transport	that it is easier for drivers to	
	operations in compliance	operations in compliance	carry out transport	
	with the rules and to reach	with the rules and to reach	operations in compliance	
	their home for a regular	their home <i>or a destination</i>	with the rules and to reach	
	weekly rest, and be fully	of their choosing for a	their home for a regular	
	compensated for all	regular weekly rest, and be	weekly rest, and be fully	
	reduced weekly rest	fully compensated for all	compensated for all	
	periods.	reduced weekly rest periods.	reduced weekly rest	
			periods.	
2	It is also necessary to	It is also necessary to	It is also necessary to	С
	provide that operators	provide that operators	provide that operators	[Note: depends on details
	organise the work of drivers	organise the work of drivers	organise the work of drivers	concerning "return to
	in such a way that these	in such a way that these	in such a way that these	home" (lines 114-118)]
	periods away from home	periods away from home	periods away from home	
	are not excessively long.	are not excessively long.	are not excessively long and	

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	When a driver chooses to	that drivers can benefit	
	spend this rest period at	from long rest periods	
	home, the transport	taken in compensation for	
	undertaking should	reduced weekly rest	
	provide the driver with	periods. Organising the	
	the means to return.	return should allow	
		reaching an operational	
		centre of the undertaking	
		in its Member State of	
		establishment or the	
		driver's place of residence.	
		The operator should be	
		able to prove the	
		organisation of the	
		regular return through	
		tachograph records, duty	
		rosters of the drivers or	
		similar evidence.	

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		Amendment 356		
		Recital 6a (new)		
2		(6a) Where the work of a		В
		driver predictably		3rd trilogue: can be
		includes activities for		dropped provided th
		the employer other		the amendment to
		than his/her		Directive 2006/22
		professional driving		(Article 11(3)) ensure
		tasks, such as loading /		that Commission can
		unloading, finding		adopt rules for a
		parking space,		common approach
		maintaining the vehicle,		towards recording
		route preparation etc,		"working time"
		the time he/she needs		
		to perform these tasks		
		should be taken into		
		account when		
		determining both		
		his/her working time,		
		the possibility for		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		adequate rest and pay.		
2		Amendment 357		
		Recital 6b (new)		
2		(6b) In order to safeguard		В
		working conditions of		3rd trilogue: should be
		the drivers at places of		considered if it can be
		loading and unloading,		added to a recital on
		owners and operators		driver's working
		of such facilities should		conditions
		provide the driver with		
		the access to hygienic		
		facilities.		
3		Amendment 358		
		Recital 6c (new)		
3		(6c) Rapid technological		С
		progress is resulting in		[Note: linked to amendment
		the development of		in line 169]

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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	autonomous driving		Largely accept compromise
	systems with increasing		by EP, as follows:
	levels of sophistication.		6c) Rapid technological
	In the future, those		progress is resulting
	systems could allow for		the gradual
	a differentiated usage		automation of drivi
	of vehicles the		systems requiring le
	manoeuvring of which		or no direct input fi
	does not involve a		a driver[]. To add
	driver. This could lead		those changes, curr
	to new operational		legislation, includin
	possibilities, such as		rules on driving and
	truck platooning. As a		resting times, may
	result, existing		need to be adapted
	legislation, including		order to guarantee
	rules on driving and		road safety, a level
	resting times, will need		playing field and
	to be adapted, for		improve working
	which progress at the		conditions, whilst
	UNECE Working Party		enabling the Union
	level is essential. The		pioneer new
	Commission shall come		, innovative

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COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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	forward with an		technologies and
	evaluation report of the		practices [].
	use of autonomous		Therefore, the
	driving systems in the		Commission should
	Member States,		submit an evaluation
	accompanied, if		report on the use of
	appropriate, by a		autonomous driving
	legislative proposal to		systems in the
	take into account the		Member States,
	benefits of autonomous		including on the
	driving technologies.		benefits of
	The intention of this		autonomous driving
	legislation is to		technologies. That
	guarantee road safety,		report should be
	a level-playing field and		accompanied, if
	proper working		appropriate, by a
	conditions, whilst		legislative proposal.
	enabling the EU to		[]
	pioneer new innovative		
	technologies and		
	practices.		

COM proposal, COM(20 0277 final	17) European Parliament/ P report P8_TA-PROV(2019)0		n, Compromise
3	Amendment 359 Recital 7	9	
3 (7) There are differences among Member Stat the interpretation an implementation of th weekly rest requirem regards the place wh weekly rest should b It is therefore approp clarify that requirem ensure that drivers a provided with adequ accommodation for regular weekly rest p if they are taken awa home.	es in among Member St d the interpretation a implementation of ents as weekly rest require ere the as regards the place etaken. where the weekly r riate to should be taken. <i>In</i> ent to <i>to ensure good w</i> ee <i>conditions and the</i> ate <i>safety of drivers</i> , heir therefore appropri- clarify that requirer	tates in andsocial progress it is appropriate to specify where the weekly rest be taken ensuring that drivers enjoy adequate restthewhere the weekly rest be taken ensuring that drivers enjoy adequate rest conditions. The quality of accommodation is particularly important it is ate to mentti is ate to mentduring the regular we should spend away from est the vehicle's cabin in a suitable accommodation	 Council: As regards last part of EP text, one specific recital dealing with "parkings" should be developed, based on a compromise on "parkings" ekly om a

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	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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		_		
		and paid for by the		
		<i>employer</i> for their		
		regular weekly rest		
		periods if they are taken		
		away from home.		
		Member States should		
		ensure the availability		
		of sufficient secure		
		parking areas that are		
		adapted to the needs of		
		the drivers.		
3		Amendment 360		
		Recital 7a (new)		
3		(7a) Dedicated Parking areas		С
		should have all of the		Recitals in lines 35, 37, 41 and
		facilities necessary for		62 should be consolidated
		good resting		and shortened, based on the
		conditions, that is to		final outcome of the

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	say sanitary, culinary,		compromise on "parking
	security and others.		infrastructure"
3	Amendment 361		
	Recital 7b (new)		
3	(7b) Adequate resting	(7a)Safe and secure parking	С
	facilities are crucial for	areas equipped with	Recitals in lines 35, 37, 41
	improving drivers	adequate resting facilities	and 62 should be
	working conditions in	are crucial for improving	consolidated and shortened,
	the sector and	working conditions in the	based on the final outcome
	maintaining road	sector and maintaining	of the compromise on
	safety. As rest in the	road safety. Therefore it is	"parking infrastructure"
	cabin is characteristic	of utmost importance to	
	for the transport sector	promote a development	
	and in certain cases	of parking infrastructure,	
	desirable from a	including rest areas, which	
	comfort and suitability	would guarantee desired	
	perspective, drivers	safety, security and	
	should be allowed to	service standards.	
	take their rest in their		
	vehicle, if the vehicle is		

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	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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		equipped with suitable		
		sleeping facilities.		
		Therefore the creation		
		of dedicated parking		
		areas should not be		
		disproportionally		
		hindered or obstructed		
		by Member States.		
3		Amendment 362		
		Recital 7c (new)		
3		(7c) The revised TEN-T	It is important that	В
		guidelines foresee the	sufficient opportunities of	Compromise proposal:
		development of	co-funding by the	(7c) The revised TEN-T
		parking area's on	European Union exist in	guidelines envisage
		motorways	accordance with current	the development of
		approximately every	and future Union legal	, parking areas on
		100 km to provide	acts establishing the	motorways
		parking space for	conditions for financial	approximately every
		commercial road users	support, in order to	100 km to provide

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary	Council/General Approach, doc. 15084/18	Compromise
	report P8_TA-PROV(2019)0340; with an appropriate level of safety and security and therefore Member States should be encouraged to implement the TEN-T guidelines and sufficiently support and invest in safe and suitably adapted parking areas.	accelerate and promote the construction of this parking infrastructure. However, Member States are not obliged to finance additional parking infrastructure on their territory beyond their existing obligations under the Union guidelines for TEN-T infrastructure. The Commission should review the availability of safe and secure parking areas.	commercial road userswith parking spacethat has anappropriate level ofsafety and security. Inorder to accelerate anpromote theconstruction ofadequate parkinginfrastructure, it isimportant thatsufficientopportunities for co-funding by the Unionare available inaccordance withcurrent and futureUnion legal actsestablishing theconditions for thatfinancial support.However, Member

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			States are not bound
			to finance additional
			parking infrastructure
			on their territory
			beyond their current
			obligations under the
			Union guidelines for
			TEN-T infrastructure.
4	Amendment 363		
	Recital 7d (new)		
4	(7d) In order to provide		В
	good quality affordable		Recitals in lines 35, 37, 41
	rest facilities, the		and 62 should be
	Commission and		consolidated and shortened,
	Member States should		based on the final outcome
	encourage the		of the compromise on
	establishment of social,		"parking infrastructure"
	commercial, public and		
	other enterprises for		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;		uncil/General Approach, c. 15084/18	Со	mpromise
_		the operation of	Τ			
		dedicated parking				
		areas.				
4	(8) Drivers are often faced with		(8)	Drivers are [] faced with	В	
	unforeseen circumstances			unforesee able	(8)	Drivers are [] faced with
	which make it impossible to			circumstances which make it		unforesee able
	reach a desired destination			impossible to reach a		circumstances which
	for taking a weekly rest			desired destination for		make it impossible to
	without violating Union			taking a weekly rest without		reach a desired
	rules. It is desirable to make			violating Union rules. It is		destination for taking a
	it easier for drivers to cope			desirable to make it easier		weekly rest without
	with those circumstances			for drivers to cope with		violating Union rules. It is
	and enable them to reach			those circumstances and		desirable to make it
	their destination for a			enable them to reach their		easier for drivers to cope
	weekly rest without			destination for a weekly		with those circumstances
	breaching the requirements			rest. Such exceptional		and enable them to reach
	on maximum driving times.			circumstances are sudden		their destination for a
				circumstances that are		weekly rest. Such
				unavoidable and may not		exceptional
				be anticipated, where it		circumstances are
				unexpectedly becomes		sudden circumstances
				impossible to apply the		that are unavoidable

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			Regulation's provisions in their entirety for a short period of time. In order to ensure proper enforcement, the driver should document the circumstances. In addition, a safeguard should ensure that driving time is not excessive [].	and may not be anticipated, where it unexpectedly becomes impossible to apply the Regulation's provisions in their entirety for a short period of time. In order to ensure proper enforcement, the driver should document the exceptional circumstances resulting in departing from the rules. In addition, a safeguard should ensure that driving time is not excessive [].
4		Amendment 364 Recital 8a (new)		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;		uncil/General Approach, c. 15084/18	Con	npromise
4		(8a) Many road transport			B [N	IOTE: linked to lines 133,
		operations within the				136, 301; recital is
		Union involve transport				agreed, but text in lines
	1	by ferry or by rail for				133/136 still open]
		part of the journey.			(8a)) Many road transport
		Clear, appropriate				operations within the
		provisions regarding				Union involve
		rest periods and breaks				transport by ferry or
		should therefore be laid				by rail for part of the
	1	down for such				journey. Clear,
		operations.				appropriate provisions
						regarding rest periods
						and breaks should
						therefore be laid down
	I					for such operations.
4	(9) To reduce and prevent		(9)	To reduce and prevent	(9)	To reduce and prevent
	diverging enforcement			diverging enforcement		diverging enforcement
	practices and to further			practices and to further		practices and to further
	enhance the effectiveness			enhance the effectiveness		enhance the
	and efficiency of cross-			and efficiency of cross-		effectiveness and
	border enforcement it is			border enforcement it is		efficiency of cross-
	crucial to establish clear			crucial to establish clear		border enforcement it is

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
4	rules for regular administrative cooperation between Member States.	Amendment 365 Recital 9a (new)	rules for regular administrative cooperation between Member States.	crucial to establish clear rules for regular administrative cooperation between Member States.
4		(9a) In order to guarantee effective enforcement, it is essential that the competent authorities, when carrying out roadside checks 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		B [NOTE: linked to lines 315, 318, 321] (9a) In order to guarantee effective enforcement, it is essential that the competent authorities, when carrying out roadside checks, should be able to ascertain that driving times and rest periods have been properly

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	56 days.		observed on the day of
			the check and over the
			preceding 56 days.

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
4		Amendment 366		
		Recital 9b (new)		
4		(9b) In order to ensure that		С
		rules are clear, easy to		Council: Sufficiently covered
		understand and		in line 8 or in a specific
		enforceable,		recital on "parkings"
		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		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	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.		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
5		Amendment 367		
		Recital 9c (new)		
5		(9c) Article 6 of Regulation		В
		(EC) No 1071/2009		First sentence not
		obliges Member States		necessary.
		to apply common		Compromise, linking recital
		classification of		to line 172:
		infringements when		(9c) Member States
		assessing good repute.		should take all
		Member States should		measures necessary
		take all measures		to ensure that
		necessary to ensure		national rules on
		that national rules on		penalties applicable
		penalties applicable to		to infringements of
		infringements of		Regulation (EC) No
		Regulation (EC) No		561/2006 and
		561/2006 and		Regulation (EU) No
		Regulation (EU) No		165/2014 are
		165/2014 are		implemented in an

report P8_TA-PROV(2019)0340; implemented in an effective, proportionate and dissuasive manner. Further steps are needed to ensure that all penalties applied by Member States are non- discriminatory and	doc. 15084/18	effective, proportionate and dissuasive manner. It is important to ensure easy access by professionals to
effective, proportionate and dissuasive manner. Further steps are needed to ensure that all penalties applied by Member States are non-		proportionate and dissuasive manner. It is important to ensure easy access by
and dissuasive manner. Further steps are needed to ensure that all penalties applied by Member States are non-		<i>dissuasive manner. It is important to ensure easy access by</i>
Further steps are needed to ensure that all penalties applied by Member States are non-		<i>is important to ensure easy access b</i>
needed to ensure that all penalties applied by Member States are non-		ensure easy access by
all penalties applied by Member States are non-		
Member States are non-		
		, information on
		penalties applying in
proportionate to the		Member States. This
		could be facilitated
		by the European
inningement.		Labour Authority
		making the
		information available
		through the single
		Union-wide website
		acting as a single
		portal for accessing
		information sources
		and services at Unio
		and services at onion and national level in
		all official languages
	seriousness of infringement.	seriousness of

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				<i>of the Union established by Regulation (EU) 2018/1724.</i>
5	(10) In order to ensure uniform		(10) In order to ensure uniform	(10) In order to ensure
	conditions for the		conditions for the	uniform conditions for
	implementation of		implementation of	the implementation of
	Regulation (EC) No		Regulation (EC) No	Regulation (EC) No
	561/2006 implementing		561/2006 implementing	561/2006 implementing
	powers should be conferred		powers should be conferred	powers should be
	on the Commission in order		on the Commission in order	conferred on the
	to clarify any of the		to clarify any of the	Commission in order to
	provisions of that		provisions of that	clarify any of the
	Regulation and to establish		Regulation and to establish	provisions of that
	common approaches on		common approaches on	Regulation and to
	their application and		their application and	establish common
	enforcement. Those powers		enforcement. Those powers	approaches on their
	should be exercised in		should be exercised in	application and
	accordance with Regulation		accordance with Regulation	enforcement. Those
	(EU) No 182/2011 ⁴ .		(EU) No 182/2011 ⁴ .	powers should be exercised in accordance

	OM proposal, COM(2017) 77 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
4	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).		4 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).	with Regulation (EU) No 182/2011 ⁴ .
5		Amendment 368 Recital 11		

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	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
5	(11) To enhance cost-	(11) To enhance cost-	(11) To enhance cost-	B [NOTE: linked to line 73]
	effectiveness of	effectiveness of	effectiveness of	
	enforcement of the social	enforcement of the social	enforcement of the social	
	rules the potential of the	rules [] the current and	rules the potential of the	
	current and future	[] <i>smart</i> tachograph	current and future	
	tachograph systems should	systems should be []	tachograph systems should	
	be fully exploited. Therefore	mandatory in	be fully exploited. Therefore	
	the functionalities of the	international transport.	the functionalities of the	
	tachograph should be	Therefore the functionalities	tachograph should be	
	improved to allow for more	of the tachograph should	improved to allow for more	
	precise positioning, in	be improved to allow for	precise positioning, in	
	particular during	more precise positioning	particular during	
	international transport	[].	international transport	
	operations.		operations.	
5		Amendment 369		
		Recital 11a (new)		
5		(11a) The rapid development	For the same purpose, the	В
		of new technologies and	installation of smart	
		digitalisation throughout	tachographs should be	

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
	the Union economy and	advanced in the existing	Compromise [linked to lines
	the need for a level	fleets which operate in	236-241]
	playing field among	international transport	<i>(11a) The</i> cost-
	companies in	using analogue or digital	effectiveness of
	international road	tachographs.	enforcement of the
	transport make it		social rules, the rapid
	necessary to shorten the		development of new
	transitional period for		<i>technologies</i> , the
	the installation of the		digitalisation
	smart tachograph in		throughout the Union
	registered vehicles. The		economy and the need
	smart tachograph will		for a level playing
	contribute to simplified		field among
	controls and thus		companies in
	facilitate the work of		international road
	national authorities.		transport make it
			necessary to shorten
			the transitional period
			for the installation of
			the smart tachograph
			in registered vehicles.
			The smart tachograph

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				will contribute to simplified controls and thus facilitate the
				work of national authorities.
5			(11a) In particular, in vehicles	В
			which are not equipped	[Note: accompanies lines
			with a smart tachograph,	296-298]
			the crossing of Member	(11c) [] In vehicles which
			State borders should be	are not equipped with
			recorded in the	a smart tachograph,
			tachograph at the nearest	the crossing of
			stopping place at or after	Member State borders
			the border.	should be recorded in the tachograph at the nearest <u>possible</u> stopping place at or after the border
5			(11b) To ensure that drivers,	В
			operators and control	To be placed before line 57

	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
			authorities benefit at the	
			soonest from the	
			advantages of smart	
			tachographs including	
			their automated recording	
			of border crossings, the	
			existing vehicle fleet	
			should be equipped with	
			such devices within an	
			appropriate period after	
			the entry into force of the	
			detailed technical	
			provisions thus ensuring	
			sufficient time for	
			preparation.	
5		Amendment 370		
		Recital 11b (new)		
6		(11b) Taking into account the		С
		wide-spread use of		3rd trilogue, compromise
		smartphones and the		

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	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
		continuous development		(11b)Taking into account
		of their functionalities,		the continuous
		and in view of the		technological
		deployment of Galileo,		developments, the
		which offers increasing		Commission is
		opportunities for real		studying the
		time localisation, which		possibility of
		many mobile already		developing new
		use, the Commission		technical solutions
		should explore the		that offer the same
		possibility of developing		benefits and security
		and certifying a mobile		as those offered by the
		application that offers		smart tachograph, at
		the same benefits as		the same or lower
		those offered by the		associated costs.
		smart tachograph, at the		
		same associated costs.		
6		Amendment 371		
		Recital 11c (new)		

	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
6		(11c) In order to guarantee		C
		appropriate health and		Recitals in lines 35, 37, 41
		safety standards for		and 62 should be
		drivers, it is necessary to		consolidated and shortened,
		establish or upgrade		based on the final outcome
		secure parking areas,		of the compromise on
		adequate sanitary		"parking infrastructure"
		facilities and quality		
		accommodation. A		
		sufficient network of		
		parking areas should		
		exist within the Union.		
6			(11c) To reduce the burden	В
			on operators and control	[Note: associated with GA
			authorities in case that a	amendment to Article
			control officer removes	22(5), lines 288-292]
			the seal of a tachograph	(11c) To reduce the burden
			for control purposes, the	on operators and
			re-sealing by the control	control authorities in
			officer should be allowed	case that a control
			under certain well	officer removes the
				seal of a tachograph

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			documented	for control purposes,
			circumstances.	the re-sealing by the
				control officer should
				be allowed under
				certain well
				documented
				circumstances.
6			(11d) It is important that road	В
			transport operators	(11d) It is important that
			established in third	road transport
			countries, while	operators established in
			performing road transport	third countries, while
			operations in the territory	performing road
			of the EU, are subject to	transport operations in
			rules which are equivalent	the territory of the EU,
			to this legislation. The	are subject to rules
			Commission should assess	which are equivalent to
			the fulfilment of this	this legislation. The
			principle at EU level and	Commission should
			propose adequate	assess the fulfilment of
			solutions to be negotiated	this principle at EU level

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;		uncil/General Approach, c. 15084/18	Compromise
				by the EU in the context of AETR.	and propose adequate solutions to be negotiated by the EU in the context of AETR.
6	(12) Regulations (EC) No		(12	2) Regulations (EC) No	(12) Regulations (EC) No
	561/2006 and (EU)			561/2006 and (EU)	561/2006 and (EU)
	165/2014 of the European			165/2014 of the European	165/2014 of the
	Parliament and of the			Parliament and of the	European Parliament and
	Council ⁵ should therefore			Council ⁵ should therefore	of the Council ⁵ should
	be amended accordingly.			be amended accordingly.	therefore be amended
					accordingly.
	5 Regulation (EU) No		5	Regulation (EU) No	
	165/2014 of the European			165/2014 of the European	5 Regulation (EU) No
	Parliament and of the			Parliament and of the	165/2014 of the
	Council of 4 February 2014			Council of 4 February 2014	European Parliament
	on tachographs in road			on tachographs in road	and of the Council of 4
	transport, repealing Council			transport, repealing Council	February 2014 on
	Regulation (EEC) No			Regulation (EEC) No	tachographs in road
	3821/85 on recording			3821/85 on recording	transport, repealing
	equipment in road transport			equipment in road transport	Council Regulation (EEC)
	and amending Regulation			and amending Regulation	No 3821/85 on
	(EC) No 561/2006 of the			(EC) No 561/2006 of the	recording equipment in

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
European Parliament and of		European Parliament and of	road transport and
the Council on the		the Council on the	amending Regulation
harmonisation of certain		harmonisation of certain	(EC) No 561/2006 of the
social legislation relating to		social legislation relating to	European Parliament
road transport (OJ L 60,		road transport (OJ L 60,	and of the Council on
28.2.2014, p. 1).		28.2.2014, p. 1).	the harmonisation of
			certain social legislation
			relating to road
			transport (OJ L 60,
			28.2.2014, p. 1).
6	Amendment 372		
	Recital 12a (new)		
6	(12a) Acknowledges that		C (NOTE: no additional recital
	transporting goods is		line 22)
	different from		(12a) [] <i>Transporting</i>
	transporting people.		goods is different from
	Coach drivers are in close		transporting people. []
	contact with their		Therefore, the Commission
	passengers and should		should evaluate if more

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340; be given more suitable	doc. 15084/18	adequate rules for
	conditions within the		passenger transport should
	framework of this		be proposed [] , especial
			for occasional services as
	Regulation without		
	extending driving times		defined in [] point 4 of
	or shortening rest		Article 1 of Regulation (E
	periods and breaks.		No 1073/2009 of the
	Therefore, the		European Parliament and
	Commission shall		the Council of 21 October
	evaluate if specific rules		2009 on common rules fo
	for this sector can be		access to the internationa
	adopted, especially for		market for coach and bus
	occasional services as		services.
	defined in Article 2		
	paragraph 1 point 4 of		
	Regulation (EC) No		
	1073/2009 of the		
	European Parliament and		
	the Council of 21		
	October 2009 on		
	common rules for access		
	to the international		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		market for coach and		
		bus services.		
6	HAVE ADOPTED THIS REGULAT	ΓΙΟΝ:	·	

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
6	Article 1		Article 1	Article 1
7	Regulation (EC) No 561/2006 is amended as follows:		Regulation (EC) No 561/2006 is amended as follows:	Regulation (EC) No 561/200 is amended as follows
7		Amendment 373 Article 1- paragraph 1- point -1 Regulation (EC) No 561/2006 Article 2 - paragraph 1 - point a a (new)		
7		(-1) In Article 2(1), the following point is inserted:		
7		"(-aa) of goods in international transport operations, where the maximum permissible mass of the vehicle,		C 3rd trilogue: Commission presents proposal for a compromise on

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	including any trailer, or		phasing-in (see also
	semi-trailer, exceeds 2,4		note in line 286):
	tonnes, or"		- Adoption of the
			technical specifications
			of smart tachograph
			version 2 for LCVs no
			later than 2 years after
			the adoption of the
			revised Tachograph
			Regulation No
			165/2014
			- All LCVs used in
			international transport
			for hire and reward
			must be equipped
			with smart tachograph
			version 2 no later than
			5 years after the entry
			into force of the
			technical specifications

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				of smart tachograph
				version 2 for LCVs.
7		Amendment 374		
		Article 1- paragraph 1- point -1a		
		(new)		
		Regulation (EC) No 561/2006		
		Article 3 - paragraph 1 - point a		
		а		
7		(-1a) In Article 3, point (aa) is		
		replaced by the		
		following:		
7	(aa) vehicles or combinations	"(aa) vehicles or combinations		C
	of vehicles with a	of vehicles with a		Compromise proposal
	maximum permissible	maximum permissible		"(aa) vehicles or
	mass not exceeding 7,5	mass not exceeding 7,5		combinations of
	tonnes used for carrying	tonnes used for carrying		vehicles with a
	materials, equipment or	materials, equipment or		maximum permissible
	machinery for the driver's	machinery for the driver's		mass not exceeding 7,5
	use in the course of his	use in the course of his		tonnes used for carrying
	work, and which are used	work, <i>or delivering goods</i>		materials, equipment or
	only within a 100 km	which have been		machinery for the

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver's main activity;	<i>produced on a craft basis</i> <i>in the undertaking</i> <i>employing the driver</i> 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;"		driver's use in the course of his work, or delivering goods produced on a craft basis where the transport is not carried out for hire or reward and which are delivered 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;"
7		Amendment 375 Article 1 - paragraph 1- point 1a (new) Regulation (EC) No 561/2006 Article 3 -point h a (new)		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
7		(1a) In Article 3, the following point is inserted:		
7		<i>"(ha) light commercial vehicles that are used for the transport of goods,</i>		C [to be considered together with EP
		where the transport is not effected for hire or reward, but on the own account of the company		amendment in line 73]
		or the driver, and where driving does not constitute the main activity of the person		
8	(1) in Article 3, the following point (h) is replaced by the following:	driving the vehicle;"	deleted	deleted [Note: existing text: " h) vehicles with a maximum permissible mass not
8	"(h) vehicles or combinations of vehicles used for the non-		deleted [Note: existing text: " h) vehicles with a maximum	exceeding 7,5 tonnes used for the non-commercial carriage

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	commercial carriage of goods;"		permissible mass not exceeding 7,5 tonnes used for the non- commercial carriage of goods;"]	of goods;"]
{	3	Amendment 376 Article 1 - paragraph 1- point 2 Regulation (EC) No 561/2006 Article 4 - point r		
5	8 (2) In Article 4, the following point (r) is added:		(1) in Article 4, the following point is added:	(1) in Article 4, the following point is added:
5	⁸ "(r) 'non-commercial carriage' means any carriage by road, other than carriage for hire or reward or for own account, for which no remuneration is received and which does not generate any income.	(r) 'non-commercial carriage' means any carriage 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.	"(r) 'non-commercial carriage' means any carriage 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 for the driver of the vehicle or others and where there is no link with professional or commercial activity;	C "(r) 'non-commercial carriage' means any carriage 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

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			indirectly generate any income for the driver of the vehicle or others and where there is no link with professional or commercial activity;
8	Amendment 377 Article 1 - paragraph 1- point 2a (new) Regulation (EC) No 561/2006 Article 4 - point ra (new)		
8	(2a) In Article 4, the following point is added:		
8	<i>"(ra) 'home' means the registered residence of the driver in a Member State."</i>		C [to be discussed together with lines 111 115, 118]
8	Amendment 378		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		Article 1- paragraph 1- point 2b		
		(new)		
		Regulation (EC) No 561/2006		
		Article 5 - paragraph 1		
8		(2b) In Article 5, paragraph 1		- keep GA
		is replaced by the following		
9	 The minimum age for conductors shall be 18 years. 	"1. The minimum age for [] <i>drivers</i> shall be 18 years."		- keep GA
9	(3) in Article 6(5), the first sentence is replaced by the following:		(2) []Article 6(5) [] is replaced by the following:	2) []Article 6(5) [] is replaced by the following:
9	"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		"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	"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

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
9	 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."; (4) in Article 7, the following third paragraph is added: 		 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."; (3) in Article 7, the following third paragraph is added: 	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."; (3) in Article 7, the following third paragraph is added:
9	"A driver engaged in multi- manning may decide to take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.";		"A driver engaged in multi- manning may [] take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the break is not involved in	A "A driver engaged in multi- manning may [] take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			assisting the driver driving the vehicle.";	break is not involved in assisting the driver driving the vehicle.";
9	(5) Article 8 is amended as follows:		(4) Article 8 is amended as follows:	(4) Article 8 is amended as follows:
9		Amendment 379 Article 1- paragraph 1- point 5 - point a Regulation (EC) No 561/2006 Article 8 - paragraph 6 - subparagraph 1		
9	(a)in paragraph 6, the first subparagraph is replaced by the following:	deleted	(a)[] paragraph 6 [] is replaced by the following:	C

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
 9 "6. In any four consecutive weeks a driver shall take at least: a) four regular weekly rest periods, or (b) two regular weekly rest periods of at least 45 hours and two reduced weekly rest periods of at least 24 hours. 	deleted	"6. In any four consecutive weeks a driver shall take at least [] four weekly rest periods, of which at least two shall be regular weekly rest periods. []	C
9 For the purposes of point (b), the reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.	deleted	[] The reduced weekly rest periods shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question. In case that two reduced weekly rest periods are taken consecutively, the weekly rest period following thereafter shall be preceded or followed by a rest period taken as compensation.	C

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period. [NOTE: the Commission proposal did not change second subparagraph]		A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.";	
1	(b) paragraph 7 is replaced by the following:		deleted	C
1		Amendment 381 Article 1 - paragraph 1 - point 5 - point b Regulation (EC) No 561/2006 Article 8 - paragraph 7		
1	"7. Any rest period taken as compensation for a reduced weekly rest period shall immediately precede or follow a regular weekly rest period of at least 45 hours.";	7. Any rest period taken as compensation for a reduced weekly rest period shall [] be attached to a regular weekly rest period of at least 45 hours.	Deleted (NOTE: current legal text requires attachment to a rest period of at least 9 hours)	C - [to be considered together with lines 98 and 99]

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	(c) the following paragraphs 8a and 8b are inserted:		(c) [] Paragraph 8 [] is replaced by the following :	A
1	 Where a driver chooses to do this, daily rest periods and reduced weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary. [NOTE: the Commission proposal did not change paragraph 8] 		"8. Where a driver chooses to do this, daily rest periods and reduced weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.	
1		Amendment 382		
		Article 1 - paragraph 1 - point 5		
		point c Regulation (EC) No 561/2006		
		Article 8 - paragraph 8a -		
		introductory part		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	"8a. The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable accommodation, with adequate sleeping and sanitary facilities:	 8a. The regular weekly rest periods, and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a [] quality and gender friendly accommodation, outside the cabin, with adequate [] sanitary and sleeping facilities for the driver. That accommodation shall be: 	[] Regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. []	C 3rd trilogue: Commission presents compromise proposal: The regular weekly rest periods and any weekly rest of more than 45 hours taken in compensation for previous reduced weekly rest shall not be taken in a vehicle. They shall be taken in a suitable and gender- friendly accommodation with adequate sleeping and sanitary facilities.

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		Amendment 383		
		Article 1 - paragraph 1 - point 5		
		point c		
		Regulation (EC) No 561/2006		
		Article 8 - paragraph 8a -point a		
1	(a) either provided or paid for	(a) either provided by or paid	Any costs for	С
	by the employer, or	for by the employer, or	accommodation outside the	
			vehicle shall be covered by	
			the employer.	
1		Amendment 384		
		Article 1 - paragraph 1 - point 5		
		- point c		
		Regulation (EC) No 561/2006		
		Article 8 - paragraph 8a - point		
		b		
1	(b) at home or at another	(b) at <i>the driver's</i> home or at		С
	private location chosen by	another private location		
	the driver.	chosen by the driver.		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1			At the latest [OJ: three years after entry into force], the Commission shall assess the availability of safe and secure parking places allowing for a comfortable rest while the vehicle is stationary.";	C (NOTE: to be discussed together with line 130, part of amendment for Article 8a (new))
1			(d) The following paragraph is inserted:	
1		Amendment 385 Article 1 - paragraph 1 - point 5 - point c Regulation (EC) No 561/2006 Article 8 - paragraph 8b - subparagraph 1		

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
1 8b. A transport undertaking sha organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45 hours taken in compensation fo reduced weekly rest at home within each period of three consecutive weeks.";	shall organise the work of drivers in such a way that the drivers are able to spend at least one regular weekly rest period or a weekly rest of more than 45	drivers are able to [] return to one of the operational centres in the Member State of the employer's establishment or to the drivers' place of residence within each period of four consecutive weeks, in order to spend at least one regular weekly rest period or a weekly rest of more than 45	C

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; and shall keep the documentation at its premises in order to present it on request of control authorities.	Council/General Approach, doc. 15084/18 undertaking shall organise the work of the driver in such a way that the driver is able to return already at the end of the third week. The undertaking shall document how it fulfils this obligation and shall keep the documentation at its premises in order to present it on request of control authorities.";	Compromise
1	Amendment 386 Article 1- paragraph1- point 5 - point c Regulation (EC) No 561/2006 Article 8 - paragraph 8b - subparagraph 1 a (new)		
1	In Article 8, paragraph 8b, the following subparagraph is added		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		<i>"The driver shall declare that a regular weekly rest period or a weekly rest of more than 45 hours taken in compensation for a reduced weekly rest, has been taken in a lantian of</i>		C
		<i>been taken in a location of driver's choice. The declaration shall be kept at the premises of undertaking."</i>		
1		Amendment 380 Article 1- paragraph1- point 5 - point ca (new) Regulation (EC) No 561/2006 Article 8 - paragraph 9a (new)		
1		(ca) the following paragraph is added:		C
1		<i>"9a. The Commission shall no later than [two years after</i>		С

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COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
	entry into force of this amending Regulation] evaluate and report to Parliament and Council if more adequate rules for drivers engaged in occasional services of carriage of passengers can be adopted, as defined in Article 2 paragraph 1 number 4 of Regulation (EC) No 1073/2009 of the European Parliament and the Council of 21 October 2009 on common rules for access to the international market for coach and bus services."		"9a. The Commission shall no later than [two years after entry into force of this amending Regulation] evaluate and report to Parliament and Council if more adequate rules for drivers engaged in occasional services of carriage of passengers can be adopted, as defined in Article 2 paragraph 1 number 4 of Regulation (EC) No 1073/2009 of the European Parliament and the Council of 21 October 2009 on common rules for

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			access to the international market for coach and bus services."
			New recital, replacing lines 22 and 67: (12a) [] <i>Transporting</i> <i>goods is different</i> <i>from transporting</i> <i>people.</i> [] <i>Therefore,</i> <i>the Commission shall</i> <i>evaluate if more</i> <i>adequate rules for</i> passenger transport <i>should be proposed</i> [], <i>especially for</i> <i>occasional services as</i> <i>defined in</i> [] <i>point 4</i> <i>of Article 1 of</i> <i>Regulation (EC) No</i> <i>1073/2009 of the</i>

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				<i>European Parliament</i> <i>and the Council of 21</i> <i>October 2009 on</i> <i>common rules for</i> <i>access to the</i> <i>international market</i> <i>for coach and bus</i> <i>services</i>
1		Amendment 387 Article 1- paragraph 1- point 5a		
		(new) Regulation (EC) No 561/2006 Article 8a (new)		
1		<i>(5a) The following Article is inserted:</i>		
1		''Article 8a		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	1. By [six months after the entry into force of this Regulation] Member States shall communicate to the Commission the locations of Dedicated Parking Areas (DPA) available on their territories and shall subsequently notify any		C 3rd trilogue: Commission presents a compromise text for lines 112 and 125-130 (need to draft a corresponding recital). The Commission shall adopt, by
	changes to this information. The Commission shall list all publicly accessible DPA on a single official website that is regularly updated.		means of implementing act <u>s,</u> detailed provisions <u>laying down</u> standards for safe and secure parking areas and <u>the</u> procedures for their certification.
			These implementing act <u>s</u> shall be adopted in accordance with the examination procedure referred to in Article 24(2a), on the basis of the minimum requirements in Annex I.

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			The Commission shall ensurethat the list of all publiclyaccessible safe and secureparking areas is published on asingle official website that isregularly updated.
1	2. All parking areas that have at least the facilities and features set out in Annex 1 and which are published by the Commission in accordance with paragraph 2 may indicate at their entrance that they are DPA.		<i>All parking areas that are</i> <i>certified and published on</i> <i>the single official website</i> <i>may indicate at their</i> <i>entrance that they are</i> <i>certified according to the</i> <i>EU standards and</i> <i>procedures.</i>
1	3. Member States shall ensure that random checks are carried out on a regular basis to verify compliance of parking characteristics with the DPA criteria set out in Annex.		delete
1	<i>4. Member States shall investigate complaints of</i>		delete

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	<i>certified DPAs that are non- compliant with the criteria set out in Annex.</i>		
1	5. Member States shall encourage the creation of Dedicated Parking areas in line with the provisions set out in point (c) of Article 39(2) of the Regulation (EU) No 1315/2013.		Member States shall encourage the creation of <u>safe and secure parking</u> <u>areas</u> in line with point (c) of Article 39(2) of the Regulation (EU) No 1315/2013.
1	The Commission shall, by 31 December 2020 at the latest, present a report to the European Parliament and the Council on the availability of suitable rest facilities for drivers and secured parking facilities. This report shall be accompanied by the draft regulation establishing standards and procedures for certification of DPA referred to in paragraph 4 of this		The Commission shall, by31 December 2022, presenta report to the EuropeanParliament and to theCouncil on the availabilityof suitable rest facilities fordrivers and on thedevelopment of safe andsecure parking areascertified in accordance withthe Commissionimplementing acts.[] That

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; Article. This report shall be updated annually on the basis of information gathered by the Commission under paragraph 5 and contain a list of proposed measures to increase the number and quality of suitable rest facilities for drivers and secured parking facilities."	Council/General Approach, doc. 15084/18	Compromise <i>report shall be updated []</i> <u>every two years</u> on the basis of information gathered by the Commission under paragraph 5 and shall contain a list of proposed measures to increase the number and quality of [] <u>safe and secure parking</u> <u>areas</u> ."
1	(6) in Article 9, paragraph 1 is replaced by the following:	Amendment 388 Article 1- paragraph 1- point 6 Regulation (EC) No 561/2006 Article 9 - paragraph 1	(5) in Article 9, paragraph 1 is replaced by the following:	(5) in Article 9, paragraph 1 is replaced by the following:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	"9. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or reduced weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or reduced weekly rest period the driver shall have access to a bunk or couchette at their disposal.";	1. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or reduced weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or reduced weekly rest period the driver shall have access to a <i>sleeper cabin</i> , bunk or couchette at their disposal.	"1. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train, and takes a regular daily rest period or [] weekly rest period, that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or [] weekly rest period the driver shall have access to a bunk or couchette at their disposal.";	B 3rd trilogue (as regards the last part of the compromise text:): EP requests, for regular weekly rest partly on a ferry, a stay on the ferry longer than 6h to ensure good rest. Commission suggests extending this derogation to rest on a train.
				Council compromise proposal for lines 133 and 136 "1. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		-	train, and takes a
			regular daily rest period
			or reduced weekly rest
			period, that period may
			be interrupted not more
			than twice by other
			activities not exceeding
			one hour in total.
			During that regular
			daily rest or reduced
			weekly rest period the
			driver shall have access
			to a <i>sleeper cabin,</i>
			bunk or couchette at
			their disposal.
			With regard to regular
			weekly rest periods,
			the derogation shall
			apply for ferry
			journeys scheduled for

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise 6 hours or more only if the driver has access to a sleeper cabin in the ship."
1		Amendment 389Article 1- paragraph1- point 6a (new)Regulation (EC) No 561/2006Article 9 - paragraph 1a (new)(6a) in Article 9, the following paragraph is inserted:		<i>(6a) in Article 9, the following paragraph is inserted:</i>
1		"1a. The derogation in paragraph 1 may be extended to regular weekly rests when the ferry journey is 12 hours or more in duration. During that weekly rest period the driver shall have access to a sleeper cabin."		C See Council proposal in line 133 <u>EP</u> : needs further consideration, as there should be a sufficiently long rest on board of the train or ferry ensured

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		Amendment 390		
		Article 1- paragraph1- point 6a		
		(new)		
		Regulation (EC) No 561/2006		
		Article 10 - paragraph 1		
1		(6a) in Article 10, paragraph 1 is replaced by the following		
1	1. A transport undertaking shall not give drivers it employs	"1. A transport undertaking shall not give drivers it employs		B "1. A transport
	or who are put at its disposal	or who are put at its disposal		undertaking shall not give
	any payment, even in the form	any extra payment, even in the		drivers it employs or who are
	of a bonus or wage supplement,	form of a bonus or wage		put at its disposal any
	related to distances travelled	supplement, related to distances		payment, even in the form of
	and/or the amount of goods	travelled, <i>the speed of delivery</i>		a bonus or wage supplement,
	carried if that payment is of such	and/or the amount of goods		related to distances travelled,
	a kind as to endanger road	carried if that payment []		the speed of delivery and/or
	safety and/or encourages infringement of this Regulation.	encourages infringement of this Regulation."		the amount of goods carried if that payment is of such a
	initingement of this Regulation.			kind as to endanger road
				safety and/or encourages

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				infringement of this Regulation."
				Accompanying recital in line
1			(5a)Article 11 shall read as	
			follows:	
1	A Member State may provide for		"A Member State may provide	
	longer minimum breaks and rest		for longer minimum breaks and	
	periods or shorter maximum		rest periods or shorter	
	driving times than those laid		maximum driving times than	
	down in Articles 6 to 9 in the		those laid down in Articles 6 to 9	
	case of carriage by road		in the case of carriage by road	
	undertaken wholly within its		undertaken wholly within its	
	territory. In so doing, Member		territory. In so doing, Member	
	States shall take account of		States shall take account of	
	relevant collective or other		relevant collective or other	
	agreements between the social		agreements between the social	
	partners. Nevertheless, this		partners. Nevertheless, this	
	Regulation shall remain		Regulation shall remain	

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	applicable to drivers engaged in international transport operations. [NOTE: Commission proposal did not change Article 11]		applicable to drivers engaged in international transport operations.	
1			A Member State may under the same conditions provide that a driver engaged exclusively in carriage by road undertaken wholly within its territory shall in any two consecutive weeks take at least:	C [to be considered together with lines 98, 99]

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		 two regular weekly rest periods, or one regular weekly rest period and one reduced weekly rest period of at least 24 hours, whereby the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in 	C [to be considered together with lines 98, 99]
1		question." (6) [] Article 12 is replaced by	(6) [] Article 12 is
		the following []:	replaced by the following []:
1 Provided that road safety is not thereby jeopardised and to enable the vehicle to reach a suitable stopping place, the		"Provided that road safety is not thereby jeopardised and to enable the vehicle to reach a suitable stopping place, the	"Provided that road safety not thereby jeopardised ar to enable the vehicle to rea a suitable stopping place, t

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	driver may depart from Articles 6 to 9 to the extent necessary to ensure the safety of persons, of the vehicle or its load. [NOTE: Commission proposal does not change current text in Article 12]		driver may depart from Articles 6 to 9 to the extent necessary to ensure the safety of persons, of the vehicle or its load.	driver may depart from Articles 6 to 9 to the extent necessary to ensure the safety of persons, of the vehicle or its load.
1	(7) in Article 12, the following second paragraph is added:	Amendment 391 Article 1- paragraph1- point 7 Regulation (EC) No 561/2006 Article 12 - paragraph 2		
1	"Provided that road safety is not thereby jeopardised, the driver may depart from Article 8(2) and the second subparagraph of Article 8(6) to be able to reach a suitable accommodation as referred to in Article 8(8a) to take a daily or weekly rest there. Such a departure shall not result in exceeding daily or weekly driving times or shortening daily or weekly rest periods. The	Provided that road safety is not thereby jeopardised, the driver may depart <i>exceptionally</i> from Article [] <i>6(1) and (2) after a</i> <i>rest of 30 minutes, so as</i> to be able to reach [] <i>within two</i> <i>hours the employer's</i> <i>operational centre where the</i> <i>driver is normally based and</i> <i>where the driver's regular</i> <i>weekly rest shall begin.</i> The driver shall indicate the reason	Provided that road safety is not thereby jeopardised, the driver may, in exceptional circumstances, also depart from Article 6(1) and (2) and Article 8(2) [] by exceeding the daily and weekly driving time by up to one hour in order to reach the employer's operational centre for taking a weekly rest. The driver shall indicate the reason for such	C <u>3rd trilogue</u> : As regards compromise proposal, EP could accept combination of solutions, but prefers to limit any derogation to driving time extensions before taking <u>regular</u> weekly rest only <u>Council compromise</u> <u>proposal:</u> "Provided that road safety is
	driver shall indicate the reason	for such departure manually on	departure manually on the	not thereby jeopardised, the

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COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable accommodation.	the [] printout from the recording equipment []. <i>This</i> <i>period of up to two hours</i> <i>shall be compensated by an</i> <i>equivalent period of rest</i> <i>taken en bloc with any rest</i> <i>period, by the end of the third</i> <i>week following the week in</i> <i>question.</i>	record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the destination or the suitable [] stopping place.";	driver may, in exceptional circumstances, also depart from Article 6(1) and (2) and Article 8(2) [] by exceeding the daily and weekly driving time by up to one hour in order to reach the employer's operational centre or the driver's place of residence for taking a weekly rest. Under the same conditions the driver may exceed the daily and weekly driving time by up to two hours, provided that an uninterrupted break of 30 minutes was taken immediately prior to the additional driving in order to reach the employer's operational centre or the driver's place of residence for taking a regular weekly rest.

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the destination or the suitable [] stopping place. Any period of extension shall be compensated by an equivalent period of rest taken en bloc with any rest period, by the end of the third week following the week in question. ";
1		Amendment 392		
		Article 1- paragraph 1- point 7a		
		(new)		
		Regulation (EC) No 561/2006		
		Article 13 - paragraph 1 - point		
		d		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	(7a) In Article 13(1), point (d) is replaced by the following:		
1 (d) vehicles or combinations	"(d) vehicles or combinations of		В
of vehicles with a maximum	vehicles with a maximum		- keep GA
permissible mass not exceeding	permissible mass not exceeding		
7,5 tonnes used by universal	7,5 tonnes used by universal		
service providers as defined in	service providers as defined in		
Article 2(13) of Directive	Article 2 (13) of Directive		
97/67/EC of the European	97/67/EC of the European		
Parliament and of the Council of	Parliament and of the Council of		
15 December 1997 on common	15 December 1997 on common		
rules for the development of the	rules for the development of the		
internal market of Community	internal market of Community		
postal services and the	postal services and the		
improvement of quality of	improvement of quality of		
service to deliver items as part	service to deliver items as []		
of the universal service.	part of postal items as defined		
	in Article 2(6) of Directive		
	97/67/EC."		
1	Amendment 393		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; Article 1- paragraph1- point 7b (new)	Council/General Approach, doc. 15084/18	Compromise
		Regulation (EC) No 561/2006 Article 13 - paragraph 1 - point e		
1		<i>(7b) In Article 13(1), point (e) is replaced by the following</i>	 (7) Article 13 (1) is amended as follows: (a) point (e) is replaced by the following: 	 7) Article 13 (1) is amended as follows: (a) point (e) is replaced by the following:
1	(e) vehicles operating exclusively on islands not exceeding 2 300 square kilometres in area which are not linked to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicles;	"(e) vehicles operating exclusively on islands <i>or regions</i> <i>isolated from the rest of the</i> <i>national territory</i> not exceeding 2 300 square kilometres in area which are not [] <i>connected</i> to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicles, <i>and which do</i> <i>not border another Member</i> <i>State;</i> "	"(e) vehicles operating exclusively on islands or isolated regions from the rest of the national territory not exceeding 2.300 square kilometres in area which are not linked to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicles, nor are they bordering any other Member State.";	A "(e) vehicles operating exclusively on islands or isolated regions from the rest of the national territory not exceeding 2.300 square kilometres in area which are not linked to the rest of the national territory by a bridge,

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			ford or tunnel open for use by motor vehicle, <i>and which do not</i> <i>border another</i> <i>Member State;";</i>
1	Amendment 394 Article 1- paragraph1- point 7c (new) Regulation (EC) No 561/2006 Article 13 - paragraph 1 - point pa (new)		
1	(7c) in Article 13(1), the following point is added:	(b) the following point (q) is added:	
1	"(pa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 44 tonnes employed by a construction undertaking up to a 100 km radius from the base of the		<i>C</i> Compromise proposal: <i>"(pa) vehicles or</i> <i>combinations of vehicles</i> [] carrying construction machinery for a

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		undertaking, and on condition that driving the vehicles does not constitute the driver's main activity;"		construction undertaking up to a 100 km radius from the base of the undertaking and on condition that driving the vehicles does not constitute the driver's main activity;"
1			"(q)vehicles used for the delivery of ready-mixed concrete.";	C Keep GA
1		Amendment 395 Article 1- paragraph 1- point 8 Regulation (EC) No 561/2006 Article 14 - paragraph 2		
1	(8) in Article 14, paragraph 2 is replaced by the following <i>:</i>		(8) in Article 14, paragraph 2 is replaced by the following:	(8) in Article 14, paragraph2 is replaced by the following:

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
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States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission.";	2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission. This information shall be published on a dedicated public website maintained by the Commission in all EU languages.	"2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission.";	B <u>Compromise:</u> "2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly justified and notified immediately to the Commission. The Commission shall immediately publish this information on a public website";

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	(9) Article 15 is replaced by the following:	Amendment 396 Article 1- paragraph 1- point 9 Regulation (EC) No 561/2006 Article 15	 2nd trilogue: should be considered as part of a recital Council proposal on shortening the text: [] <i>It is in the interests of</i> <i>drivers' working</i> <i>conditions, as well as road</i> <i>safety and enforcement</i> <i>that Member States</i> <i>provide parking and rest</i> <i>areas free from snow and</i> <i>ice in the wintertime</i> [] (9) Article 15 is replaced by the following: 	 (9) Article 15 is replaced by the following:
1	"Article 15		"Article 15	"Article 15

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers.";	Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. [] <i>It is in the</i> <i>interests of drivers' working</i> <i>conditions, as well as road</i> <i>safety and enforcement that</i> <i>Member States provide</i> <i>parking and rest areas, free</i> <i>from snow and ice in the</i> <i>wintertime, especially in the</i> <i>outermost and/or peripheral</i>	Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers.";	Member States shall ensure that drivers of vehicles referred to in Article 3(a) are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers."; 2nd trilogue: EP amendment text, shortened, should be considered as part of
		<i>regions of the European Union.</i>		a recital.
1			(9a)Article 16, paragraph 3, subparagraph (a) is replaced by the following:	(9a) Article 16, paragraph 3, subparagraph (a) is

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	[Existing text:] (a) include all the particulars specified in paragraph 2 for a minimum period covering the previous 28 days; these particulars must be updated on regular intervals, the duration of which may not exceed one month;		"(a) include all the particulars specified in paragraph 2 for a minimum period covering the day of control and the previous 56 [] days; these particulars must be updated on regular intervals, the duration of which may not exceed one month;"	replaced by the following:B"(a)include all the particulars specified in paragraph 2 for a minimum periodacovering the day of control and theprevious 56 [] days; these particulars mustbe updated on regular intervals, the duration of which may not exceed one month;"
1		Amendment 397 Article 1- paragraph 1- point 9a (new) Regulation (EC) No 561/2006 Article 17 - paragraph 3a (new)		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1			
	(9a) In Article 17, the following paragraph is inserted:		
1	"3a. The report shall include an evaluation of the use of autonomous driving systems in the Member States and the possibility for the driver to record the period during which an autonomous driving system is activated and shall be accompanied, if appropriate, by a legislative proposal to amend this Regulation, including the necessary requirements for the driver to record those data in the smart tachograph."		C Compromise: XX. By 31 December 202 the Commission shall dra up and submit to the European Parliament and the Council a report evaluating the use of autonomous driving systems in the Member States, focusing in particular on their poten impact on rules on drivin and rest times. That repo shall be accompanied, if appropriate, by a legisla proposal to amend this Regulation.

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		• • •	-	
1		Amendment 398		
		Article 1- paragraph 1- point 10		
		Regulation (EC) No 561/2006		
		Article 19 - paragraph 1		
1	(10) in Article 19, paragraph 1 is		(10) in Article 19, paragraph 1 is	10) in Article 19, paragraph
	replaced by the following:		replaced by the following:	1 is replaced by the
				following:
1	"1. Member States shall lay	1. Member States shall lay	"1. Member States shall lay	В
	down rules on penalties	down rules on penalties	down rules on penalties	Compromise
	applicable to infringements of	applicable to infringements of	applicable to infringements of	1. Member States shall
	this Regulation and Regulation	this Regulation and Regulation	this Regulation and Regulation	lay down rules on penalties
	(EU) No 165/2014 and shall take	(EU) No 165/2014 and shall take	(EU) No 165/2014 and shall take	applicable to infringements of
	all measures necessary to ensure	all measures necessary to ensure	all measures necessary to ensure	this Regulation and
	that they are implemented.	that they are implemented.	that they are implemented.	Regulation (EU) No 165/2014
	Those penalties shall be	Those penalties shall be	Those penalties shall be	and shall take all measures
	effective, proportionate to their	effective and proportionate to	effective, proportionate to their	necessary to ensure that they
	gravity as determined in	[] <i>the</i> gravity [] <i>of the</i>	gravity as determined in	are implemented. Those
	accordance with Annex III to	infringements, as indicated in	accordance with Annex III to	penalties shall be effective
	Directive 2006/22/EC of the	Annex III to Directive	Directive 2006/22/EC of the	and proportionate to [] the

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
European Parliament and of the	2006/22/EC of the European	European Parliament and of the	gravity [] of the
Council, dissuasive and non-	Parliament and of the Council ⁷ ,	Council ⁶ , dissuasive and non-	infringements, as indicated
discriminatory. No infringement	dissuasive and non-	discriminatory. No infringement	<i>in</i> Annex III to Directive
of this Regulation and	discriminatory. No infringement	of this Regulation and	2006/22/EC of the European
Regulation (EU) No 165/2014	of this Regulation and of	Regulation (EU) No 165/2014	Parliament and of the
shall be subjected to more than	Regulation (EU) No 165/2014	shall be subjected to more than	Council ⁷ , dissuasive and non-
one penalty or procedure. The	shall be [] <i>subject</i> to more	one penalty or procedure. The	discriminatory. No
Member States shall notify the	than one penalty or procedure.	Member States shall notify the	infringement of this
Commission of those measures	The Member States shall [], by	Commission of those measures	Regulation and of Regulation
and the rules on penalties by the	the date specified in the second	and the rules on penalties by the	(EU) No 165/2014 shall be
date specified in the second	subparagraph of Article 29, []	date specified in the second	[] <i>subject</i> to more than
subparagraph of Article 29. They	notify the Commission of	subparagraph of Article 29. They	one penalty or procedure.
shall notify without delay any	those rules and measures,	shall notify without delay any	The Member States shall [],
subsequent amendments	along with the method and	subsequent amendments	by the date specified in the
thereto. The Commission shall	criteria chosen at national	thereto. The Commission shall	second subparagraph of
inform Member States	level for assessing their	inform Member States	Article 29, [] <i>notify the</i>
accordingly.";	proportionality. [] The	accordingly.";	Commission of those rules
	<i>Member States</i> shall notify		and measures, along with
	without delay any subsequent		the method and criteria
	amendment [] affecting		chosen at national level for
	them. The Commission shall		assessing their
	inform Member States [] of		proportionality. [] The
	those rules and measures, and		<i>Member States</i> shall notify
	of any amendments thereto.		without delay any subsequent
	This information shall be		amendment [] affecting

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	 published on a dedicated public website maintained by the Commission in all EU languages, containing detailed information on such penalties applicable in EU Member States. ⁷ Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35). 	 ⁶ Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35). 	them. The Commission shallinform Member States [] ofthose rules and measures,and of any amendmentsthereto. The Commissionshall ensure that thisinformation is published ona dedicated public websitein all official languages ofthe EU, containing detailedinformation on suchpenalties applicable in EUMember States.77Directive 2006/22/EC ofthe EuropeanParliament and of theCouncil of 15 March2006 on minimumconditions for theimplementation ofCouncil Regulations(EEC) No 3820/85 and

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			(EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35).
1 (11) Article 22 is amended as follows:		(11) Article 22 is amended as follows:	(11) Article 22 is amended as follows:
1 (a)paragraph 1 is replaced by the following:		(a)paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:
1 "1. Member States shall work in close cooperation and provide each other with mutual assistance without undue delay		"1. Member States shall work in close cooperation and provide each other with mutual assistance without undue delay	"1. Member States shall work in close cooperation and provide each other with

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consi Regu enfor requi	der to facilitate the stent application of this lation and its effective reement, in line with the rements set out in Article 8 rective 2006/22/EC.";		in order to facilitate the consistent application of this Regulation and its effective enforcement, in line with the requirements set out in Article 8 of Directive 2006/22/EC.";	mutual assistance without undue delay in order to facilitate the consistent application of this Regulation and its effective enforcement, in line with the requirements set out in Article 8 of Directive 2006/22/EC.";
-	b) in paragraph 2, the ollowing point (c) is added:		(b) in paragraph 2, the following point (c) is added:	(b) in paragraph 2, the following point (c) is added:
rating to ha comp	other specific mation, including the risk g of the undertaking, liable ve consequences for pliance with the provisions s Regulation.";		"(c) other specific information, including the risk rating of the undertaking, liable to have consequences for compliance with the provisions of this Regulation.";	"(c) other specific information, including the risk rating of the undertaking, liable to have consequences for compliance with the

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	(c)the following paragraphs 3a and 3b are inserted:		(c)the following paragraphs 3a and 3b are inserted:	provisions of this Regulation."; (c) the following paragraphs 3a and 3b are inserted:
1	"3a. For the purpose of the exchange of information within the framework of this Regulation, Member States shall use the bodies for intracommunity liaison designated pursuant to Article 7 of Directive 2006/22/EC.		"3a. For the purpose of the exchange of information within the framework of this Regulation, Member States shall use the bodies for intracommunity liaison designated pursuant to Article 7 of Directive 2006/22/EC.	 "3a. For the purpose of the exchange of information within the framework of this Regulation, Member States shall use the bodies for intracommunity liaison designated pursuant to Article 7 of Directive 2006/22/EC.

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1 3b. Mutual administrative cooperation and assistance shall be provided free of charge.";		3b. Mutual administrative cooperation and assistance shall be provided free of charge.";	3b. Mutual administrative cooperation and assistance shall be provided free of charge.";
1		(11a) in Article 24, the following paragraph is inserted:	(11a) in Article 24, the following paragraph is inserted:
1		"2a. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.";	C [Note: relevant for line 185] "2a. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.";
1	Amendment 399 Article 1- paragraph1- point 12		
	Regulation (EC) No 561/2006		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		Article 25 - paragraph 2		
1	(12) in Article 25, paragraph 2 is replaced by the following:		(12) in Article 25, paragraph 2 is replaced by the following:	(12) in Article 25, paragrap 2 is replaced by the following:
1	"2. In the cases referred to in paragraph 1 the Commission shall adopt implementing acts setting out common approaches in accordance with the advisory procedure referred to in Article 24(2)."	2. In the cases referred to in paragraph 1 the Commission shall adopt implementing acts setting out common approaches <i>for the implementation of this</i> <i>Regulation</i> , in accordance with the advisory procedure referred to in Article 24(2).	"2. In the cases referred to in point (b) of paragraph 1 the Commission shall adopt implementing acts setting out common approaches in accordance with the [] examination procedure referred to in Article 24(2 a).";	"2. In the cases referred to in point (b) of paragraph 1 the Commission shall add implementing acts setting out common approaches in accordance with the [] examination procedure referred to Article 24(2 a).";
1		Amendment 400		
		Article 1- paragraph 1- point	4	
		12a (new)	A	
	l	Regulation (EC) No 561/2006	<u> </u>	

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		Annex (new)		
1		(12a) The following Annex is added:		C 3rd trilogue: Commisssion compromise proposal for lines 187-226: <i>"Minimum requirements for the safe and secure</i> <i>parkings :</i> - <i>Intrusion detection and</i> <i>prevention</i> - <i>Lighting and visibility</i> - <i>Emergency contact point</i> <i>and procedures</i> - <i>Sanitary facilities</i> - <i>Food and beverage</i> <i>purchase options</i> - <i>Connections enabling</i> <i>communication</i> - <i>Power supply"</i>

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		"Minimum requirements for the parking areas		
1		Part A: Service facilities		
1		1) Toilets with water taps, clean, in working condition and checked regularly:		
1		- up to 10 places, at least one toilet block with four toilets;		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1		- from 10 up to 25 places,		
		at least one toilet block		
		with eight toilets;		
1		- from 25 up to 50 places,		
		at least two toilet blocks		
		with 10 toilets each;		
1		- from 50 up to 75 places,		
		at least two toilet blocks		
		with 15 toilets each;		
1		- from 75 up to 125 places,		
		at least four toilet blocks		
		with 15 toilets each;		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
1	- over 125 places, at least six toilet blocks with 15 toilets each.		
1	2) Showers clean, in working condition and checked regularly:		
1	- up to 10 places, at least one shower block with two showers;		
1	- from 25 up to 50 places, at least two shower blocks with five showers each;		
2	- from 50 up to 75 places, at least two shower		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; blocks with 10 showers	Council/General Approach, doc. 15084/18	Compromise
		each;		
2		- from 75 up to 125 places, at least four shower blocks with 12 showers each;		
2	2	- over 125 places, at least six shower blocks with 15 showers each.		
2		<i>3) Adequate access to drinking water;</i>		
2		4) Suitable cooking facilities, snack-bar or restaurant;		

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2		5) Shop present with variety of food, beverages etc. at the site or nearby;		
2		<i>6) Waste bins available in adequate amount and capacity;</i>		
2		7) Shelter against rain or sun near parking area;		
2		8) Contingency plan/ management available/ emergency contacts known to the staff;		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		<i>9) Picnic tables with benches or alternatives available in reasonable amount;</i>		
2		10) Dedicated Wi-Fi service;		
2		11) Cashless reservation, payment and invoice system;		
2		<i>12) Indication system of slot availability both at the location and online;</i>		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		<i>13) The facilities are gender friendly.</i>		
2		Part B: Security features		
2		1) A continuous separation of the parking area and its surroundings, such as fences or alternative barriers, which prevents casual entry and intentional unlawful entry or delays the entry;		
2		2) Only users of the truck parking area and truck parking area staff are to be given access to the parking;		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		<i>3) Digital recording (at least 25fps) in place. The system records either continuously or in motion detection mode;</i>		
2		4) CCTV system that has the possibility to cover the whole fence ensuring that all activities near or at the fence can be clearly recorded (CCTV recording view);		
2		5) Site surveillance by patrols or otherwise;		
2		6) Each crime incident shall be reported to the truck parking area staff and the police. If possible the vehicle has to be kept stationary pending instructions from police;		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		7) Lighted driving and pedestrian lanes at all times;		
2		8) Pedestrian safety in the dedicated parking areas;		
2		<i>9) Parking area surveillance through appropriate and proportionate security checks;</i>		
2		10) Clearly indicated phone number(s) of emergency services."		
2	Article 2		Article 2	Article 2

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2	Regulation (EU) No 165/2014 is amended as follows:		Regulation (EU) No 165/2014 is amended as follows:	Regulation (EU) No 165/2014 is amended as follows:
2		Amendment 401 Article 2- paragraph 1 - point 1 (new) Regulation (EC) No 165/2014 Article 1 - paragraph 1		
2		(-1) Article 1, paragraph 1 is replaced by the following:	(-1) In Article 1, the first subparagraph of paragraph 1 is replaced by the following:	(-1) In Article 1, the first subparagraph of paragraph 1 is replaced by the following:
2	 This Regulation sets out obligations and requirements in relation to 	"1. This Regulation sets out obligations and requirements in relation to	"1. This Regulation sets out obligations and requirements in relation to	A "1. This Regulation sets out obligations and

	OM proposal, COM(2017) 277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	the construction,	the construction,	the construction,	requirements in relation
	installation, use, testing and	installation, use, testing and	installation, use, testing and	to the construction,
	control of tachographs used	control of tachographs used	control of tachographs used	installation, use, testing
	in road transport, in order	in road transport, in order	in road transport, in order	and control of
	to verify compliance with	to verify compliance with	to verify compliance with	tachographs used in road
	Regulation (EC) No	Regulation (EC) No	Regulation (EC) No	transport, in order to
	561/2006, Directive	561/2006, Directive	561/2006, Directive	verify compliance with
	2002/15/EC of the European	2002/15/EC of the European	2002/15/EC of the European	Regulation (EC) No
	Parliament and of the	Parliament and of the	Parliament and of the	561/2006, Regulation
	Council ⁷ and Council	Council ⁸ and Council	Council ⁷ and Council	(EC) No 1072/2009,
	Directive 92/6/EEC ⁸ .	Directive 92/6/EEC ⁹ ,	Directive 92/6/EEC ⁸ , Council	Regulation (EC) No
		Regulation (EC) No	Directive 92/106/EEC ⁹ ,	1073/2009, Directive
7	Directive 2002/15/EC of the	1072/2009, Council	Regulation (EC) No	96/71/EC and Directive
	European Parliament and of	Directive 92/106/EEC ¹⁰ ,	1072/2009, Regulation	2002/15/EC of the
	the Council of 11 March	Directive 96/71/EC and	(EC) No 1073/2009,	European Parliament and
	2002 on the organisation of	Directive 2014/67/EU as	Directive 96/71 and	of the Council ⁸ ,
	the working time of persons	far as the posting of	Directive 2014/67/EU as	Directive 2014/67/EU as
	performing mobile road	workers in road transport	far as posting of workers	far as the posting of
	transport activities (OJ L 80,	is concerned, and with the	in road transport is	workers in road
	23.3.2002, p. 35).	Directive laying down	concerned, and with the	transport is concerned,
8	Council Directive 92/6/EEC	specific rules with respect	Directive xxx/xxx/EU	the Directive laying
	of 10 February 1992 on the	to Directive 96/71/EC and	laying down specific rules	down specific rules with

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
installation and use of	Directive 2014/67/EU for	with respect to Directive	respect to Directive
speed limitation devices for	posting drivers in road	96/71/EC and Directive	96/71/EC and Directive
certain categories of motor	transport."	2014/67/EU for posting	2014/67/EU for posting
vehicles in the Community		drivers in road	drivers in road
(OJ L 57, 2.3.1992, p. 27).	⁸ Directive 2002/15/EC of	transport.*"	<i>transport</i> , and Council
	the European Parliament		Directive 92/6/EEC ⁹ . "
	and of the Council of 11	* Note: References to rules	
	March 2002 on the	on posting of workers to	⁸ Directive 2002/15/EC of
	organisation of the	be aligned with the final	the European
	working time of persons	compromise on those	Parliament and of the
	performing mobile road	files.	Council of 11 March
	transport activities (OJ L	7 Directive 2002/15/EC of the	2002 on the
	80, 23.3.2002, p. 35).	European Parliament and of	organisation of the
	⁹ Council Directive 92/6/EEC	the Council of 11 March	working time of persons
	of 10 February 1992 on the	2002 on the organisation of	performing mobile road
	installation and use of	the working time of persons	transport activities (OJ L
	speed limitation devices	performing mobile road	80, 23.3.2002, p. 35).
	for certain categories of	transport activities (<u>OJ L 80,</u>	⁹ Council Directive
	motor vehicles in the	<u>23.3.2002, p. 35</u>).	92/6/EEC of 10 February
	Community (OJ L 57,	8 Council Directive 92/6/EEC	1992 on the installation
	2.3.1992, p. 27).	of 10 February 1992 on the	and use of speed

	COM proposal, COM(2017)	European Parliament/ Plenary	Co	uncil/General Approach,	Cor	npromise
	0277 final	report P8_TA-PROV(2019)0340;	do	c. 15084/18		
		¹⁰ Council Directive		installation and use of		limitation devices for
		92/106/EEC of 7		speed limitation devices for		certain categories of
		December 1992 on the		certain categories of motor		motor vehicles in the
		establishment of		vehicles in the Community		Community (OJ L 57,
		common rules for certain		(OJ L 57, 2.3.1992, p. 27).		2.3.1992, p. 27).
		types of combined	9	Council Directive	10	Council Directive
		transport of goods		92/106/EEC of 7		92/106/EEC of 7
		between Member States		December 1992 on the		December 1992 on the
		(OJ L 368, 17.12.1992, p.		establishment of common		establishment of
		38).		rules for certain types of		common rules for certain types of
				combined transport of		combined transport of
				goods between Member		goods between
				- States, OJ L 368,		Member States (OJ L
				17.12.1992, p. 38.		368, 17.12.1992, p.
						<i>38).</i>
2		Amendment 402				
		Article 2- paragraph 1- point -1a				
		(new)				
		Regulation (EC) No 165/2014				
		Article 2 - paragraph 2 - point				
		ha (new)				

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		(-1a) In Article 2(2), the following point is inserted:		В
2		"(ha) 'smart tachograph' means a digital tachograph using a positioning service based on a satellite navigation system automatically determining its position in accordance with this Regulation;"		B - Council: definition not necessary. As regards referring to "smart tachograph" in Article 3(4), it is preferable to refer precisely to the tachograph complying with the specifications for version 2
2		Amendment 403 Article 2- paragraph 1- point - 1b (new) Regulation (EC) No 165/2014 Article 3 - paragraph 4		

2 COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; (-1b) In Article 3, paragraph 4 is replaced by the following:	Council/General Approach, doc. 15084/18 (-1a) In Article 3, paragraph 4 is replaced by the following:	Compromise
2 4. 15 years after newly registered vehicles are required to have a tachograph as provided in Articles 8, 9 and 10, vehicles operating in a Member State other than their Member State of registration shall be fitted with such a tachograph	 "4. No later than¹¹ [OJ: 3 years after the entry into force of this amending Regulation], the following vehicles shall be fitted with a smart tachograph. ¹¹ Assuming the entry into force of the road package in 2019, the Commission's implementing act for smart tachograph version 2 by 2019/2020 (see Art. 11 below), applying thereafter a staggered approach to retrofitting. 	"4. No later than four years after the end of the year of entry into force* of detailed provisions referred to in the second sentence of the first paragraph of Article 11 which contain specifications for the recording of border- crossing and additional activities, all vehicles operating in a Member State other than their Member State of registration which are fitted with a tachograph	C 3rd trilogue: Commission proposal on timeline for staged approach lines 235-244: - Adoption of the technical specifications of smart tachograph version 2 for heavy vehicles no later than 1 year after the entry into force of the revised Tachograph regulation No 165/2014 - Newly registered heavy vehicles must be equipped with smart tachograph version 2 no later than 2 years after

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		 not complying with the specifications in those detailed provisions, shall be fitted with a smart tachograph as provided in Articles 8, 9 and 10 of this Regulation."; * [NOTE: expected as being end of 2024.] 	 the entry into force of the technical specifications Digital and analogue tachographs on heavy vehicles in international transport must be replaced by smart tachograph version 2 no later than 3 years after the entry into force of the technical specifications End of retrofit of all heavy vehicles in international transport with a smart tachograph version 2 no later than 4 years after the entry into force of the technical specifications.
			<u>Council proposal on</u> <u>staged approach (no</u>

COM proposal, COM(2017) European Parliament/ Plenary Council/General Approach, Compromise 0277 final report P8_TA-PROV(2019)0340; doc. 15084/18 Compromise	
dates yet) covering 235-241: "4. No later [] years after the the year of entry in force* of detailed provisions refered the second senten the first paragraph Article 11 which co specifications for t recording of borde crossing and addit activities, shall the following vehicles operating in a Mer State other than tt Member State of registration [] be with a smart tacho as provided in Arti 9 and 10 of this Regulation:";	than end of nto d to in ice of o of ontain the er- tional mber neir

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				* [NOTE: expected at the latest by end 2020 if mobility package is adopted still in 2019 (see Art. 11 below), applying thereafter a staggered approach to retrofitting
2		<i>(a) vehicles operating in a Member State other than their Member State of registration which are fitted with an analogue tachograph,</i>		C <i>(a) vehicles fitted with an</i> <i>analogue tachograph</i>
2		<i>(b) vehicles operating in a</i> <i>Member State other than their</i> <i>Member State of registration</i> <i>which are fitted with a digital</i> <i>tachograph complying with</i> <i>the specifications in Annex IB</i> <i>to Council Regulation (EEC)</i> <i>No 3821/85 applicable until</i> <i>30 September 2011; or</i>		C (b) vehicles fitted with a digital tachograph complying with the specifications in Annex IB to Council Regulation (EEC) No 3821/85 applicable until 30 September 2011;

2	European Parliament/ Plenary report P8_TA-PROV(2019)0340; (c) vehicles operating in a Member State other than their Member State of registration which are fitted with a digital tachograph complying with the specifications in Annex IB to Council Regulation (EEC) No 3821/85 applicable from 1 October 2011."	Council/General Approach, doc. 15084/18	Compromisec)vehicles fitted with a digital tachograph complying with the specifications in Annex IB to Council Regulation (EEC) No 3821/85 applicable from 1 October 2011; andd)vehicles fitted with a digital tachograph complying with Annex IB to Council Regulation (EEC) No 3821/85 applicable from 1 October 2012."
2	Amendment 404 Article 2- paragraph 1- point -1c (new) Regulation (EC) No 165/2014 Article 3 - paragraph 4a (new)		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		(-1c) In Article 3, the following		
		paragraph is inserted:		
2		"4a. By [OJ: 4 years after the		C
		entry into force of this		- added to line 238
		amending Regulation],		
		vehicles operating in a		
		Member State other than their		
		Member State of registration		
		which are fitted with a digital tachograph complying with		
		Annex IB to Council		
		Regulation (EEC) No 3821/85		
		applicable from 1 October		
		2012 shall be fitted with a		
		smart tachograph."		
2		Amendment 405		
		Article 2- paragraph1- point -1d		
		(new)		
		Regulation (EC) No 165/2014		
		Article 3 - paragraph 4b (new)		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		(-1d) In Article 3, the following paragraph is inserted:		
2		 "4b. By [OJ: 5 years after the entry into force of this amending Regulation], vehicles operating in a Member State other than their Member State of registration which are fitted with a smart tachograph complying with Annex IC to Commission Implementing Regulation (EU) 2016/799¹² shall be fitted with a smart tachograph." 12 Commission Implementing 		C - 3rd trilogue: Commission proposal on staged approach, see line 135: End of retrofit of all heavy vehicles in international transport with a smart tachograph version 2 no later than 4 years after the entry into force of the technical specifications. Council proposal: 5. No later than [] years
		<i>Regulation (EU) 2016/799 of 18 March 2016 implementing</i>		after the entry into force of detailed provisions referred to in the second

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340; Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1.)	Council/General Approach, doc. 15084/18	Compromisesentence of the first paragraph of Article 11 which contain specifications for the recording of border- crossing and additional activities, shall vehicles which are fitted with a smart tachograph complying with Annex IC to Commission Implementing Regulation (EU) 2016/799 operating in a Member State other than their Member State of registration be fitted with a smart tachograph as provided in Articles 8, 9 and 10 of this Regulation.
2		Amendment 406 Article 2- paragraph1- point -1e (new)		

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	Regulation (EC) No 165/2014		
	Article 4 - paragraph 2 - indent		
	3a (new)		
2	(-1e) In Article 4(2), the		(-1e) In Article 4(2), the
	following indent is		following indent is
	inserted:		inserted:
2	<i>"- have enough memory</i>		<i>"- have enough memory</i>
	capacity to store all of		capacity to store all of
	the data required under		the data required
	this Regulation;";		under this
			Regulation;";
2	Amendment 407		
	Article 2- paragraph1- point -1f		
	(new)		
	Regulation (EC) No 165/2014		
	Article 7 - paragraph 1		
2	(-1f) in Article 7, paragraph 1	(-1b) Article 7 is replaced by	(-1b) Article 7 is replaced
	is replaced by the	the following:	by the following:
	following:		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2			"Article 7 Data protection	" <i>Article 7</i> Data protection
2	 Member States shall ensure that the processing of personal data in the context of this Regulation is carried out solely for the purpose of verifying compliance with this Regulation and with Regulation (EC) No 561/2006, in accordance with Directives 95/46/EC and 2002/58/EC and under the supervision of the supervisory authority of the Member State referred to in 	"1. Member States shall ensure that the processing of personal data in the context of this Regulation is carried out solely for the purpose of verifying compliance with this Regulation and with Regulation (EC) No 561/2006, <i>Directive</i> 2002/15/EC, Council Directive 92/6/EEC, Council Directive 92/106/EEC, Regulation (EC) No 1072/2009, Directive 96/71/EC and Directive 2014/67/EU as far as posting of workers in road transport is concerned, and with the	 Member States shall ensure that the processing of personal data in the context of this Regulation is carried out solely for the purpose of verifying compliance with this Regulation and with Regulation (EC) No 561/2006, Directive 2002/15/EC, Council Directive 92/6/EEC, Council Directive 92/106/EEC, Regulation (EC) No 1072/2009, 	A 1. Member States shall ensure that the processing of personal data in the context of this Regulation is carried out solely for the purpose of verifying compliance with this Regulation and with Regulation (EC) No 561/2006, Regulation (EC) No 1072/2009, Regulation (EC) No 1073/2009, Directive

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COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
Article 28 of Directive 95/46/EC.	Directive laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in road transport, in accordance with [] Regulation (EU) 2016/679 and Directive 2002/58/EC and under the supervision of the supervisory authority of the Member State referred to in Article [] 51 of Regulation (EU) No 2016/679."	Regulation (EC) No1073/2009, Directive96/71 and Directive2014/67/EU as far asposting of workers in roadtransport is concerned,and with the Directivexxx/xxx/EU laying downspecific rules with respectto Directive 96/71/EC andDirective 2014/67/EU forposting drivers in roadtransport, in accordancewith Regulation (EU) No2016/679 and Directive2002/58/EC and under thesupervision of thesupervisory authority of theMember State referred to inArticle 51 of Regulation(EU) No 2016/679.	96/71/EC and Directive 2002/15/EC of the European Parliament and of the Council , Directive 2014/67/EU as far as the posting of workers in road transport is concerned, <i>the</i> <i>Directive laying down</i> <i>specific rules with</i> <i>respect to Directive</i> <i>96/71/EC and Directive</i> <i>2014/67/EU for posting</i> <i>drivers in road</i> <i>transport</i> , and Council Directive 92/6/EEC. "

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		Amendment 408 Article 2- paragraph1- point -1g (new) Regulation (EC) No 165/2014 Article 7 - paragraph 2 - introductory part		
2		(-1g) In Article 7, the introductory part of paragraph 2 is replaced by the following:		
2	2. Member States shall, in particular, ensure that personal data are protected against uses other than those strictly linked to this Regulation and Regulation (EC) No 561/2006, in accordance with paragraph 1, in relation to:	 "2. Member States shall, in particular, ensure that personal data are protected against uses other than those strictly linked to this Regulation and Regulation (EC) 561/2006, <i>Directive 2002/15/EC, Council Directive 92/6/EEC</i>, 	2. Member States shall, in particular, ensure that personal data are protected against uses other than those strictly linked to the legal acts referred to in paragraph 1 , in relation to:	 A 2. Member States shall, in particular, ensure that personal data are protected against uses other than those strictly linked to the Union legal acts referred to in paragraph 1, in relation to:

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	Council Directive		
	92/106/EEC, Regulation		
	(EC) No 1072/2009,		
	Directive 96/71/EC and		
	Directive 2014/67/EU as		
	far as posting of		
	workers in road		
	transport is concerned,		
	and with the Directive		
	laying down specific		
	rules with respect to		
	Directive 96/71/EC and		
	Directive 2014/67/EU for		
	posting drivers in road		
	<i>transport</i> , in accordance		
	with paragraph 1, in		
	relation to:"		

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2			- the use of a global	- the use of a global
	navigation satellite system		navigation satellite system	navigation satellite
	(GNSS) for the recording of		(GNSS) for the recording of	system (GNSS) for the
	location data as referred to		location data as referred to	recording of location
	in Article 8,		in Article 8,	data as referred to in
	- the use of remote		- the use of remote	Article 8,
	communication for control		communication for control	- the use of remote
	purposes as referred to in		purposes as referred to in	communication for
	Article 9,		Article 9,	control purposes as
	- the use of tachographs with		- the use of tachographs with	referred to in Article 9,
	an interface as referred to in		an interface as referred to in	- the use of tachographs
	Article 10,		Article 10,	with an interface as
	- the electronic exchange of		- the electronic exchange of	referred to in Article 10,
	information on driver cards		information on driver cards	- the electronic exchange
	as referred to in Article 31,		as referred to in Article 31,	of information on driver
	and in particular any cross-		and in particular any cross-	cards as referred to in
	border exchanges of such		border exchanges of such	Article 31, and in
	data with third countries,		data with third countries,	particular any cross-
	- the keeping of records by		- the keeping of records by	border exchanges of such
	transport undertakings as		transport undertakings as	data with third countries,
	referred to in Article 33.		referred to in Article 33.	

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
			- the keeping of records by transport undertakings as referred to in Article 33.

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2	3. Digital tachographs shall be designed in such a way as to ensure privacy. Only data necessary for the purposes of this Regulation shall be processed.		 Digital tachographs shall be designed in such a way as to ensure privacy. Only data necessary for the purposes referred to in paragraph 1 shall be processed. 	 A 3. Digital tachographs shall be designed in such a way as to ensure privacy. Only data necessary for the purposes referred to in paragraph 1 shall be processed.
2	4. Owners of vehicles, transport undertakings and any other entity concerned shall comply, where applicable, with the relevant provisions on the protection of personal data.		 Owners of vehicles, transport undertakings and any other entity concerned shall comply, where applicable, with the relevant provisions on the protection of personal data."; 	4. Owners of vehicles, transport undertakings and any other entity concerned shall comply, where applicable, with the relevant provisions on the protection of personal data.";
2	(1) in Article 8(1), the second indent is replaced by the following:		(1) []Article 8(1) [] is [] amended as follows:	A 1) []Article 8(1) [] is [] amended as follows:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2	 In order to facilitate the verification of compliance with the relevant legislation, the position of the vehicle shall be recorded automatically at the following points, or at the closest point to such places where the satellite signal is available: [NOTE: Commission proposal does not change this part] 		 (a) the first subparagraph [] is replaced by the following: "In order to facilitate the verification of compliance with the relevant legislation, the position of the vehicle shall be recorded automatically at the following points, or at the closest point to such places where the satellite signal is available: 	(a) "In order to facilitate the verification of compliance with the relevant legislation, the position of the vehicle shall be recorded automatically at the following points, or at the closest point to such places where the satellite signal is available:
2	- the starting place of the daily working period; [current text]		- the starting place of the daily working period;	the starting place of the daily working period;

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2			 every time the vehicle crosses the border of a Member State; 	A (NOTE: see line 264)
2			- every time the vehicle performs loading or unloading activities;	A (NOTE: see line 267)
2		Amendment 409 Article 2- paragraph 1- point 1 Regulation (EC) No 165/2014 Article 8 - paragraph 1 - subparagraph 1 - indent 2		
2	"– every three hours of accumulated driving time and every time the vehicle crosses the border;";	 every three hours of accumulated driving time and every time the vehicle crosses the border of a Member State; 	 every three hours of accumulated driving time []; and 	A (NOTE: see line 261)

	COM proposal, COM(2017) 277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2 -	the ending place of the daily working period. [current text]		- the ending place of the daily working period.	- the ending place of the daily working period

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		Amendment 410		
2		Article 2- paragraph 1- point 1		
		Regulation (EC) No 165/2014		
		Article 8 - paragraph 1 -		
		subparagraph 1 - indent 2a		
		(new)	-	
2		- every time the vehicle	L	A (NOTE: see line 262)
		performs loading or unloading activities,		
		umoading activities,		
2		Amendment 411		
		Article 2- paragraph 1- point 1a		
		(new)		
		Regulation (EC) No 165/2014		
		Article 8 - paragraph 1 -		
		subparagraph 1a (new)		
2		(1a) in Article 8(1), the		(1a) in Article 8(1), the
		following subparagraph is		following
		inserted:		subparagraph is
				inserted:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		<i>In order to facilitate the</i> <i>verification of compliance by</i> <i>control authorities, the smart</i> <i>tachograph shall also record,</i> <i>if the vehicle has been</i> <i>employed for the carriage of</i> <i>goods or passengers, as</i> <i>required by Regulation (EC)</i> <i>No 561/2006.</i>		In order to facilitate the verification of compliance by control authorities, the smart tachograph shall also record, if the vehicle has been employed for the carriage of goods or passengers, as required by Regulation (EC) No 561/2006.
2		Amendment 412 Article 2- paragraph 1- point 1b (new) Regulation (EC) No 165/2014 Article 8 - paragraph 1 - subparagraph 2a (new)		
2		(1b) In Article 8(1), the following subparagraph is added:		

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
	"Vehicles registered for the first time from [24 months after the entry into force of this amending Regulation] shall be fitted with a tachograph in accordance with the second indent of the first subparagraph of Article 8(1) and the second subparagraph of Article 8(1) of this Regulation.",	However, the recording of the border-crossing and additional activities referred to in the second and third indent of the first subparagraph shall concern vehicles registered in a Member State ¹⁰ for the first time after two years* after the entry into force of the detailed provisions referred to in the second sentence of the first paragraph of Article 11, without prejudice to the obligation to retrofit certain vehicles later in accordance with Article 3(4)." * NOTE: expected as being no later than June 2022. ¹⁰ NOTE: other provisions of this Regulation, which contain a similar reference to a vehicle registration date, will	C - Council: keep GA (is clearer and in line with the compromise proposal for smart 2 retrofit.)

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		be aligned with this addition of precision ("in a Member State").	
2	Amendment 413/rev Article 2- paragraph 1- point 1c (new) Regulation (EC) No 165/2014 Article 9 - paragraph 2		
2	(1c) in Article 9, paragraph 2 is replaced by the following.	(1a) Article 9 is amended as follows:	
2		(a) The first sentence of paragraph 2 is amended as follows:	
2 2. 15 years after newly registered vehicles are required to have a tachograph as provided for in this Article and in Articles 8 and 10, Member	"2. [] By [1 year after entry into force of this Regulation], Member States shall equip their control authorities to an appropriate	"[] Four years after the entry into force of detailed provisions referred to in the second sentence of paragraph 1 of Article 11 which contain	C - <u>Council:</u> prefer GA (date needs to be aligned with entry into force of

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	COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
	0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	-
	States shall equip their control	extent with remote early	specifications for the	detailed provisions, and
	authorities to an appropriate extent with remote early detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States	detection equipment necessary to permit the data communication referred to in this Article, taking into account their specific enforcement requirements and strategies. Until that time, Member States may decide whether to equip their control authorities with	recording of border-crossing and additional activities referred to in the second and third indent of Article 8(1), Member States shall equip their control authorities to an appropriate extent with remote early detection equipment necessary to permit the data	the time needs to be reasonable taking into account the entry into market of smart tachograph version 2) <u>EP</u> : align with a more ambitious roll-out of the smart tacho
	may decide whether to equip their control authorities with such remote early detection equipment.	such remote early detection equipment."	communication referred to in this Article, taking into account their specific enforcement requirements and strategies.";	
2		Amendment 414		
		Article 2 - paragraph 1- point 1d (new) Regulation (EC) No 165/2014 Article 9 - paragraph 3		
2		(1d) In Article 9, paragraph 3 is replaced by the following:	(b) Paragraph 3 is replaced by the following:	(b) Paragraph 3 is replaced by the following:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2	3. The communication	"3. The communication	"3. The communication	A
L	referred to in paragraph 1 shall be established with the tachograph only when so requested by the equipment of the control authorities. It shall be secured to ensure data integrity and authentication of the recording and control equipment. Access to the data communicated shall be restricted to control authorities authorised to check infringements of Regulation (EC) No 561/2006 and of this Regulation and to workshops in so far as it is necessary to verify the correct functioning of the tachograph.	referred to in paragraph 1 shall be established with the tachograph only when so requested by the equipment of the control authorities. It shall be secured to ensure data integrity and authentication of the recording and control equipment. Access to the data communicated shall be restricted to control authorities authorised to check	referred to in paragraph 1 shall be established with the tachograph only when so requested by the equipment of the control authorities. It shall be secured to ensure data integrity and authentication of the recording and control equipment. Access to the data communicated shall be restricted to control authorities authorised to check	"3. The communication referred to in paragraph 1 shall be established with the tachograph only when so requested by the equipment of the control authorities. It shall be secured to ensure data integrity and authentication of the recording and control equipment.
		infringements of [] <i>the Union</i> <i>legal acts set out in Article</i> <i>7(1)</i> and of this Regulation and	infringements of legal acts referred to in Article 7 (1), and of this Regulation and to	Access to the data communicated shall be restricted to control
		to workshops in so far as it is necessary to verify the correct functioning of the tachograph."	workshops in so far as it is necessary to verify the correct functioning of the tachograph.";	authorities authorised to check infringements of the Union legal acts referred to in Article 7

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				(1), and of this Regulation and to workshops in so far as it is necessary to verify the correct functioning of the tachograph.";
2			(c) In Paragraph 4 the following indent is added:	B (c) In Paragraph 4 the following indent is added:
2			"- exceeding maximum driving time.";	B "- exceeding maximum driving time.";
2			(1aa) In Article 10 the following paragraph is added:	B (1aa) In Article 10 the following paragraph is added:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary	Council/General Approach,	Compromise
2		report P8_TA-PROV(2019)0340;	doc. 15084/18 "2. The tachographs of	В
			vehicles registered for the	"2. The tachographs of
			first time in a Member State	vehicles registered for the
			two years* after the entry into	first time in a Member
			force of detailed provisions	State two years* after the
			referred to in the second	entry into force of detailed
			sentence of paragraph 1 of	provisions referred to in
			Article 11 which contain	the second sentence of
			specifications for the	paragraph 1 of Article 11
			recording of border-crossing	which contain
			and additional activities	specifications for the
			referred to in the second and	recording of border-
			third indent of Article 8(1),	crossing and additional
				activities referred to in the
			shall be equipped with the interface referred to in	
				second and third indent of
			paragraph 1.";	Article 8(1), shall be
				equipped with the interface
			* [NOTE: expected as	referred to in paragraph
			being no later than June	1.";
			2022.]	

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				* [NOTE: expected as being no later than June 2022.]
2		Amendment 415 Article 2 - paragraph 1- point 1e Regulation (EC) No 165/2014 Article 11 - paragraph 1		
2		(1e) in Article 11, paragraph 1 is replaced by the following	(1ab) In Article 11, the following sentence is inserted after the first sentence of the first paragraph:	NOTE concerning Article 11: additional empowerment needed for adopting implemented acts for detailed provisions on <u>tachographs for LCVs</u> , with a deadline (1ab) In Article 11, the following subparagraph is inserted after the first

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2	In order to ensure that smart	"In order to ensure that smart		sentence of the first paragraph:
	tachographs comply with the principles and requirements set out in this Regulation, the Commission shall, by means of implementing acts, adopt detailed provisions necessary for the uniform application of Articles 8, 9 and 10, excluding any provisions which would provide for the recording of additional data by the tachograph. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 42(3).	tachographs comply with the principles and requirements set out in this Regulation, the Commission shall, by means of implementing acts, adopt detailed provisions necessary for the uniform application of Articles 8, 9 and 10, excluding any provisions which would provide for the recording of additional data by the tachograph. <i>By [12 months after the</i> <i>entry into force of this</i> <i>amending Regulation], the</i> <i>Commission shall adopt</i> <i>implementing acts laying</i> <i>down detailed rules for</i> <i>recording any border crossing</i>	"The Commission shall bring into force the implementing acts providing the detailed provisions for the uniform application of the obligation to record and store data relating to any border crossing of the vehicle and additional activities referred to in the second and third indent of Article 8(1), by [OJ: 12 months after the entry into force of this amending Regulation].";	<i>By [12 months after the</i> <i>entry into force of this</i> <i>amending Regulation],</i> <i>the Commission shall</i> <i>adopt implementing</i> <i>acts laying down</i> <i>detailed rules for</i> the uniform application of the obligation to record and store data relating to any border crossing of the vehicle and additional activities <i>referred to in</i> <i>the second indent of</i> <i>the first subparagraph</i> <i>of Article 8(1) and in</i> <i>the second</i> <i>subparagraph of</i> <i>Article 8(1).</i>

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		of the vehicle referred to in		
		the second indent of the first		
		subparagraph of Article 8(1)		
		and in the second		
		subparagraph of Article 8(1).		
		Those implementing acts shall		
		be adopted in accordance with		
		the examination procedure		
		referred to in Article 42(3)."		
2			(1ac) In Article 22, paragraph 5, the two last subparagraphs shall be replaced by the following:	B (1ac)In Article 22, paragraph 5, the two last subparagraphs shall be replaced by the following:
2			"The seals removed or broken	"The seals removed or
			shall be replaced by an	broken shall be replaced by
			approved fitter or a workshop	an approved fitter or a

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		without undue delay and at	workshop without undue
		the latest within seven days of	delay and at the latest
		their removal. When the seals	within seven days of their
		have been removed or broken	removal. When the seals
		for control purposes, they	have been removed or
		may be replaced by a control	broken for control
		officer equipped with a	purposes, they may be
		sealing equipment and unique	replaced by a control
		special mark without undue	officer equipped with a
		delay	sealing equipment and
			unique special mark
			without undue delay
2		When a control officer	When a control officer
		removes a seal, the control	removes a seal, the control
		card shall be inserted in the	card shall be inserted in the
		tachograph from the moment	tachograph from the
		of the removal of the seal	moment of the removal of
		until the inspection is	the seal until the inspection
		finished, including in case of	is finished, including in case
		placement of a new seal. The	of placement of a new seal.
		control officer shall issue a	The control officer shall
		written statement containing	issue a written statement

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			at least the following	containing at least the
			information:	following information:
2			- vehicle identification	- vehicle identification
			number;	number;
			- name of the officer;	- name of the officer;
			- control authority and	- control authority and
			Member State;	Member State;
			- number of the control	- number of the control
			card;	card;
			- number of the removed	- number of the removed
			seal;	seal;
			- date and time of seal	- date and time of seal
			removal;	removal;
			- number of the new seal, in	- number of the new
			case the control officer	seal, in case the
			has placed a new seal.	control officer has
				placed a new seal.
2			Before replacing the seals, a	Before replacing the seals,
			check and calibration of the	a check and calibration of
			tachograph shall be	the tachograph shall be
			performed by an approved	performed by an approved

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		workshop, except where a	workshop, except where a
		seal has been removed or	seal has been removed or
		broken for control purposes	broken for control
		and replaced by a control	purposes and replaced by a
		officer.";	control officer.";
2		(1ad) In Article 26, the	(1ad) In Article 26, the
		following paragraph is added:	following paragraph is added:
2		"(7a) The competent	"(7a) The competent
		authority of the issuing	authority of the issuing
		Member State may require a	Member State may require
		driver to replace the driver	a driver to replace the
		card by a new one if this is	driver card by a new one if
		necessary to comply with the	this is necessary to comply
		relevant technical	with the relevant technical
		specifications.";	specifications.";
2		(1b) in Article 34, the first	(1b) in Article 34, the first
		paragraph is replaced by the	paragraph is replaced
		following:	by the following:

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	DM proposal, COM(2017) 277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2 [Ex	xisting text:] 1. Drivers shall		"1. Drivers shall use records	"1. Drivers shall use records
us	se record sheets or driver cards		sheets or driver cards every day	sheets or driver cards every
ev	very day on which they are		on which they are driving,	day on which they are
dr	iving, starting from the		starting from the moment they	driving, starting from the
m	oment they take over the		take over the vehicle. The record	moment they take over the
ve	chicle. The record sheet or		sheet or driver card shall not be	vehicle. The record sheet or
dr	iver card shall not be		withdrawn before the end of the	driver card shall not be
wi	ithdrawn before the end of the		daily working period unless its	withdrawn before the end of
da	aily working period unless its		withdrawal is otherwise	the daily working period
wi	ithdrawal is otherwise		authorised or is necessary to	unless its withdrawal is
au	thorised. No record sheet or		enter the symbol after having	otherwise authorised or is
dr	iver card may be used to		crossed a border. No record	necessary to enter the
со	over a period longer than that		sheet or driver card may be	symbol after having
fo	r which it is intended.		used to cover a period longer	crossed a border. No record
			than that for which it is	sheet or driver card may be
			intended.";	used to cover a period longer
				than that for which it is
				intended.";

COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
2		(1c) in Article 34(6), the following point (f) is added:	(1c) in Article 34(6), the following point (f) is added:
2		"(f) the symbols of the	"(f) the symbols of the countries in which the
		countries in which the daily working period started and	daily working period
		finished. The driver shall also	started and finished.
		enter the symbol of the	The driver shall also
		country that the driver enters	enter the symbol of
		after crossing a border of a	the country that the
		Member State at the	driver enters after
		beginning of the driver's first	crossing a border of a
		stop in that Member State.	Member State at the
		That first stop shall be made	beginning of the
		at the nearest stopping place	driver's first stop in
		at or after the border. Where	that Member State.
		the crossing of the border of a	That first stop shall be
		Member State takes place on	made at the nearest
		a ferry or train, the driver	<u>possible</u> stopping
		shall enter the symbol of the	place at or after the

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			country at the port or station of arrival.";	border. Where the crossing of the border of a Member State takes place on a ferry or train, the driver shall enter the symbol of the country at the port or station of arrival.";
2		Amendment 416 Article 2- paragraph1- point 1f (new) Regulation (EC) No 165/2014 Article 34 - paragraph 5 - point b - point (iv)		
3		<i>(1f) in Article 34(5), point b, point iv is replaced by the following</i> .		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
3	(iv) under the sign is breaks or rest.	"(iv) under the sign \checkmark : breaks, rest, annual leave or sick leave, under the sign "ferry/train": In addition to the sign \checkmark : the rest period spending on a ferry or train as required by Article 9 of Regulation (EC) 561/2006."		B "(iv) under the sign : breaks, rest, annual leave or sick leave, under the sign "ferry/train": In addition to the sign : the rest period spending on a ferry or train as required by Article 9 of Regulation (EC) 561/2006."
3		Amendment 417		
		Article 2- paragraph 1- point 2		
		Regulation (EC) No 165/2014		
		Article 34 - paragraph 7 -		
		subparagraph 1		
3	(2) in Article 34(7), the firstsubparagraph is replaced bythe following:		(2) in Article 34(7), the first subparagraph is replaced by the following:	(2) in Article 34(7), the first subparagraph is replaced by the following:

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
3	3 "7. The driver shall enter in the	7. Where the tachograph is	"7. The driver shall enter in the	В
	digital tachograph the	not able to automatically	digital tachograph the	NOTE: text provisionally
	symbols of the countries in	record the border	symbols of the countries in	agreed. The starting date
	which the daily working	<i>crossing</i> , the driver shall	which the daily working	of the obligation to be
	period started and finished	at the first possible and	period started and finished	finally considered after
	as well as where and when	available stopping place	[].	agreement on "additional
	the driver has crossed a	enter [] the symbols of	One year after the entry	activity" in posting file
	border in the vehicle on	the countries in which the	into force of detailed	"7. The driver shall enter in
	arrival at the suitable	daily working period	provisions referred to in	the digital tachograph
	stopping place.	started and finished as well	the second sentence of	the symbols of the
		as where and when the	paragraph 1 of Article 11	countries in which the
		driver has crossed a	which contain	daily working period
		border[]. <i>The country's</i>	specifications allowing to	started and finished [].
		code after crossing a	enter and store border	One year after the
		border into a new	crossing data, the driver	entry into force of
		country shall be entered	shall also enter the symbol	
		under the heading BEGIN	-	referred to in the
		on the tachograph.	driver enters after	second sentence of
		Member States may	crossing a border of a	paragraph 1 of Article

COM proposal, COM(2017)	European Parliament/ Plenary	Council/General Approach,	Compromise
0277 final	report P8_TA-PROV(2019)0340;	doc. 15084/18	
	require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998."	Member State at the beginning of the driver's first stop in that Member State. That first stop shall be made at the nearest stopping place at or after the border. Where the crossing of the border of a Member State takes place on a ferry or train, the driver shall enter the symbol of the country at the port or station of arrival.	 11 which contain specifications allowing to enter and store border crossing data, the driver shall also enter the symbol of the country that the driver enters after crossing a border of a Member State at the beginning of the driver's first stop in that Member State. That first stop shall be made at the nearest <i>possible</i> stopping place at or after the border. Where the crossing of the border of a Member State takes place on a ferry or train, the driver

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				shall enter the symbol of the country at the port or station of arrival.
3	Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.".		Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.";	Member States may require drivers of vehicles engaged in transport operations inside their territory to add more detailed geographic specifications to the country symbol, provided that those Member States have notified those detailed geographic specifications to the Commission before 1 April 1998.";
3		Amendment 418 Article 2- paragraph 1- point 2a (new)		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		Regulation (EC) No 165/2014		
		Article 34 - paragraph 7 a (new)		
3		(2a) in Article 34, the		
		following paragraph is		
		added:		
3		"7a. Drivers shall be provided		В
		with training on how to		- keep GA, in principle, is
		correctly use a		already covered in Art
		tachograph in order to		33(1)
		achieve full use of the		Agree with a new recital as
		equipment. The driver		proposed by EP:
		must not be responsible		(xx) The recording of
		for the cost of their		activities on the
		training, which should be		tachograph is an
		provided by their		important part of
		employer.";		drivers' work.
				Therefore, it is cruci
				that drivers are
				provided with the
				appropriate training

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
				<i>on how to use</i> new features of tachographs which are being <i>introduced to</i> <i>the market. Employers</i> <i>should bear the costs</i> <i>related to this training</i> [].
3		Amendment 419 Article 2- paragraph 1- point 2b (new) Regulation (EC) No 165/2014 Article 34 - paragraph 7b (new)		
3		(2b) In Article 34, the following paragraph is added:		
3		<i>"7b. The maximum amount of control authorities</i>		В

COM propo 0277 final	osal, COM(2017)	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
		should be trained on		- keep GA (the matter,
		how to correctly read		sufficiently covere
		and monitor a		Art 39
		tachograph."		Agree with a new recita
				proposed by EP:
				(xx) Control officers
				checking compl
				with relevant Ur
				law in the road
				transport sector
				challenges due a
				variety of tacho
				devices in use a
				fast evolving
				sophisticated
				manipulation
				techniques. This
				particularly the
				when those che
				carried out at th
				roadside. There
				is crucial that co

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COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
			officers receive appropriate training to ensure that they are up-to-date with the latest technological developments and manipulation techniques.
3		(3) Article 36 is amended as follows:	(3) Article 36 is amended as follows:
3	Amendment 420 Article 2- paragraph 1- point 2c (new) Regulation (EC) No 165/2014 Article 36 - paragraph 1 - point i		
3	<i>(2c) in Article 36(1), point (i) is replaced by the following:</i>	(a) paragraph 1(i) is replaced by the following:	(a) paragraph 1(i) is replaced by the following:

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
3	(i) the record sheets for the current day and those used by the driver in the previous 28 days,	"(i) the record sheets for the current day and those used by the driver in the previous [] <i>56</i> days,"	"(i) the record sheets for the current day and [] the preceding 56 days,";	A "(i) the record sheets for the current day and [] the preceding 56 days,";
3		Amendment 421 Article 2- paragraph 1- point 2d (new) Regulation (EC) No 165/2014 Article 36 - paragraph 1 - point iii		
3		<i>(2d) in Article 36(1), point (iii) is replaced by the following:</i>	(b) paragraph 1(iii) is replaced by the following:	(b) paragraph 1(iii) is replaced by the following:
3	(iii) any manual records and printouts made during the current day and the previous 28 days as	"(iii) any manual records and printouts made during the current day and the previous [] <i>56</i> days as	"(iii) any manual records and printouts made during the current day and the [] preceding 56 days.";	"(iii) any manual records and printouts made during the current day and the

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	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
	required under this	required under this		[] preceding 56
	Regulation and Regulation	Regulation and Regulation		days.";
	(EC) No 561/2006.	(EC) No 561/2006."		
3		Amendment 422		
		Article 2- paragraph 1- point 2e		
		(new)		
		Regulation (EC) No 165/2014		
		Article 36 - paragraph 2 - point		
		ii		
3		(2e) in Article 36(2), point (ii)	(c) paragraph 2(ii) is replaced	(c) paragraph 2(ii) is
		is replaced by the	by the following:	replaced by the
		following:		following:
3	(ii) any manual records and	"(ii) any manual records and	"(ii) any manual records and	"(ii) any manual records and
	printouts made during the	printouts made during the	printouts made during the	printouts made during
	current day and the	current day and the	current day and the []	the current day and the
	previous 28 days as	previous [] <i>56</i> days as	preceding 56 days.";	[] preceding 56
	required under this	required under this		days.";
	Regulation and Regulation	Regulation and Regulation		
	(EC) No 561/2006,	(EC) No 561/2006,"		

	COM proposal, COM(2017) 0277 final	European Parliament/ Plenary report P8_TA-PROV(2019)0340;	Council/General Approach, doc. 15084/18	Compromise
3	Article 3		Article 3	
f f i	This Regulation shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the</i> <i>European Union</i> .		This Regulation shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the</i> <i>European Union</i> .	This Regulation shall enter into force on the twentieth day following that of its publication in the <i>Official</i> <i>Journal of the European</i> <i>Union</i> .
i	This Regulation shall be binding in its entirety and directly applicable in all Member States.		This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.

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COM proposal, COM(2017)European Parliame0277 finalreport P8_TA-PROV(2017)	
3	Articles 1(9a) and 2(3) shall apply from 31.12.2024. Until that date Article 16, paragraph 3, subparagraph (a) of Regulation (EC) No 561/2006 and Article 36, paragraphs 1(i), 1(ii) and 2(ii) of Regulation (EU) 165/2014 shall apply in their wording prior to the amendments introduced by this Regulation.C