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Subject:	Proposal for a Directive of the European Parliament and of the Council amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector – Preparation for the third trilogue

In preparation of the Land Transport Working Group on 14 November 2019, delegations will find annexed the four-column table, as resulting from the second trilogue, with new suggestions and considerations in the 4th column, in order to prepare for a revised trilogue mandate.

Changes compared to the previous document are to be found:

for recitals, in lines 6 to 24, 29, 36-40, 46, 50, 55-71, 87, 91; and

for Articles: in lines 160 and 336.

Please note that the most political issues (lines 222, 225-228, 229-232, 236, 300) are also addressed separately in document ST 13218/19.

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector

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	COM proposal, COM(2017) 0278 final	European Parliament/ Plenary report P8_TA(2019)0339	Council/General Approach, doc. 15084/18	Compromise
1.	<p>THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof, Having regard to the proposal from the European Commission, After transmission of the draft legislative act to the national parliaments, Having regard to the opinion of the European Economic and Social Committee¹, Having regard to the opinion of the Committee of the Regions², Acting in accordance with the ordinary legislative procedure³,</p> <p>_____</p> <p>(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.</p>			
2.	Whereas:			

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3.		Amendment 764 Title 1		
4.	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector <i>and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('IMI Regulation')</i>		A Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector <i>and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('IMI Regulation')</i>
5.		Amendment 765 Recital - 1 (new)		
6.		<i>(-1) Given the high mobility of workforce in the road transport sector, sector-specific rules are needed to ensure the balance between the freedom to provide cross-</i>		B Compromise proposal (deal with second part of EP amendment in individual recitals, lines 38, 53):

	COM proposal, COM(2017) 0278 final	European Parliament/ Plenary report P8_TA(2019)0339	Council/General Approach, doc. 15084/18	Compromise
		<i>border services for operators, the free movement of goods and the social protection of drivers. Therefore, the aim of this Directive is to provide legal certainty and clarity, to contribute to the harmonisation and fostering of enforcement and to the fight against illegal practices and lower administrative burden.</i>		<i>(-1) Given the high mobility of workforce in the road transport sector, sector-specific rules are needed to ensure the balance between the freedom to provide cross-border services for operators, the free movement of goods, adequate working conditions and the social protection of drivers. [...]</i>
7.		Amendment 766 Recital 1		
8.	(1) In order to create a safe, efficient and socially responsible road transport sector it is necessary to ensure adequate working conditions and social protection for drivers, on the one hand, and suitable business and fair competition conditions for operators, on the other.	(1) In order to create a safe, efficient and socially responsible road transport sector it is necessary to ensure <i>the free movement of goods and the freedom to provide services</i> , adequate working conditions and social protection for drivers [...] and <i>to provide a</i> suitable business and [...] <i>competitive environment</i> for	(1) In order to create a safe, efficient and socially responsible road transport sector it is necessary to ensure adequate working conditions and social protection for drivers, on the one hand, and suitable business and fair competition conditions for operators, on the other.	C Proposal: delete (contained in recital (-1) line 6)

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		operators[...], <i>while respecting the fundamental freedoms, the free movement of goods and the freedom to provide services in particular as guaranteed by the Treaties.</i>		
9.		Amendment 767 Recital 1 a (new)		
10.		<i>(1a) Any national rules applied to road transport must be proportionate and justified and must not hinder or make less attractive the exercise of fundamental freedoms guaranteed by the Treaty, such as the freedom of movement of services, in order to maintain or increase the competitiveness of the Union, whilst respecting the working conditions and social protection for the drivers.</i>		C Compromise proposal: incorporate the main idea into line 14 and delete here

	COM proposal, COM(2017) 0278 final	European Parliament/ Plenary report P8_TA(2019)0339	Council/General Approach, doc. 15084/18	Compromise
11.		Amendment 768 Recital 2		
12.	(2) The inherent high mobility of road transport services requires particular attention in assuring that drivers benefit from the rights to which they are entitled and that operators are not faced with disproportionate administrative barriers unduly restricting their freedom to provide cross-border services.	(2) The inherent high mobility of road transport services requires particular attention in assuring that drivers benefit from the rights to which they are entitled and that operators, <i>most (90%) of which are SMEs with fewer than 10 workers</i> , are not faced with disproportionate administrative barriers <i>or abusive and discriminatory controls</i> , unduly restricting their freedom to provide cross-border services	(2) The inherent high mobility of road transport services requires particular attention in assuring that drivers benefit from the rights to which they are entitled and that operators are not faced with disproportionate administrative barriers unduly restricting their freedom to provide cross-border services.	B Compromise proposal (2) The inherent high mobility of road transport services requires particular attention in assuring that drivers benefit from the rights to which they are entitled and that operators, <i>most [...] of which are small SMEs [...]</i> , are not faced with disproportionate administrative barriers <i>or [...] discriminatory controls</i> unduly restricting their freedom to provide cross-border services.

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13.		Amendment 769 Recital 2 a (new)		
14.		<i>(2a) Any national rules applied to road transport must be proportionate as well as justified and must not hinder or make less attractive the exercise of fundamental freedoms guaranteed by the Treaty, such as the free movement of goods and the freedom to provide services in order to maintain or even increase the competitiveness of the Union, including the costs of products and services by respecting the working conditions and social protection for drivers as well as respecting the specificities of the sector since drivers are highly mobile workers, not posted workers.</i>		C Compromise proposal: (2a) For the same reason, any national rules applied to road transport must be proportionate as well as justified, taking account of the need to ensure social and working conditions for drivers and to facilitate the exercise of the freedom to provide road transport services based on fair competition between national and foreign operators.

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15.		Amendment 770 Recital 3		
16.	(3) The balance between enhancing social and working conditions for drivers and facilitating the exercise of the freedom to provide road transport services based on fair competition between national and foreign operators is crucial for the smooth functioning of the internal market.	(3) The balance between enhancing social and working conditions for drivers and facilitating the exercise of the freedom to provide road transport services based on <i>fair, proportionate, non-discriminatory</i> competition between national and foreign operators is crucial for the smooth functioning of the internal market. <i>Any piece of national legislation or policy for implementation at national level in the transport sector must therefore be conducive to the development and strengthening of the single European transport area and in no way contribute to the fragmentation of the internal market.</i>	(3) The balance between enhancing social and working conditions for drivers and facilitating the exercise of the freedom to provide road transport services based on fair competition between national and foreign operators is crucial for the smooth functioning of the internal market.	C Compromise proposal: Consider sufficiently covered in lines 6 and 14

	COM proposal, COM(2017) 0278 final	European Parliament/ Plenary report P8_TA(2019)0339	Council/General Approach, doc. 15084/18	Compromise
17.		Amendment 771 Recital 4		
18.	(4) Having evaluated the effectiveness and efficiency of the current Union social legislation in road transport, certain loopholes in the existing provisions and deficiencies in their enforcement were identified. Furthermore a number of discrepancies exist between Member States in interpretation, application and implementation of the rules. This creates legal uncertainty and unequal treatment of drivers and operators, which is detrimental to the working, social and competition conditions in the sector.	(4) Having evaluated the effectiveness and efficiency of the current Union social legislation in road transport, certain loopholes in the existing provisions and deficiencies in their enforcement were identified, <i>as well as illegal practices, such as the use of letterbox companies. Additional emphasis should be put on fighting against undeclared work in the transport sector.</i> Furthermore a number of discrepancies exist between Member States in interpretation, application and implementation of the rules, <i>creating a heavy administrative burden for drivers and operators.</i> This creates legal uncertainty [...], which is detrimental to the working, social and competition conditions in the sector.	(4) Having evaluated the effectiveness and efficiency of the current Union social legislation in road transport, certain loopholes in the existing provisions and deficiencies in their enforcement were identified. Furthermore a number of discrepancies exist between Member States in interpretation, application and implementation of the rules. This creates legal uncertainty and unequal treatment of drivers and operators, which is detrimental to the working, social and competition conditions in the sector.	B Compromise proposal: (4) Having evaluated the effectiveness and efficiency of the current Union social legislation in road transport, certain loopholes in the existing provisions and deficiencies in their enforcement were identified, [...] <i>such as with regard to the use of letterbox companies.</i> [...] Furthermore a number of discrepancies exist between Member States in interpretation, application and implementation of the rules, <i>creating a heavy administrative burden for drivers and operators.</i> This creates legal uncertainty [...], which is detrimental to the working and social

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				conditions, and conditions for competition in the sector.
19.		Amendment 772 Recital 4 a (new)		
20.		<p><i>(4a) In order to ensure that Directives 96/71/EC⁴ and 2014/67/EU⁵ of the European Parliament and of the Council are correctly applied, controls and cooperation at Union level to combat fraud relating to the posting of drivers should be strengthened, and stricter checks should be carried out to ensure that social contributions for posted drivers are actually paid.</i></p> <p>⁴ Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.97, p.1).</p>		<p>B</p> <p>Compromise proposal (shortening and combining with line 46):</p> <p><i>(4a) In order to ensure that Directives 96/71/EC⁴ and 2014/67/EU⁵ of the European Parliament and of the Council are correctly applied, controls and cooperation at Union level to tackle fraud relating to the posting of drivers should be strengthened. [...]</i></p>

	COM proposal, COM(2017) 0278 final	European Parliament/ Plenary report P8_TA(2019)0339	Council/General Approach, doc. 15084/18	Compromise
		<i>⁵ Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11)</i>		
21.		Amendment 773 Recital 5		
22.	(5) Adequate, effective and consistent enforcement of the working time provisions is crucial for protecting the working conditions of drivers and preventing the distortions of competition resulting from non-compliance. Therefore it is desirable to extend the existing uniform enforcement requirements set out in Directive 2006/22/EC to	(5) Adequate, effective and consistent enforcement of the working time <i>and rest time</i> provisions is crucial <i>for improving road safety, for</i> protecting the working conditions of drivers and preventing the distortions of competition resulting from non-compliance. Therefore it is desirable to extend the existing uniform enforcement requirements set out in Directive 2006/22/EC to	(5) Adequate, effective and consistent enforcement of the working time provisions is crucial for protecting the working conditions of drivers and preventing the distortions of competition resulting from non-compliance. Therefore it is desirable to extend the existing uniform enforcement requirements set out in Directive 2006/22/EC to	C (NOTE: linked to articles lines 106, 212, 217) Compromise proposal 5) Adequate, effective and consistent enforcement of the working time <i>and rest time</i> provisions is crucial <i>for improving road safety, for</i> protecting the working conditions of drivers and <i>for</i> preventing distortions of competition resulting from non-compliance.

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	controlling compliance with the working time provisions set out in Directive 2002/15/EU.	controlling compliance with the working time provisions set out in Directive 2002/15/EU. <i>The possibility of combining checks on driving time and working time with checks on rules on posting of drivers should be also available without additional administrative burden. Checks of compliance with working time should be limited to checks carried out at the premises of transport operators until technology is available that allows the checks on working time to be carried out effectively at the roadside.</i>	controlling compliance with the working time provisions set out in Directive 2002/15/EU. In doing so, the necessary checks on compliance should be targeted towards undertakings which are not compliant with driving and rest time rules. Comprehensive checks can only be carried out at the premises of the undertakings. Roadside checks should be limited to the rules which can be controlled based on the documentation on board the vehicle.	Therefore it is desirable to extend the existing uniform enforcement requirements set out in Directive 2006/22/EC to controlling compliance with the working time provisions set out in Directive 2002/15/EU. [...] NOTE: The EP text on combining checks (<i>The possibility of combining checks on driving time and working time with checks on rules on posting of drivers should be also available without additional administrative burden</i>) depends on the political agreement on line 304) [Recital from line 106] New Recital (5a): "In view of the data series necessary to carry out controls of the compliance with rules on working time set out in Directive 2002/15/EC, the

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				extent of roadside checks depends on the development and introduction of enabling technology covering sufficient periods of time. The control at the roadside should be limited to aspects which can already be checked using the tachograph and related equipment on board, while comprehensive checks are confined to the premises."
23.		Amendment 774 Recital 5 a (new)		
24.		<i>(5a) Bearing in mind the specific character of transport services and the direct impact on the free movement of goods, with a special focus on road safety and security, roadside checks should be limited to the minimum. Drivers should not be liable for additional administrative obligations of their respective companies. Rules on working time should</i>		C (NOTE: referring to lines 106, 212, 217) Compromise proposal (5b) Roadside checks should be executed efficiently and quickly, with a view to completing the checks in the shortest time possible and with the least delay for the driver, and a clear distinction should be made between obligations of

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		<i>be controlled at the premises of the transport operator only.</i>		<p>the transport operators and obligations of drivers.</p> <p>Compromise suggestion for a recital accompanying line 118 on concerted checks and line 336 on training:</p> <p>(5c) Cooperation between Member State enforcement authorities should be further promoted through concerted checks, which Member States should endeavour to extend to checks at the premises. The European Labour Authority, whose scope of activities, as set out in Article 1(4) of Regulation (EU) 2019/1149, covers Directive 2006/22/EC, could play an important role in assisting Member States carrying out concerted checks. Use of the European Labour Authority's activities should also support education and</p>

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				training efforts.
25.		Amendment 775 Recital 5 b (new)		
26.		<i>(5b) In order to allow more efficient, faster and more numerous roadside checks while reducing the administrative burden on drivers, compliance with Directive 2002/15/EC should be verified in the context of inspections on company premises rather than roadside checks.</i>		C Compromise: covered sufficiently in new recital 5a in line 22; delete here.
27.	(6) The administrative cooperation between Member States with regard to the implementation of the social rules in road transport has proven insufficient, making cross-border enforcement more difficult, inefficient and inconsistent. It is therefore necessary to establish a framework for effective communication and mutual assistance, including exchange		(6) The administrative cooperation between Member States with regard to the implementation of the social rules in road transport has proven insufficient, making cross-border enforcement more difficult, inefficient and inconsistent. It is therefore necessary to establish a framework for effective communication and mutual assistance, including exchange	(6) The administrative cooperation between Member States with regard to the implementation of the social rules in road transport has proven insufficient, making cross-border enforcement more difficult, inefficient and inconsistent. It is therefore necessary to establish a framework for effective communication and mutual assistance,

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	of data on infringements and information on good practices in enforcement.		of data on infringements and information on good practices in enforcement.	including exchange of data on infringements and information on good practices in enforcement.
28.		Amendment 776 Recital 6 a (new)		
29.		<i>(6 a) With a view to fostering effective administrative cooperation and an effective exchange of information, Member States should interconnect their national electronic registers (NER) through the European Register of Road Transport Undertakings (ERRU) system, with a legal basis in Article 16(5) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council⁶. Member States should take all necessary measures to ensure that the national electronic registers are interconnected, so that the competent authorities of the</i>		B Compromise proposal: <i>(6 a) With a view to fostering effective administrative cooperation and an effective exchange of information, Article 16(5) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council⁶ requires Member States to interconnect their national electronic registers (NER) through the European Register of Road Transport Undertakings (ERRU) system. The scope of information accessible from the roadside checks should be enlarged within</i>

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		<p><i>Member States, including road inspectors, can have direct real-time access to the data and information in the ERRU.</i></p> <p>⁶ <i>Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p.51).</i></p>		<p>that system.</p> <hr/> <p>⁶ <i>Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p.51).</i></p>

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30.		Amendment 777 Recital 6 b (new)		
31.		<i>(6 b) To facilitate better and more uniform application of the minimum conditions for the implementation of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014 and Directive 2002/15/EC, and to facilitate road transport operators' compliance with administrative requirements when posting drivers, the Commission should develop one or several modules of IMI for submitting declarations in posting and an electronic application that will provide inspectors direct real-time access to the ERRU and IMI during roadside checks.</i>	(6a) In order to facilitate roadside checks, updating of posting information and communication in a format standardised across official languages, the posting declaration should be processed through the Internal Market Information System (IMI).	C 6b) To facilitate and improve communication between Member States, ensure a more uniform application of social rules in the transport sector, and to facilitate road transport operators' compliance with administrative requirements when posting drivers, the Commission should develop one or more new modules for the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012. It is important that IMI allows for validity checks on posting declarations during roadside checks.

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32.			<p>(6b) Exchange of information in the framework of administrative cooperation and mutual assistance between the Member States should comply with the rules on protection of personal data laid down in Regulation (EU) 2016/679. With regard to the exchange of information through the Internal Market Information System (IMI), it should also comply with Regulation (EC) No 45/2001* and Regulation (EU) No 1024/2012.**</p> <hr/> <p>* Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to processing of personal data by the Community institutions and bodies and on the free</p>	<p>B</p> <p>- incorporates EP amendment in line 94, combines the EP amendments in lines 42 and 79 and Council text in line 77:</p> <p>(6b) The exchange of information in the context of effective administrative cooperation and mutual assistance between Member States should comply with the rules on personal data protection laid down in <i>Regulations (EU) 2016/679 [...] and (EU) 2018/1725.* The exchange of information through the Internal Market Information System (IMI) should also comply with Regulation (EU) No 1024/2012.**</i></p> <hr/> <p>* Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23</p>

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			<p>movement of such data (OJ L 8, 12.1.2001, p.1)</p> <p>** Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012, p.1)</p>	<p>October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39)</p> <p>** Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012, p.1).</p> <p>(6e) To facilitate control of</p>

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				<p>compliance with the posting rules set out in this Directive, road transport operators should submit a posting declaration to the competent authorities of the Member States where they post drivers.</p> <p><i>(6f) In order to reduce the administrative burden on transport operators it is necessary to simplify the process of sending and updating posting declarations. Therefore, the Commission should develop a multilingual public interface, to which transport operators have access and via which they submit and update posting information and submit other relevant documents to IMI, if necessary.</i></p>
33.	(7) In order to further improve the effectiveness, efficiency and consistency of enforcement, it		(7) In order to further improve the effectiveness, efficiency and consistency of enforcement, it	(7) In order to further improve the effectiveness, efficiency and consistency of

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	is desirable to develop the features and the use of the existing national risk rating systems. Access to the data contained in risk rating systems would enable better targeting of controls at non-compliant operators and a uniform formula for assessing risk rating of a transport undertaking should contribute to fairer treatment of operators at controls.		is desirable to develop the features and the use of the existing national risk rating systems. Access to the data contained in risk rating systems would enable better targeting of controls at non-compliant operators and a uniform formula for assessing risk rating of a transport undertaking should contribute to fairer treatment of operators at controls.	enforcement, it is desirable to develop the features and the use of the existing national risk rating systems. Access to the data contained in risk rating systems would enable better targeting of controls at non-compliant operators and a uniform formula for assessing risk rating of a transport undertaking should contribute to fairer treatment of operators at controls.
34.		Amendment 778 Recital 7 a (new)		
35.		<i>(7 a) In order to ensure fair competition and a level playing field for workers and business, there is a need to make progress towards smart enforcement and to provide all possible support for the full introduction and use of risk-rating systems. To this end, the enforcement authorities need to be given real-time access to national electronic registers (NERs), while making</i>		C

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		<i>maximum use of the European Register of Road Transport Undertakings (ERRU).</i>		
36.	<p>(8) In order to ensure uniform conditions for the implementation of Directive 2006/22/EC, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011³.</p> <p>_____</p> <p>(³) Regulation (EU) No 182/2011 of the European Parliament</p>		<p>(8) In order to ensure uniform conditions for the implementation of Directive 2006/22/EC, implementing powers should be conferred on the Commission. The Commission should ensure the equal treatment of undertakings when taking into account the criteria specified in this Directive for the development of a common formula for calculating a risk rating of undertakings. Those implementing powers should be exercised in accordance with Regulation (EU) No 182/2011³.</p> <p>_____</p> <p>(³) Regulation (EU) No 182/2011 of the European Parliament</p>	<p>B Keep GA</p>

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	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).		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).	
37.		Amendment 779 Recital 8 a (new)		
38.		<i>(8a) Rules for the posting of workers applicable to road transport activities should be balanced, simple, and with a low administrative burden for Member States and transport undertakings. They should not aim to discourage operations outside the country of establishment of an undertaking.</i>		C Council: consider sufficiently covered in agreed lines 31 and 32

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39.		Amendment 780 Recital 9		
40.	(9) Difficulties have also been experienced in applying the rules on posting of workers specified in Directive 96/71/EC of the European Parliament and of the Council ⁴ and the rules on the administrative requirements laid down in Directive 2014/67/EU of the European Parliament and of the Council ⁵ to the highly mobile road transport sector. The uncoordinated national measures on the application and enforcement of the provisions on posting of workers in the road transport sector have generated high administrative burdens for non-resident Union operators. This created undue restrictions to the freedom to provide cross-border road transport	(9) Difficulties have also been experienced in applying the rules on posting of workers specified in Directive 96/71/EC of the European Parliament and of the Council ⁸ and the rules on the administrative requirements laid down in Directive 2014/67/EU of the European Parliament and of the Council ⁹ to the highly mobile road transport sector. The uncoordinated national measures on the application and enforcement of the provisions on posting of workers in the road transport sector have generated <i>legal uncertainty, distortions of competition in the transport sector</i> and high administrative burdens for non-resident Union operators. This created	(9) Difficulties have also been experienced in applying the rules on posting of workers specified in Directive 96/71/EC of the European Parliament and of the Council ⁴ and the rules on the administrative requirements laid down in Directive 2014/67/EU of the European Parliament and of the Council ⁵ to the highly mobile road transport sector. The uncoordinated national measures on the application and enforcement of the provisions on posting of workers in the road transport sector have generated high administrative burdens for non-resident Union operators. This created undue restrictions to the freedom to provide cross-border road transport	B Compromise proposal: (9) Difficulties have also been experienced in applying the rules on posting of workers specified in Directive 96/71/EC of the European Parliament and of the Council ⁸ and the rules on the administrative requirements laid down in Directive 2014/67/EU of the European Parliament and of the Council ⁹ to the highly mobile road transport sector. The uncoordinated national measures on the application and enforcement of the provisions on posting of workers in the road transport sector have generated <i>legal uncertainty, distortions of competition in the transport sector</i> and high

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	<p>services having negative side-effects on jobs.</p> <hr/> <p>⁴ Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.97, p.1)</p> <p>⁵ Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the</p>	<p>undue restrictions to the freedom to provide cross-border road transport services having negative side-effects on jobs <i>and the competitiveness of transport companies. Administrative requirements and control measures need to be harmonised to prevent carriers from suffering unnecessary or arbitrary delays.</i></p> <hr/> <p>⁸ Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.1997, p.1)</p> <p>⁹ Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC</p>	<p>services having negative side-effects on jobs.</p> <hr/> <p>⁴ Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.97, p.1)</p> <p>⁵ Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the</p>	<p>administrative burdens for non-resident Union operators. This created undue restrictions to the freedom to provide cross-border road transport services having negative side-effects on jobs <i>and the competitiveness of transport companies. Administrative requirements and control measures need to be harmonised to prevent carriers from suffering unnecessary [...] delays.</i></p> <hr/> <p>⁸ Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.1997, p.1)</p> <p>⁹ Directive 2014/67/EU of the European Parliament</p>

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	posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11).	concerning the posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11).	posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11).	and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11).
41.		Amendment 781 Recital 9 a (new)		
42.		<i>(9a) Member States should exchange data and information, engage in administrative cooperation and provide mutual assistance via the Internal Market Information System (IMI), the legal basis of which is provided by Regulation (EU) No 1024/2012, with a view to ensuring full compliance with</i>		C - incorporated into line 32

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		<i>the rules. Similarly, the IMI should be used to submit and update posting declarations between transport operators and the competent authorities of the receiving Member States. In order to achieve this latter objective, it would be necessary to develop a parallel public interface within the IMI system to which transport operators would have access.</i>		
43.		Amendment 782 Recital 9 b (new)		
44.		<i>(9b) All actors in the delivery chain for goods should bear their fair share of responsibility for infringements of the rules provided for in this Directive. This should be the case where the actors have actually known of infringements or where, in the light of all the relevant circumstances, they ought to know of them.</i>		C (NOTE: see also line 96; related to amendment for new Article 2b in line 297)

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45.		Amendment 783 Recital 9 c (new)		
46.		<i>(9c) In order to ensure that control measures for the posting of drivers in the road transport sector are correctly applied as defined by Directives 96/71/EC and 2014/67/EU, controls and cooperation at Union level to tackle fraud relating to the posting of drivers should be strengthened.</i>		B Compromise proposal: incorporate idea into line 20
47.		Amendment 784 Recital 9 d (new)		
48.		<i>(9d) Contractors should be encouraged to act with social responsibility by using transport operators that comply with the rules provided for by this Directive. To make it easier for contractors to find such transport operators, the Commission should assess existing instruments and best practices promoting</i>		C (NOTE: related to amendment for new Article 2c in line 300)

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		<i>socially responsible behaviour of all actors in the delivery chain for goods with a view to establishing a European platform of trusted transport companies, if appropriate.</i>		
49.		Amendment 785 Recital 9 e (new)		
50.		<i>(9e) Failure to comply with the rules on the establishment of international road transport companies creates differences across the internal market and contributes to unfairness in inter-company competition. The conditions governing the establishment of international road transport companies should therefore be tightened and made easier to monitor, particularly with a view to combating the creation of ‘letterbox’ companies.</i>		B Council: delete here, a similar recital exists in the proposal for amending the market access regulations
51.	(10) The Commission, in its		(10) The Commission, in its	10) The Commission, in its

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	<p>proposal of 8 March 2016⁶ for the revision of Directive 96/71/EC, recognized that the implementation of that Directive raises particular legal questions and difficulties in the highly mobile road transport sector and indicated that those issues should be best addressed through sector-specific road transport legislation.</p> <hr/> <p>⁶ COM(2016)128</p>		<p>proposal of 8 March 2016⁶ for the revision of Directive 96/71/EC, recognized that the implementation of that Directive raises particular legal questions and difficulties in the highly mobile road transport sector and indicated that those issues should be best addressed through sector-specific road transport legislation.</p> <hr/> <p>⁶ COM(2016)128</p>	<p>proposal of 8 March 2016⁶ for the revision of Directive 96/71/EC, recognized that the implementation of that Directive raises particular legal questions and difficulties in the highly mobile road transport sector and indicated that those issues should be best addressed through sector-specific road transport legislation.</p> <hr/> <p>⁶ COM(2016)128</p>
52.		Amendment 786 Recital 10 a (new)		
53.		<i>(10a) Given the fact that there is a lack of drivers in Europe, working conditions should be significantly improved in order to increase the attractiveness of the profession.</i>		C

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54.		Amendment 787 Recital 11		
55.	(11) In order to ensure the effective and proportionate implementation of Directive 96/71/EC in the road transport sector, it is necessary to establish sector-specific rules reflecting the particularity of the highly mobile workforce in the road transport sector and providing a balance between the social protection of drivers and the freedom to provide cross-border services for operators.	11) In order to ensure the effective and proportionate implementation of Directive 96/71/EC in the road transport sector, it is necessary to establish sector-specific rules reflecting the particularity of the highly mobile workforce in the road transport sector and providing a balance between the social protection of drivers and the freedom to provide cross-border services for operators. <i>Provisions on the posting of workers, in Directive 96/71/EC, and on the enforcement of those provisions, in Directive 2014/67/EU should apply to road transport sector under the terms of this Directive.</i>	(11) In order to ensure the effective and proportionate implementation of Directive 96/71/EC in the road transport sector, it is necessary to establish sector-specific rules reflecting the particularity of the highly mobile workforce in the road transport sector and providing a balance between the social protection of drivers and the freedom to provide cross-border services for operators.	B Compromise 11) In order to ensure the effective and proportionate implementation of Directive 96/71/EC in the road transport sector, it is necessary to establish sector-specific rules reflecting the particularity of the highly mobile workforce in the road transport sector and providing a balance between the social protection of drivers and the freedom to provide cross-border services for operators. <i>Provisions on the posting of workers, in Directive 96/71/EC, and on the enforcement of those provisions, in Directive 2014/67/EU, [...] apply to</i>

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				<i>the road transport sector and should be made subject to the specific rules laid down in [...] this Directive.</i>
56.		Amendment 788 Recital 12		
57.	(12) Such balanced criteria should be based on a concept of a sufficient link of a driver with a territory of a host Member State. Therefore, a time threshold should be established, beyond which the minimum rate of pay and the minimum annual paid holidays of the host Member State shall apply in case of international transport operations. This time threshold should not apply to cabotage operations as defined by Regulations 1072/2009 ⁷ and 1073/2009 ⁸ since the entire transport operation is taking place in a host Member	(12) Such balanced criteria should be based on a concept of a sufficient link of a driver with a territory of a host Member State. [...] <i>This sufficient link exists in case of</i> cabotage operations as defined by Regulations (EC) No 1072/2009 ¹¹ and (EC) No 1073/2009 ¹² of the European Parliament and of the Council since the entire transport operation is taking place in a host Member State. As a consequence [...] , <i>Directive 96/71/EC and Directive 2014/67/EU</i> should apply to	(12) Such balanced criteria should be based on a concept of a sufficient link of the service provided and the [...] driver with a territory of a host Member State. [...] To facilitate enforcement of the rules a distinction should be made between different types of transport operations depending on the degree of connection with the territory of the host Member State.	B Keep GA [NOTE: EP text on cabotage covered below in recital on all "other" operations, line 63]

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	<p>State. As a consequence the minimum rate of pay and the minimum annual paid holidays of the host Member State should apply to cabotage irrespective of the frequency and duration of the operations carried out by a driver.</p> <hr/> <p>7 Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p. 72).</p> <p>8 Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, and</p>	<p>cabotage [...] .</p> <hr/> <p>¹¹ Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p. 72).</p> <p>¹² Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services, and</p>		

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	amending Regulation (EC) No 561/2006 (OJ L 300, 14.11.2009, p.88)	amending Regulation (EC) No 561/2006 (OJ L 300, 14.11.2009, p.88).		
58.			(12a) It should be clarified that international carriage in transit across the territory of a Member State does not constitute a situation of posting. Such operations are characterised by the fact that the driver passes the Member State without loading or unloading freight and without picking up or setting down passengers and there is for those reasons only a very weak link between the driver's activities and the Member State transited.	B [NOTE: EP deals with transit in line 67] Compromise: Keep GA and add text from EP from line 67: (12a)It should be clarified that international carriage in transit across the territory of a Member State does not constitute a situation of posting. Such operations are characterised by the fact that the driver passes the Member State without loading or unloading freight and without picking up or setting down passengers and there is for those reasons only a very weak link between the driver's activities and the Member State transited. <i>The qualification of the presence of the driver in a</i>

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				<i>Member States as transit is therefore not affected by stops relating, for example, to hygienic reasons.</i>
59.		Amendment 789 Recital 12 a (new)		
60.		<i>(12a) In case of international transport, the predominant link of a driver in the bilateral international transport would be to a Member State of establishment of the transport company, as the driver returns regularly back to the Member State of establishment of the transport company. A driver may undertake several bilateral transport operations during one journey. On the other hand, there is a sufficient link with the territory of a host Member State when a driver performs other types of operations, notably non-</i>	(12b) Moreover, when a driver engages in bilateral transport operations from the Member State where the undertaking is established to the territory of another Member State or a third country or to the Member State of establishment, the nature of the service is closely linked with the Member State of establishment. A driver may undertake several bilateral transport operations during one journey. It would constitute a disproportionate restriction to the freedom to provide cross-border road	B Compromise: <i>(12b) In case of international transport, the predominant link of a driver in the bilateral international transport would be to a Member State of establishment of the transport company, as the driver returns regularly back to the Member State of establishment of the transport company and the nature of the service is thus closely linked with the Member State of establishment. A driver may</i>

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		<i>bilateral international transport operations, in that Member State.</i>	transport services if the posting rules, and thereby the terms and conditions of employment guaranteed in the host Member State, would apply to such bilateral operations.	<i>undertake several bilateral transport operations during one journey. It would constitute a disproportionate restriction to the freedom to provide cross-border road transport services if the posting rules, and thereby the terms and conditions of employment guaranteed in the host Member State, would apply to such bilateral operations.</i>
61.		Amendment 790 Recital 12 b (new)		
62.		<i>(12b) In order to ensure efficient use of transport resources, take into account the operational realities and to reduce number of empty runs, which is an important element in achieving objectives of Paris agreement in relation to reduction of CO2 emissions, a limited number of</i>	<i>(12c) To ensure the efficient use of transport resources, a limited number of additional transport activities on the way should be possible without triggering the posting rules. Such activities consist of loading goods in a</i>	B Compromise <i>(12c) In order to ensure efficient use of transport resources, take into account the operational realities and to reduce number of empty runs, which is an important element in</i>

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		<i>additional transport activities should be possible without triggering the posting rules. Such activities consists of operations performed during a period in the course of or following bilateral international transport operation from the Member State of establishment and before the return journey to the Member State of establishment.</i>	Member State that is crossed on the journey of the bilateral operation, and unloading the same goods in another Member State, or, during return before reaching the Member State of establishment, loading goods and unloading the same goods in another Member State.	<i>achieving objectives of Paris agreement in relation to reduction of CO2 emissions, a limited number of additional transport activities should be possible without triggering the posting rules. Such activities consist of operations performed [...] in the course of or following bilateral international transport operation [...].</i>
63.			(12d) On the other hand, there is a sufficient link with the territory of a host Member State when a driver performs other types of operations, notably cabotage operations or non-bilateral international transport operations, in that Member State. Cabotage operations are national carriage carried out on a temporary basis in a host	B [NOTE: see line 57 for Commission proposal and EP position] Compromise (12d) On the other hand, there is a sufficient link with the territory of a host Member State when a driver performs other types of operations, notably

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			<p>Member State and thus closely linked to the territory of the host Member State without any close link with the Member State of establishment. A non-bilateral international transport operation is characterised by the fact that the driver is engaged in international carriage outside of the Member State in which the undertaking is established. The services performed are therefore linked with the host Member States concerned rather than the home Member State. In these cases, sector-specific rules are only required with regard to the enforcement regime.</p>	<p>cabotage operations or non-bilateral international transport operations, in that Member State.</p> <p><i>This sufficient link exists in case of</i> cabotage operations as defined by Regulations (EC) No 1072/2009¹¹ and (EC) No 1073/2009¹² of the European Parliament and of the Council since the entire transport operation is taking place in a host Member State and the service is thus closely linked to the territory of the host Member State without any close link with the Member State of establishment. A non-bilateral international transport operation is characterised by the fact that the driver is engaged in international carriage outside of the Member State in which the</p>

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				undertaking <u>making the posting</u> is established. The services performed are therefore linked with the host Member States concerned rather than the home Member State. In these cases, sector-specific rules are only required with regard to the enforcement regime.
64.		Amendment 791 Recital 12 c (new)		
65.		<i>(12c) In case that the driver is engaged in a combined transport operation, the nature of the service provided during the initial or final road leg is closely linked with the Member State of establishment provided that the road leg on its own is a bilateral transport operation. On the other hand, there is a sufficient link with the territory of a host Member</i>	<i>(12e) Similarly, in case that the driver is engaged in a combined transport operation, the nature of the service provided during the initial or final road leg is closely linked with the Member State of establishment if the road leg on its own is a bilateral transport operation. On the other hand, there is a sufficient link with the</i>	A <i>(12e)In case that the driver is engaged in a combined transport operation, the nature of the service provided during the initial or final road leg is closely linked with the Member State of establishment provided that the road leg on its own is a bilateral transport operation. On the</i>

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		<i>State when the transport operation during the road leg is carried out within the host Member State or, as a non-bilateral international transport operation, and therefore posting rules should apply in such a case.</i>	territory of a host Member State when the transport operation during the road leg is carried out within the host Member State or as a non-bilateral international transport operation, and therefore posting rules should apply in such a case.	<i>other hand, there is a sufficient link with the territory of a host Member State when the transport operation during the road leg is carried out within the host Member State or, as a non-bilateral international transport operation, and therefore posting rules should apply in such a case.</i>
66.		Amendment 792 Recital 12 d (new)		
67.		<i>(12d) Since there is no sufficient link of a driver with a territory of a Member State of transit, transit operations should not be considered as posting situations. It should also be clarified that the fact that passengers get down of the bus during a stop for hygienic reasons does not change the qualification of the transport operation.</i>		B [NOTE: GA deals with transit in line 58] Keep GA (recitals structured according to the increasing level of connection with the host MS), incorporate into line 58

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68.		Amendment 793 Recital 12 e (new)		
69.		<i>(12e) Road transport is a highly mobile sector and requires a common approach to certain aspects of remuneration in the sector. Transport undertakings need legal certainty about the rules and requirements with which they have to comply. Those rules and requirements should be clear, understandable and easily accessible to transport undertakings, and should enable effective checks. It is important that new rules do not introduce unnecessary administrative burden and that they duly take into account the interests of SMEs.</i>		<p>C</p> <p>Compromise:</p> <p>(12f) Transport undertakings need legal certainty about the rules and requirements with which they have to comply. Those rules and requirements should be clear, understandable and easily accessible to transport undertakings, and should enable effective checks. It is important that new rules do not introduce unnecessary administrative burden and that they duly take into account the interests of SMEs.</p> <p>- EP first sentence: should not be taken over. Remuneration is national/social partners competence and it should</p>

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				not be suggested that a common approach is introduced with regard to the actual remuneration to be paid. (see recital 17 of Directive (EU) 2018/957).
70.		Amendment 794 Recital 12 f (new)		
71.		<i>(12f) Where, in accordance with national law, traditions and practice, including respect for the autonomy of social partners, the terms and conditions of employment referred to in Article 3 of Directive 96/71/EC are laid down in collective agreements in accordance with Article 3(1) and (8) of that Directive, Member States should ensure that, in line with Directive 2014/67/EU, those terms and conditions are made available in an accessible and transparent way to transport undertakings from</i>		C (NOTE: related to amendment in line 236) Compromise "Member States should ensure that, in line with Directive 2014/67/EU, terms and conditions of employment referred to in Article 3 of Directive 96/71/EC, which are laid down in national law, regulation or administrative provisions, or by collective agreements or arbitration awards which, in that Member State, have been declared universally applicable or otherwise apply in accordance

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		<p><i>other Member States and to posted drivers, and should seek the involvement of the social partners in that respect. The relevant information should, in particular, cover the different remunerations and their constituent elements, including elements of remunerations provided for in the locally or regionally applicable collective agreements, the method used to calculate the remuneration due and, where relevant, the qualifying criteria for classification in the different wage categories. In accordance with Directive (EU) 2018/957/EU amending Directive 96/71/EC transport undertakings should not be penalized for non-compliance with elements of remuneration, the method used to calculate the</i></p>		<p>with Article 3(1) and (8) of that Directive, including where relevant by collective agreements that are generally applicable to all similar undertakings in the geographical area concerned, are made available in an accessible and transparent way to transport undertakings from other Member States and to posted drivers. The relevant information should, in particular, cover the constituent elements of remuneration rendered mandatory by such instruments. In line with that Directive the involvement of the social partners is to be sought.</p> <p>NOTE: Wording aligned with Directives 96/71/EC as amended and 2014/67/EU. It is suggested that such an alignment is also made in the</p>

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		<i>remuneration due and, where relevant, the qualifying criteria for classification in the different wage categories which are not publically available.</i>		operative provision on line 236.
72.		Amendment 795 Recital 13		
73.	(13) In order to ensure effective and efficient enforcement of the sector-specific rules on posting of workers and to avoid disproportionate administrative burdens for non-resident operators sector, specific administrative and control requirements should be established in the road transport sector, taking full advantage of control tools such as the digital tachograph.	(13) In order to ensure effective and efficient enforcement of the sector-specific rules on posting of workers and to avoid disproportionate administrative burdens for non-resident operators sector, specific administrative and control requirements should be established in the road transport sector, taking full advantage of control tools such as the digital tachograph. <i>With a view to minimising the complexity of the obligations laid down in this Directive and Directive 96/71/EC, Member States should be free</i>	(13) In order to ensure effective and efficient enforcement of the sector-specific rules on posting of workers and to avoid disproportionate administrative burdens for non-resident operators sector, specific administrative and control requirements should be established in the road transport sector, taking full advantage of control tools such as the digital tachograph. In order to monitor compliance with the obligations set out in this Directive and Directive 96/71/EC, Member States should be allowed to	B - combining texts in lines 73 and 75: (13) In order to ensure effective and efficient enforcement of the sector-specific rules on posting of workers and to avoid disproportionate administrative burdens for the non-resident operators [...], specific administrative and control requirements should be established in the road transport sector, taking full advantage of control tools such as the digital tachograph. In order to monitor compliance with

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		<p><i>to impose only the administrative requirements specified in this Directive – which have been tailored to suit the road transport sector – on road transport operators.</i></p>	<p>impose on road operators only the administrative requirements specified in this Directive, which are adapted to the road transport sector. While certain documents should be available in case of roadside inspection, other documents should be made available by the road operators via the competent authorities of the Member State where the operator is established, in the framework of mutual assistance between Member States set out in Chapter III of Directive 2014/67/EU.</p>	<p>the obligations set out in this Directive and Directive 96/71/EC and at the same time reduce the complexity of this task, Member States should be allowed to impose on road operators only the administrative requirements specified in this Directive, which are adapted to the road transport sector.</p> <p>(- 13a) <i>The administrative burden and document management tasks incumbent on drivers should be reasonable. Therefore, while certain documents should be available in the vehicle for roadside inspection, other documents should be made available via the IMI public interface by</i></p>

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				the road operators and, where necessary, by the competent authorities of the Member State where the operator is established. <i>The competent authorities should use the framework of mutual assistance between Member States set out in Directive 2014/67/EU.</i>
74.		Amendment 796 Recital 13 a (new)		
75.		<i>(13a) With a view to minimising the administrative burden and document management tasks incumbent on drivers, transport operators shall provide, at the request of the competent authorities in the Member State in which the operator is based, all necessary documents, as set out in the provisions of Chapter III of Directive 2014/67/EU on mutual</i>		B - incorporated into line 73

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		<i>assistance and cooperation between Member States.</i>		
76.		Amendment 797 Recital 13 b (new)		
77.		<p><i>(13b) In order to facilitate the implementation, application and enforcement of this Directive, the internal Market Information System (IMI) established by Regulation (EU) No 1024/2012 of the European Parliament and of the Council¹³ should be used in Member States for the enhanced exchange of information between regional and local authorities across borders. It could also be an advantage to extend the features of IMI to include the submission and transmission of simple declarations.</i></p> <p>¹³ <i>Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative</i></p>	<p>(13a) To facilitate better and more uniform application of the minimum conditions for the implementation of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014 and Directive 2002/15/EC, and to facilitate road transport operators' compliance with administrative requirements when posting drivers, the Commission should develop one or several modules of IMI.</p>	<p>B - consolidated into lines 31 and 32</p>

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		<i>cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012, p. 1).</i>		
78.		Amendment 798 Recital 13 c (new)		
79.		<i>(13c) In order to reduce administrative burden of transport operators which are often small and medium-sized enterprises, it would be appropriate to simplify the process of sending declarations on posting by transport operators through standardised forms with some pre-defined elements translated in all official languages of the Union.</i>		B - consolidated into line 32
80.		Amendment 799 Recital 13 d (new)		
81.		<i>(13d) A general implementation and application of the rules for the posting of workers to road transport could impact</i>		B - should be considered together with line 85

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		<i>the structure of the Union road freight transport industry. Therefore, Member States and the Commission should closely monitor the impact of this process.</i>		
82.		Amendment 800 Recital 13 e (new)		
83.		<i>(13e) Enforcement should concentrate on inspections at the premises of the undertakings. Roadside checks should not be excluded but should be undertaken in a non-discriminatory manner only for consignment notes or their electronic versions, confirmations of the pre-registration and attestation for return to country of operator's establishment or driver's residence. Roadside checks should control in the first place tachographs data which is important to determine the activity of a driver and vehicle over a four-week rolling period and</i>		C

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		<i>the geographical coverage of this activity. The recording of the country code can help.</i>		
84.		Amendment 801 Recital 13 f (new)		
85.		<i>(13f) The impact of the application and the enforcement of the rules for the posting of workers on the road transport industry should be repeatedly evaluated by the Commission and reported to the Parliament and the Council, and proposals should be made to further simplify them and reduce the administrative burden.</i>		C - should be considered together with line 81
86.		Amendment 802 Recital 13 g (new)		
87.		<i>(13g) In recognition of the need for specific treatment for the transport sector, in which movement is the very essence of the work undertaken by drivers, the application of Directive 96/71/EC to the road</i>		C Compromise: text may be combined with GA text in line 91; however, wording depends on the final decision on the start of application of lex specialis

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		<i>transport sector should coincide with the date of entry into force of the amendment of Directive 2006/22/EC as regards enforcement requirements, and specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector.</i>		
88.		Amendment 803 Recital 13 h (new)		
89.		<i>(13h) In order to adapt the Annexes of this Directive to developments in best practice, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending those Annexes. It is of particular importance that the Commission carry out</i>	<i>(13b) In order to adapt the Annexes of this Directive to developments in best practice, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending those Annexes. It is of particular importance that the Commission carry out</i>	(13b) In order to adapt the Annexes of this Directive to developments in best practice, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending those Annexes. It is of particular importance that the Commission carry out

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		<p><i>appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[*]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</i></p>	<p>appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making*. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <hr/> <p>* OJ L 123, 12.5.2016, p. 1.</p>	<p>out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making*. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>

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				* OJ L 123, 12.5.2016, p. 1.
90.			(13c) It is important that road transport operators established in third countries, while performing road transport operations in the territory of the Union, are subject to rules which are equivalent to rules set out in this Directive. The Commission should assess the fulfilment of this principle at Union level and propose adequate solutions for efficient enforcement of the rules.	B Council: Replace by recital suggested in line 237
91.			(13d) This Directive will apply from 30 July 2020. That date will be the date from which Directive 2018/957 should apply to the road transport sector, in accordance with its Article 3(3).	C Compromise: text may be combined with EP text in line 87; however, wording depends on the final decision on the start of application of lex specialis

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92.	(14) Directive 2006/22/EC should therefore be amended accordingly,		(14) Directive 2006/22/EC should therefore be amended accordingly,	(14) Directive 2006/22/EC should therefore be amended accordingly,
93.		Amendment 804 Recital 14 a (new)		
94.		<i>(14a) The exchange of information in the context of effective administrative cooperation and mutual assistance between Member States should comply with the rules on personal data protection laid down in Regulation (EU) 2016/679.</i>		B - incorporated into line 31
95.		Amendment 805 Recital 14 b (new)		
96.		<i>(14b) Rules to safeguard good social conditions across the European road haulage market should be respected by all partners in the supply chain. In order to create an economically and socially sustainable European internal market, a chain of responsibility that covers all</i>		C [NOTE: see also line 44; linked to line 297]

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		<i>actors in the logistical chain should be established and implemented. Enforcing transparency and liability and increasing social and economic equality will increase the attractiveness of the driver as a profession and promote healthy competition.</i>		
97.	<i>Article 1</i>		<i>Article 1</i>	<i>Article 1</i>
98.	<i>Directive 2006/22/EC is amended as follows:</i>		<i>Directive 2006/22/EC is amended as follows:</i>	<i>Directive 2006/22/EC is amended as follows:</i>
99.	(1) the title is replaced by the following:		(1) the title is replaced by the following:	(1) the title is replaced by the following:
100.	"Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC of the European Parliament and of the Council as regards social legislation relating to road transport activities, and		"Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC of the European Parliament and of the Council as regards social legislation relating to road transport activities, and	"Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC of the European Parliament and of

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	repealing Council Directive 88/599/EEC";		repealing Council Directive 88/599/EEC";	the Council as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC";
101.	(2) Article 1 is replaced by the following:		(2) Article 1 is replaced by the following:	(2) Article 1 is replaced by the following:
102.	<p>" This Directive lays down minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014* and Directive 2002/15/EC**."</p> <hr/> <p>*Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European</p>		<p>"This Directive lays down minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014* and Directive 2002/15/EC**."</p> <hr/> <p>* Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on</p>	<p>"This Directive lays down minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014* and Directive 2002/15/EC**."</p> <hr/> <p>* Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European</p>

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	<p>Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>** Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35).";</p>		<p>the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>** Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35).";</p>	<p>Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>** Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35).";</p>
103.	(3) Article 2 is amended as follows:		(3) Article 2 is amended as follows:	(3) Article 2 is amended as follows:
104.	(a) in paragraph 1, the second subparagraph is replaced by the following		(a) in paragraph 1, the second subparagraph is replaced by the following:	(a) in paragraph 1, the second subparagraph is replaced by the following:

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105.		Amendment 806 Article 1 - paragraph 1 - point 3a <i>Directive 2006/22/EC</i> <i>Article 2 – paragraph 1 – subparagraph 2</i>		
106.	"These checks shall cover each year a large and representative cross-section of mobile workers, drivers, undertakings and vehicles falling within the scope of Regulations (EC) No 561/2006 and (EU) No 165/2014 and of mobile workers and drivers falling within the scope of Directive 2002/15/EC.";	These checks shall cover each year a large and representative cross-section of mobile workers, drivers, undertakings and vehicles falling within the scope of Regulations (EC) No 561/2006 and (EU) No 165/2014 and, <i>in the case of checks at premises</i> , of mobile workers and drivers falling within the scope of Directive 2002/15/EC. <i>Member States shall organise roadside checks on the implementation of Directive 2002/15/EC only after the introduction of technology enabling effective checks to be carried out. Until then those checks shall be carried out exclusively at the premises of the transport undertakings.</i>	"These checks shall cover each year a large and representative cross-section of mobile workers, drivers, undertakings and vehicles falling within the scope of Regulations (EC) No 561/2006 and (EU) No 165/2014 and of mobile workers and drivers falling within the scope of Directive 2002/15/EC.";	C NOTE: linked to line 112] "These checks shall cover each year a large and representative cross-section of mobile workers, drivers, undertakings and vehicles falling within the scope of Regulations (EC) No 561/2006 and (EU) No 165/2014 and of mobile workers and drivers falling within the scope of Directive 2002/15/EC. Roadside checks on the implementation of Directive 2002/15/EC shall be limited to rules that may be efficiently controlled using the tachograph and related recording equipment. A comprehensive check on the implementation of Directive 2002/15/EC may only be carried

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				<p>out at the premises."</p> <p>New Recital:</p> <p>"In view of the data series necessary to carry out controls of the compliance with rules on working time set out in Directive 2002/15/EC, the extent of roadside checks depends on the development and introduction of enabling technology covering sufficient periods of time. The control at the roadside should be limited to aspects which can already be checked using the tachograph and related equipment on board, while comprehensive checks are confined to the premises."</p>

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107.		Amendment 807 Article 1 - paragraph 1 - point 3b <i>Directive 2006/22/EC</i> <i>Article 2 – paragraph 3 – subparagraph 1</i>		
108.	(b) in paragraph 3, the first subparagraph is replaced by the following:		(b) in paragraph 3, the first subparagraph is replaced by the following:	(b) in paragraph 3, the first subparagraph is replaced by the following:
109.	"Each Member State shall organise checks in such a way that at least 3% of days worked by drivers of vehicles falling within the scope of Regulation (EC) No 561/2006, Regulation (EU)165/2014 and Directive 2002/15/EC are checked."	Each Member State shall organise checks in such a way that at least 3% of days worked by drivers of vehicles falling within the scope of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014 and Directive 2002/15/EC are checked. <i>Following roadside checks and where the driver is not in capacity to submit one or more of the required documents, the drivers shall be released to continue their transport operation and the transport operator in the Member State of establishment is obliged to submit the required documents via competent authorities.</i>	"Each Member State shall organise checks in such a way that at least 3% of days worked by drivers of vehicles falling within the scope of Regulation (EC) No 561/2006 and Regulation (EU)165/2014 [...] are checked.";	C <u>(After Technical meeting on 7 November, EP can accept compromise)</u> <u>Council proposal:</u> "Each Member State shall organise checks in such a way that at least 3% of days worked by drivers of vehicles falling within the scope of Regulation (EC) No 561/2006 and Regulation (EU)165/2014 [...] are checked. During the roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity in order to

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				provide, within the duration of the roadside check, any evidence which is found missing on board; this is without prejudice to the driver's obligations to ensure the proper use of tachograph equipment."
110.			(ba) The following paragraph is inserted:	B
111.			"3a. Each Member State shall organise checks on compliance with the provisions of Directive 2002/15/EC taking into account the risk rating system provided for in Article 9 of this Directive. Those checks shall be targeted to an undertaking if one or more of its drivers have been continuously or seriously infringing the provisions of Regulation (EC) No 561/2006 or Regulation (EU) No 165/2014.";	B EP still to confirm part in white "3a. Each Member State shall organise checks on compliance with the provisions of Directive 2002/15/EC taking into account the risk rating system provided for in Article 9 of this Directive. Those checks shall be targeted to an undertaking if one or more of its drivers have been continuously or seriously infringing the

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				provisions of Regulation (EC) No 561/2006 or Regulation (EU) No 165/2014.";
112.		Amendment 808 Article 1 - paragraph 1 - point 3c <i>Directive 2006/22/EC</i> <i>Article 2 – paragraph 4</i>		
113.	(c) paragraph 4 is replaced by the following:		(c) paragraph 4 is replaced by the following:	(c) paragraph 4 is replaced by the following:
114.	"4. The information submitted to the Commission in accordance with Article 17 of Regulation (EC) No 561/2006 shall include the number of drivers checked at the roadside, the number of checks at the premises of undertakings, the number of working days checked and the number and type of infringements reported, together with a record of whether passengers or goods were transported.";	4. The information submitted to the Commission in accordance with Article 17 of Regulation (EC) No 561/2006 shall include the number of drivers checked at the roadside, the number of checks at the premises of undertakings, the number of working days checked <i>at premises</i> and the number and type of infringements reported, together with a record of whether passengers or goods were transported.	"4. The information submitted to the Commission in accordance with Article 17 of Regulation (EC) No 561/2006 and Article 13 of Directive 2002/15/EC shall include the number of drivers checked at the roadside, the number of checks at the premises of undertakings, the number of working days checked and the number and type of infringements reported, together with a record of whether passengers or goods were transported.";	"4. The information submitted to the Commission in accordance with Article 17 of Regulation (EC) No 561/2006 and Article 13 of Directive 2002/15/EC shall include the number of drivers checked at the roadside, the number of checks at the premises of undertakings, the number of working days checked and the number and type of infringements reported, together with a record of whether passengers or

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				goods were transported.";
115.		Amendment 809 Article 1 - paragraph 1 - point 3a (new) <i>Directive 2006/22/EC Article 5</i>		
116.		<i>(3a) Article 5 is replaced by the following:</i>		
117.	Article 5 Concerted checks	“Article 5 Concerted checks		
118.	Member States shall, at least six times per year, undertake concerted roadside checks on drivers and vehicles falling within the scope of Regulations (EEC) No 3820/85 or (EEC) 3821/85. Such checks shall be undertaken at the same time by the enforcement authorities of two or more Member States, each operating in its own territory.	Member States shall, at least six times per year, undertake concerted roadside checks and at the premises on drivers and vehicles falling within the scope of [...] Regulation (EC) No 561/2006 or (EU) No 165/2014 . Such checks shall be undertaken at the same time by the enforcement authorities of two or more Member States, each operating in its own territory. The summary results of the concerted checks shall be made public in line with Regulation (EU) 2016/679 of the European Parliament and of the Council of		C "Member States shall, at least six times per year, undertake concerted roadside checks on drivers and vehicles falling within the scope of [...] Regulation (EC) No 561/2006 or (EU) No 165/2014. Member States shall in addition endeavour to organise concerted checks at premises. Such Checks shall be undertaken at the same time by the enforcement authorities of two or more Member States, each operating in its own territory.

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		<i>27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data.”</i>		- Second part: 2nd Trilogue: The supporting role of ELA should be referred to in recital (Art 9(4) of Reg 2019/1149). See proposal for recital in line 24
119.		Amendment 810 Article 1 - paragraph 1 - point 4 <i>Directive 2006/22/EC Article 6 - paragraph 1</i>		
120.	(4) in Article 6, paragraph 1 is replaced by the following:		(4) in Article 6, paragraph 1 is replaced by the following:	(4) in Article 6, paragraph 1 is replaced by the following:
121.	"1. Checks at premises shall be planned in the light of past experience in relation to the various types of transport and undertakings. They shall also be carried out if serious infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014 or Directive 2002/15/EC have been detected at the roadside.";	1. Checks at premises shall be planned in the light of past experience in relation to the various types of transport and undertakings. They shall also be carried out if serious infringements of Regulation (EC) No 561/2006 and (EU) No 165/2014 [...] have been detected at the roadside.	"1. Checks at premises shall be planned in the light of past experience in relation to the various types of transport and undertakings. They shall also be carried out if serious infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014 or Directive 2002/15/EC have been detected at the roadside.";	B "1. Checks at premises shall be planned in the light of past experience in relation to the various types of transport and undertakings. They shall also be carried out if serious infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014 or Directive 2002/15/EC have been detected at the roadside.";

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122.		Amendment 811 Article 1 - paragraph 1 - point 4 a (new) <i>Directive 2006/22/EC Article 7 - paragraph 1 - point b</i>		
123.		<i>(4a) in Article 7(1), point (b) is replaced by the following:</i>		<i>(4a) in Article 7(1), point (b) is replaced by the following:</i>
124.	(b) to forward the biennial statistical returns to the Commission under Article 16 (2) of Regulation (EEC) No 3820/85;	“(b) to forward the biennial statistical returns to the Commission under Article 17 of Regulation [...] (EC) No 561/2006; ”		A “(b) to forward the biennial statistical returns to the Commission under Article 17 of Regulation [...] (EC) No 561/2006; ”
125.	(5) in Article 7(1), the following point (d) is added:		(5) in Article 7(1), the following point (d) is added:	
126.	"(d) to ensure exchange of information with the other Member States with regard to the application of national provisions transposing this Directive and Directive 2002/15/EC.";		"(d) to ensure exchange of information with the other Member States pursuant to Article 8 of this Directive with regard to the application of national provisions transposing this Directive and Directive 2002/15/EC.";	B "(d) to ensure exchange of information with the other Member States pursuant to Article 8 of this Directive with regard to the application of national provisions transposing this Directive and Directive 2002/15/EC.";

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127.	(6) Article 8 is amended as follows:		(6) Article 8 is amended as follows:	(6) Article 8 is amended as follows:
128.		Amendment 812 Article 1 - paragraph 1 - point 6a (new) <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 – introductory part</i>		
129.	(a) in paragraph 1, point (b) is replaced by the following:	(-a) In Article 8(1), the introductory part is replaced by the following:	(a) [...] paragraph 1 [...] is replaced by the following:	A (a) [...] paragraph 1 [...] is replaced by the following:
130.	1. Information made available bilaterally under Article 17(3) of Regulation (EEC) No 3820/85 or Article 19(3) of Regulation (EEC) No 3821/85 shall be exchanged between the designated bodies notified to the Commission in accordance with Article 7(2):	1. Information made available bilaterally under [...] Article 22(2) of Regulation (EC) No 561/2006 or Article 40 of Regulation (EU) No 165/2014 shall be exchanged between the designated bodies notified to the Commission in accordance with Article 7[...]:	"1. Information exchanged bilaterally under Article 22 of Regulation (EC) No 561/2006 or Article 40 of Regulation (EU) No 165/2014 shall be exchanged between the designated bodies notified to the Commission in accordance with Article 7(2):	"1. Information made available bilaterally under [...] Article 22(3) of Regulation (EC) No 561/2006 [...] shall also be exchanged between the designated bodies notified to the Commission in accordance with Article 7[...].
131.	(a) at least once every six months after the entry into force of this Directive;		(a) at least once every six months after the entry into force of this Directive;	(a) at least once every six months after the entry into force of this Directive;

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132.		Amendment 813 Article 1 - paragraph 1 - point 6a <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 – point b</i>		
133.	"(b) upon reasoned request by a Member State in individual cases.";	(b) <i>at the specific</i> [...] request [...] <i>of</i> a Member State in individual cases, <i>provided that the information required is not available through direct consultation of national electronic registers referred to in Article 16(5) of Regulation (EC) No 1071/2009.</i>	(b) upon reasoned request by a Member State in individual cases.";	(b) upon reasoned request by a Member State in individual cases.";
134.		Amendment 814 Article 1 - paragraph 1 - point 6b <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 a – subparagraph 1</i>		
135.	(b) the following paragraph 1a is inserted:		(b) the following paragraph 1a is inserted	(b) the following paragraph 1a is inserted
136.	"1a. Member State shall submit the information requested by other Member States pursuant to paragraph 1(b) of this Article	1a. Member State shall submit the information requested by other Member States pursuant to paragraph 1(b) of this Article	"1a. Member State shall submit the information requested by other Member States pursuant to paragraph 1(b) of this Article	C EP: 30 days not acceptable

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	within 25 working days from the receipt of the request in cases requiring in-depth examination or involving checks at premises of the undertakings concerned. A shorter time limit may be mutually agreed between the Member States. In urgent cases or cases requiring simple consultation of registers, such as of a risk rating system, the requested information shall be submitted within three working days.	within [...] 10 working days from the receipt of the request. <i>In duly justified</i> cases requiring in-depth examination or involving checks at premises of the undertakings concerned, <i>the time limit shall be 20 working days</i> . A shorter time limit may be mutually agreed between the Member States. In urgent cases or cases requiring simple consultation of registers, such as of a risk rating system, the requested information shall be submitted within three working days.	within [...] 30 working days from the receipt of the request [...]. A shorter time limit may be mutually agreed between the Member States. In urgent cases or cases requiring simple consultation of registers, such as of a risk rating system, the requested information shall be submitted within three working days.	
137.		Amendment 815 Article 1 - paragraph 1 - point 6b <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 a – subparagraph 2</i>		
138.	Where the requested Member State considers that the request is insufficiently reasoned, it shall inform the requesting Member State accordingly within 10	Where the requested Member State considers that the request is insufficiently reasoned, it shall inform the requesting Member State accordingly within [...] five	Where the requested Member State considers that the request is insufficiently reasoned, it shall inform the requesting Member State accordingly within 10	Keep GA here, but accept addition in line 142

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	working days. The requesting Member State shall further substantiate the request. Where this is not possible, the request may be rejected by the Member State.	working days. The requesting Member State shall further substantiate the request. Where this is not possible, the request may be rejected by the Member State.	working days. The requesting Member State shall further substantiate the request. Where this is not possible, the request may be rejected by the Member State.	
139.		Amendment 816 Article 1 - paragraph 1 - point 6b <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 a – subparagraph 3</i>		
140.	Where it is difficult or impossible to comply with a request for information or to carry out checks, inspections or investigations, the Member State in question shall inform the requesting Member State accordingly within 10 working days, giving reasons. The Member States concerned shall discuss with each other with a view to finding a solution for any difficulty raised."	Where it is difficult or impossible to comply with a request for information or to carry out checks, inspections or investigations, the requested Member State in question shall inform the requesting Member State accordingly within [...] five working days, [...] and provide reasons to duly justify the difficulty or impossibility of providing the relevant information. The Member States concerned shall discuss with each other with a view to finding a solution for any difficulty raised.	Where it is difficult [...] to comply with a request for information or to carry out checks, inspections or investigations, the Member State in question shall inform the requesting Member State accordingly within 10 working days, giving reasons. The Member States concerned shall discuss with each other with a view to finding a solution for any difficulty raised.";	C Council proposal: Where it is difficult or impossible to comply with a request for information or to carry out checks, inspections or investigations, the requested Member State [...] shall inform the requesting Member State accordingly within 10 working days, [...] and provide reasons to duly justify the difficulty or impossibility of providing the relevant information. The Member States concerned shall

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				discuss with each other with a view to finding a solution for any difficulty raised.
141.		Amendment 817 Article 1 - paragraph 1 - point 6b <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 1 a – subparagraph 3 a (new)</i>		
142.		<i>Where the Commission becomes aware of a persisting problem in the exchange of information or a permanent refusal to supply information, it may take all necessary measures to remedy the situation, including, where necessary, it may open an investigation and eventually apply sanctions to the Member State.</i>		C Council proposal: "In the event of persistent delays in the provision of information to the Member State to whose territory the worker is posted, the Commission shall be informed and shall take appropriate measures."

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143.		Amendment 818 Article 1 - paragraph 1 - point 6ba (new) <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 2</i>		
144.		<i>(ba) paragraph 2 is replaced by the following:</i>	(c) paragraph 2 is replaced by the following:	
145.	2. Member States shall seek to establish systems for the electronic exchange of information. In accordance with the procedure referred to in Article 12(2), the Commission shall define a common methodology for effective information exchange.	2. <i>By way of derogation from Article 21 of Directive 2014/67/EU, the exchange of information between the competent authorities of the Member States provided for in paragraphs 1 and 1a of this Article shall be implemented through the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012. Competent authorities of the Member States shall have direct access in real time to data in national electronic registers via the European Register of Road Transport Undertakings (ERRU) as</i>	"2. The exchange of information provided for in this Article shall be implemented through the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012*."; <p style="text-align: center;">_____</p> * Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316,	C EP: may reconsider its amendment following an overview by Commission on systems of information storage and access. Council proposal: "2. The exchange of information provided for in this Article shall be implemented through the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012*, excluding information which Member States exchange through direct consultation of national electronic registers referred to in Article 16(5) of Regulation (EC) No

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		<i>referred to in Article 16 of Regulation (EC) No 1071/2009.</i>	14.11.2012, p. 1).";	1071/2009."; * Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012, p. 1).";
146.		Amendment 819 Article 1 - paragraph 1 - point 6bb (new) <i>Directive 2006/22/EC</i> <i>Article 8 – paragraph 2 a</i>		
147.		<i>(bb) in Article 8, the following paragraph is added:</i>		
148.		<i>"2a. The Commission shall develop an electronic application common to all</i>		C EP: may reconsider its amendment following an

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		<i>EU Member States that will provide inspectors direct real-time access to the ERRU and IMI during roadside checks and premises by 2020. This application shall be developed via a pilot project.”,</i>		overview by Commission on systems of information storage and access. <u>Council</u> : keep GA. A common application is not feasible as ERRU and IMI are different systems. ERRU is accessible at the roadside in accordance with Commission Reg 2016/480, and IMI will include such a module in the future. See, for IMI, recital line 31, last sentence: " It is important that IMI allow for validity checks on posting declarations during roadside checks."
149.	(7) Article 9 is amended as follows:		(7) Article 9 is amended as follows:	(7) Article 9 is amended as follows:
150.	(a) paragraph 1 is replaced by the following:		(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:
151.	"1. Member States shall introduce a risk rating system for undertakings based on the relative number and severity of any		"1. Member States shall introduce a risk rating system for undertakings based on the relative number and severity of any	"1. Member States shall introduce a risk rating system for undertakings based on the relative

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	infringement of Regulation (EC) No 561/2006 or of Regulation (EU) No 165/2014 or of national provisions transposing Directive 2002/15/EC that an individual undertaking has committed.		infringement of Regulation (EC) No 561/2006 or of Regulation (EU) No 165/2014 or of national provisions transposing Directive 2002/15/EC that an individual undertaking has committed.	number and severity of any infringement of Regulation (EC) No 561/2006 or of Regulation (EU) No 165/2014 or of national provisions transposing Directive 2002/15/EC that an individual undertaking has committed."
152.		Amendment 820 Article 1 - paragraph 1 - point 7a <i>Directive 2006/22/EC</i> <i>Article 9 – subparagraph 2</i>		
153.	The Commission shall, by means of implementing acts, establish a common formula for calculating a risk rating of undertakings, which shall take into account the number, severity and frequency of occurrence of infringements as well as the results of controls where no infringement has been detected and whether a road transport undertaking has been using the smart tachograph, pursuant to Chapter II of Regulation (EU) No	The Commission [...] is empowered to adopt delegated acts in accordance with Article 15a establishing a common formula for calculating a risk rating of undertakings, which shall take into account the number, severity and frequency of occurrence of infringements as well as the results of controls where no infringement has been detected and whether a road transport undertaking has been using the smart tachograph,	The Commission shall, by means of implementing acts, establish a common formula for calculating a risk rating of undertakings, which shall take into account the number, severity and frequency of occurrence of infringements as well as the results of controls where no infringement has been detected and whether a road transport undertaking has been using the smart tachograph, pursuant to Chapter II of Regulation (EU) No	C

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	165/2014, on all its vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2) of this Directive."	pursuant to Chapter II of Regulation (EU) No 165/2014, on all its vehicles. [...]	165/2014, on all its vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2) of this Directive.";	
154.	(b) in paragraph 2, the second sentence is deleted.		(b) in paragraph 2, the second sentence is deleted.	(b) in paragraph 2, the second sentence is deleted.
155.		Amendment 821 Article 1 - paragraph 1 - point 7ba (new) <i>Directive 2006/22/EC</i> <i>Article 9 – paragraph 3 - subparagraph 1</i>		
156.		<i>(ba) in paragraph 3, the first subparagraph is replaced by the following:</i>	(ba) paragraph 3 is replaced by the following:	(ba) paragraph 3 is replaced by the following:
157.	3. An initial list of infringements of Regulations (EEC) No 3820/85 and (EEC) No 3821/85 is set out in Annex III.	3. An initial list of infringements of [...] Regulations (EC) No 561/2006 and (EU) No 165/2014 is set out in Annex III.	"3. An initial list of infringements of Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014 and their weighting of gravity is set out in Annex III.	B "3. An initial list of infringements of Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014 and their weighting of gravity is set out in Annex III.

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158.		Amendment 822 Article 1 - paragraph 1 - point 7bb (new) <i>Directive 2006/22/EC</i> <i>Article 9 – paragraph 3 - subparagraph 2</i>		
159.		<i>(bb) in paragraph 3, the second subparagraph is replaced by the following:</i>		
160.	With a view to giving guidelines on the weighting of infringements of Regulations (EEC) 3820/ and (EEC) No 3821/85, the Commission may, as appropriate, in accordance with the procedure referred to in Article 12(2), adapt Annex III with a view to establishing guidelines on a common range of infringements, divided into categories according to their gravity.	“With a view to giving guidelines on the weighting of infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014 , the Commission is empowered to adopt delegated acts in accordance with Article 15a amending Annex III with a view to establishing guidelines on a common range of infringements, divided into categories according to their gravity.”;	The Commission is empowered to adopt delegated acts in accordance with Article 15a of this Directive amending Annex III in order to take account of regulatory developments and considerations of road safety.	B Compromise proposal “With a view to establishing or updating the weighting of infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014 , the Commission is empowered to adopt delegated acts in accordance with Article 15a amending Annex III , taking account of regulatory developments and considerations of road safety. ”

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161.		Amendment 823 Article 1 - paragraph 1 - point 7bc (new) <i>Directive 2006/22/EC</i> <i>Article 9 – paragraph 3 - subparagraph 3</i>		
162.	The category for the most serious infringements should include those where failure to comply with the relevant provisions of Regulations (EEC) No 3820/85 or (EEC) 3821/85 create a serious risk of death or serious personal injury.	“The category for the most serious infringements should include those where failure to comply with the relevant provisions of Regulation (EC) No 561/2006 or (EU) No 165/2014 create a serious risk of death or serious personal injury.”;	The category for the most serious infringement should include those where failure to comply with the relevant provisions of Regulation [...] (EC) No 561/2006 and Regulation (EU) No 165/2014 create a serious risk of death or serious personal injury.”;	A “The category for the most serious infringements should include those where failure to comply with the relevant provisions of Regulation (EC) No 561/2006 or (EU) No 165/2014 creates a serious risk of death or serious personal injury.”;
163.	(c) the following paragraphs 4 and 5 are added:		(c) the following paragraphs 4 and 5 are added:	(c) the following paragraphs 4 and 5 are added:
164.		Amendment 824 Article 1 - paragraph 1 - point 7c <i>Directive 2006/22/EC</i> <i>Article 9 – paragraph 4</i>		
165.	"4. In order to facilitate targeted roadside checks, the data contained in the national risk rating system shall be accessible at the time of	4. In order to facilitate targeted roadside checks, the data contained in the national risk rating system and the national registers of	"4. In order to facilitate targeted roadside checks, the data contained in the national risk rating system shall be accessible at the time of	C - see line 148

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	control to all the competent control authorities of the Member State concerned.;	<i>transport undertakings and activities</i> shall be accessible at the time of the control to all the competent control authorities of the Member State concerned <i>through at least an electronic application common to all Member States, through which they will have direct real-time access to the ERRU.</i>	control to all the competent control authorities of the Member State concerned.;	
166.		Amendment 825 Article 1 - paragraph 1 - point 7c <i>Directive 2006/22/EC</i> <i>Article 9 – paragraph 5</i>		
167.	5. Member States shall make the information contained in the national risk rating system available upon request or directly accessible to all competent authorities of other Member States in accordance with the time limits set out in Article 8.";	5. Member States shall make the information contained in the national risk rating system [...] directly accessible <i>through interoperable national electronic registers as referred to in Article 16 of Regulation (EC) No. 1071/2009</i> to all competent authorities of other Member States [...]. <i>In this regard, the exchange of information and data on</i>	5. Member States shall make the information contained in the national risk rating system available upon request or directly accessible to all competent authorities of other Member States in accordance with the time limits set out in Article 8.";	C <u>EP</u> : may reconsider its amendment following an overview by Commission on systems of information storage and access. <u>Council proposal</u> : "5. Member States shall make the information contained in the national risk rating system [...] directly accessible <i>through interoperable</i>

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		<i>transport operators infringements and risk rating shall be concentrated and carried out through the interconnection that ERRU provides between the different national registers in the Member States.</i>		<i>national electronic registers as referred to in Article 16 of Regulation (EC) No. 1071/2009 to [...]</i> competent authorities of other Member States in accordance with Article 16(2) of that Regulation."
168.		Amendment 826 Article 1 - paragraph 1 - point 8 <i>Directive 2006/22/EC</i> <i>Article 11 – paragraph 3</i>		
169.	(8) in Article 11, paragraph 3 is replaced by the following:		(8) in Article 11, paragraph 3 is replaced by the following:	(8) in Article 11, paragraph 3 is replaced by the following:
170.	"3. The Commission shall establish a common approach to recording and controlling periods of other work, as defined in point (e) of Article 4 of Regulation (EC) No 561/2006, and periods of at least one week during which a driver is away from the vehicle, by implementing acts.	3. The Commission [...] is empowered to adopt delegated acts in accordance with Article 15a establishing a common approach to the recording and controlling of periods of other work, as defined in point (e) of Article 4 of Regulation (EC) No 561/2006, including the form of the recording and specific cases	"3. The Commission shall establish a common approach to recording and controlling periods of other work, as defined in point (e) of Article 4 of Regulation (EC) No 561/2006, and periods of at least one week during which a driver is away from the vehicle, by implementing acts.	C

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	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2)";	<i>in which it is to take place and to the recording and controlling of [...] periods of at least one week during which a driver is away from the vehicle [...] and is unable to carry out any activities with that vehicle.</i>	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 12(2).";	
171.		Amendment 827 Article 1 - paragraph 1 - point 8a (new) <i>Directive 2006/22/EC</i> <i>Article 12</i>		
172.		<i>(8a) Article 12 is replaced by the following:</i>	(8a) Article 12 is replaced by the following:	
173.	"Article 12 Committee procedure	"Article 12 <i>Committee procedure</i>	"Article 12 <i>Committee procedure</i>	"Article 12 <i>Committee procedure</i>
174.	1. The Commission shall be assisted by the Committee set up by Article 18(1) of Regulation (EEC) No 3821/85.	1. The Commission shall be assisted by the Committee set up by Article [...] 42(1) of Regulation (EU) No 165/2014. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by the Committee set up by Article 42(1) of Regulation (EU) 165/2014.	A 1. The Commission shall be assisted by the Committee established by Article [...] 42(1) of Regulation (EU) No 165/2014. That committee shall be a committee within the meaning of Regulation

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				<i>(EU) No 182/2011.</i>
175.	2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.	2. Where reference is made to this paragraph, Article 5 [...] <i>of Regulation (EU) No 182/2011</i> shall apply.”	2. Where reference is made to this paragraph, Article 5 [...] of Regulation (EU) No 182/2011 shall apply.”	2. Where reference is made to this paragraph, Article 5 [...] <i>of Regulation (EU) No 182/2011</i> shall apply.”
176.			Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.”;	C
177.	The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.	deleted	deleted	deleted
178.	3. The Committee shall adopt its Rules of Procedure.	deleted	deleted	deleted

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179.		Amendment 828 Article 1 - paragraph 1 - point 8b (new) <i>Directive 2006/22/EC</i> <i>Article 13 - point b</i>		
180.		<i>(8b) in Article 13, point (b) is replaced by the following:</i>		
181.	(b) to encourage a coherence of approach between enforcement authorities and a harmonised interpretation of Regulation (EEC) No 3820/85 between enforcement authorities;	“(b) to encourage a coherence of approach between enforcement authorities and a harmonised interpretation of Regulation (EC) No [...] 561/2006 between enforcement authorities;”		A “(b) to encourage a coherence of approach between enforcement authorities and a harmonised interpretation of Regulation (EC) No [...] 561/2006 between enforcement authorities;”
182.		Amendment 829 Article 1 - paragraph 1 - point 8c (new) <i>Directive 2006/22/EC</i> <i>Article 14</i>		
183.		<i>(8c) Article 14 is replaced by the following:</i>		
184.	“Article 14 Negotiations with third countries	“Article 14 Negotiations with third countries		

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185.	Once this Directive has entered into force, the Community shall begin negotiations with the relevant third countries with a view to the application of rules equivalent to those laid down in this Directive.	Once this Directive has entered into force, the [...] Union shall begin negotiations with the relevant third countries with a view to the application of rules equivalent to those laid down in this Directive.		A EP: discuss together with lines 237-239
186.	Pending the conclusion of these negotiations, Member States shall include data on checks carried out on vehicles from third countries in their returns to the Commission as set out in Article 16 (2) of Regulation (EEC) No 3820/85.	Pending the conclusion of these negotiations, Member States shall include data on checks carried out on vehicles from third countries in their returns to the Commission as set out in Article [...] 17 of Regulation (EC) No 561/2006. ”		A EP: discuss together with lines 237-239
187.		Amendment 830 Article 1 - paragraph 1 - point 8d (new) <i>Directive 2006/22/EC Article 15</i>		
188.		(8d) Article 15 is replaced by the following:	(8b) Article 15 is replaced by the following:	(8b) Article 15 is replaced by the following:
189.	Article 15 Updating of Annexes	"Article 15 Updating of the Annexes	"Article 15 <i>Updating of Annexes</i>	"Article 15 <i>Updating of the Annexes</i> "
190.	Amendments to the Annexes which are necessary to adapt them to	[...] The Commission is empowered to adopt delegated acts	[...] The Commission is empowered to adopt delegated	[...] The Commission is empowered to adopt delegated acts in

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	developments in best practice shall be adopted in accordance with the procedure referred to in Article 12(2).	<i>in accordance with Article 15a amending Annexes I and II to introduce</i> necessary [...] <i>adaptations</i> to developments in best practice [...].;	acts in accordance with Article 15a amending Annexes I and II to introduce necessary [...] <i>adaptations</i> to developments in best practice [...].;	accordance with Article 15a amending Annexes I and II to introduce necessary [...] <i>adaptations</i> to developments in best practice [...].;
191.		Amendment 831 Article 1 - paragraph 1 - point 8e (new) <i>Directive 2006/22/EC Article 15a (new)</i>		
192.		<i>(8e) The following Article is inserted:</i>	<i>(8c) The following article is inserted:</i>	
193.		<i>Article 15a</i> <i>Exercise of the delegation</i>	<i>"Article 15a</i> <i>Exercise of the delegation</i>	<i>"Article 15a</i> <i>Exercise of the delegation</i>
194.		<i>1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.</i>	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	NOTE: references to Articles may still need to be updated 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
195.		<i>2. The power to adopt delegated acts referred to in Article 9(3) and Article 15 shall be</i>	2. The power to adopt delegated acts referred to in Article 9(3) and Article 15	2. The power to adopt delegated acts referred to in Article 9(3) and Article

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		<i>conferred on the Commission for a period of 5 years from [date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</i>	shall be conferred on the Commission for a period of 5 years from [date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	15 shall be conferred on the Commission for a period of 5 years from [date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.
196.		3. The delegation of power referred to in Article 9(3) and Article 15 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put	3. The delegation of power referred to in Article 9(3) and Article 15 may be revoked at any time by the European Parliament or by the Council. A decision to	3. The delegation of power referred to in Article 9(3) and Article 15 may be revoked at any time by the European Parliament or by the Council. A decision

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		<i>an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</i>	revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official Journal of the European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official Journal of the European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
197.		4. <i>Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.</i>	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making*. * OJ L 123, 12.5.2016, p. 1.	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making*. * OJ L 123, 12.5.2016, p. 1.

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198.		5. <i>As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.</i>	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
199.		6. <i>A delegated act adopted pursuant to Article 9(3) and Article 15 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the</i>	6. A delegated act adopted pursuant to Article 9(3) and Article 15 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament	6. A delegated act adopted pursuant to Article 9(3) and Article 15 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be

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		<i>Council.</i> ";	or of the Council.";	extended by two months at the initiative of the European Parliament or of the Council.";
200.		Amendment 832 Article 1 - paragraph 1 - point 9 point -a (new) <i>Directive 2006/22/EC - Annex I – Part A – point 1</i>		
201.		<i>(-a) in Part A, point (1) is replaced by the following:</i>		<i>(-a) in Part A, point (1) is replaced by the following:</i>
202.	(1) daily and weekly driving times, breaks and daily and weekly rest periods; also the preceding days' record sheets which have to be carried on board the vehicle in accordance with Article 15 (7) of Regulation (EEC) No 3821/85 and/or the data stored for the same period on the driver card and/or in the memory of the recording equipment in accordance with Annex II to this Directive	(1) daily and weekly driving times, breaks and daily and weekly rest periods; also the preceding days' record sheets which have to be carried on board the vehicle in accordance with [...] Article 36 (1) and (2) of Regulation (EU) No 165/2014 and/or the data stored for the same period on the driver card and/or in the memory of the recording equipment in accordance with Annex II to this Directive		A (1) daily and weekly driving times, breaks and daily and weekly rest periods; also the preceding days' record sheets which have to be carried on board the vehicle in accordance with [...] Article 36 (1) and (2) of Regulation (EU) No 165/2014 and/or the data stored for the same period on the driver card and/or in the memory of the recording equipment in

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	and/or on printouts;	and/or on printouts;		accordance with Annex II to this Directive and/or on printouts;
203.	(9) Annex I is amended as follows:		(9) Annex I is amended as follows:	(9) Annex I is amended as follows:
204.		Amendment 833 Article 1 - paragraph 1 - point 9 - point -aa (new) <i>Directive 2006/22/EC - Annex I – Part A – point 2</i>		
205.		<i>(-aa) in Part A, point (2) is replaced by the following:</i>		<i>(-aa) in Part A, point (2) is replaced by the following:</i>
206.	(2) for the period referred to in Article 15 (7) of Regulation (EEC) No 3821/85, any cases where the vehicle's authorised speed is exceeded, to be defined as being any periods of more than one minute during which the vehicle's speed exceeds 90 km/h for category N 3 vehicles or 105 km/h for category M 3 vehicles (categories N 3 and M 3 being defined in Annex II, Part A to	(2) for the period referred to in Article [...] 36 paragraphs (1) and (2) of Regulation (EU) No 165/2014 , any cases where the vehicle's authorised speed is exceeded, to be defined as being any periods of more than one minute during which the vehicle's speed exceeds 90 km/h for category N 3 vehicles or 105 km/h for category M 3 vehicles (categories N 3 and M 3 as [...] defined in Directive		A (2) for the period referred to in Article [...] 36 paragraphs (1) and (2) of Regulation (EU) No 165/2014 , any cases where the vehicle's authorised speed is exceeded, to be defined as being any periods of more than one minute during which the vehicle's speed exceeds 90 km/h for category N 3

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	<p>Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers^{1a};</p> <p>-----</p> <p>^{1a} OJ L 42, 23.2.1970, p. 1. Directive as last amended by Commission Directive 2006/28/EC (OJ L 65, 7.3.2006, p. 27)</p>	<p>2007/46/EC¹⁴;</p> <p>-----</p> <p>¹⁴ Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles(Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p>		<p>vehicles or 105 km/h for category M 3 vehicles (categories N 3 and M 3 as [...] defined in Directive 2007/46/EC¹⁴;</p> <p>-----</p> <p>¹⁴ Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles(Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p>

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207.		Amendment 834 Article 1 - paragraph 1 - point 9 - point -ab (new) <i>Directive 2006/22/EC - Annex I – Part A – point 4</i>		
208.		<i>(-ab) in Part A, point (4) is replaced by the following:</i>		<i>(-ab) in Part A, point (4) is replaced by the following:</i>
209.	(4) the correct functioning of the recording equipment (determination of possible misuse of the equipment and/or the driver card and/or record sheets) or, where appropriate, presence of the documents referred to in Article 14(5) of Regulation (EEC) No 3820/85;	(4) the correct functioning of the recording equipment (determination of possible misuse of the equipment and/or the driver card and/or record sheets) or, where appropriate, presence of the documents referred to in [...] Article 16(2) of Regulation (EC) No 561/2006;		A (4) the correct functioning of the recording equipment (determination of possible misuse of the equipment and/or the driver card and/or record sheets) or, where appropriate, presence of the documents referred to in [...] Article 16(2) of Regulation (EC) No 561/2006;
210.		Amendment 835 Article 1 - paragraph 1 - point 9a <i>Directive 2006/22/EC - Annex I – Part A – point 6</i>		
211.	(a) in Part A, the following point (6) is added:		(a) in Part A, the following point (6) is added:	(a) in Part A, the following point (6) is added:

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212.	"(6) weekly working times as set out in Articles 4 and 5 of Directive 2002/15/EC.";	(6) weekly working times as set out in Articles 4 and 5 of Directive 2002/15/EC, <i>provided that technology enables effective checks to be carried out.</i>	"(6) extended maximum weekly working times of 60 hours as set out in Article 4 [...] point (a) of Directive 2002/15/EC.";	C "6) extended maximum weekly working times of 60 hours as set out in Article 4 [...] point (a) of Directive 2002/15/EC; other weekly working times as set out in Articles 4 and 5 of Directive 2002/15/EC only where technology enables effective checks to be carried out. "
213.		Amendment 836 Article 1 - paragraph 1 - point 9ba (new) <i>Directive 2006/22/EC - Annex I – Part B – paragraph 2</i>		
214.		<i>(ba) in Part B, paragraph 2 is replaced by the following:</i>		<i>(ba) in Part B, paragraph 2 is replaced by the following:</i>
215.	Member States may, if appropriate, check on the joint liability of other instigators or accessories in the transport chain, such as shippers, freight forwarders or contractors, if an infringement is detected, including verification that contracts	Member States may, if appropriate, check on the joint liability of other instigators or accessories in the transport chain, such as shippers, freight forwarders or contractors, if an infringement is detected, including verification that contracts		A Member States may, if appropriate, check on the joint liability of other instigators or accessories in the transport chain, such as shippers, freight forwarders or contractors, if an

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	for the provision of transport permit compliance with Regulations (EEC) No 3820/85 and (EEC) No 3821/85.	for the provision of transport permit compliance with [...] <i>Regulations (EC) No 561/2006 and (EU) No 165/2014.</i>		infringement is detected, including verification that contracts for the provision of transport permit compliance with [...] <i>Regulations (EC) No 561/2006 and (EU) No 165/2014.</i>
216.	(b) in Part B, the following point (4) is added:		(b) in Part B, the following points [...] are added:	(b) in Part B, the following points [...] are added:
217.	"(4) weekly working times, breaks and night work requirements set out in Articles 4, 5 and 7 of Directive 2002/15/EC."		"(4) maximum average weekly working times, breaks and night work requirements set out in Articles 4, 5 and 7 of Directive 2002/15/EC."	C (EP can accept after TM on 7 November) "(4) maximum average weekly working times, breaks and night work requirements set out in Articles 4, 5 and 7 of Directive 2002/15/EC."
.218			(5) observance of the obligations of undertakings as regards the payment for drivers' accommodation and the organisation of the work of drivers, in accordance with Article 8(8) and (8a) of Regulation 561/2006."	C (5) observance of the obligations of undertakings as regards the payment for drivers' accommodation and the organisation of the work of drivers, in accordance with Article 8(8) and (8a) of

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				Regulation 561/2006."
219.		Amendment 837 Article 2 – paragraph 2 – subparagraph 1		
220.	<i>Article 2</i>		<i>Article 2</i>	<i>Article 2</i>
221.	1. This Article establishes specific rules as regards certain aspects of Directive 96/71/EC relating to the posting of drivers in the road transport sector and of Directive 2014/67/EU of the European Parliament and of the Council relating to administrative requirements and control measures for the posting of those drivers.		1. This Article establishes specific rules as regards certain aspects of Directive 96/71/EC relating to the posting of drivers in the road transport sector and of Directive 2014/67/EU of the European Parliament and of the Council relating to administrative requirements and control measures for the posting of those drivers.	1. This Article establishes specific rules as regards certain aspects of Directive 96/71/EC relating to the posting of drivers in the road transport sector and of Directive 2014/67/EU of the European Parliament and of the Council relating to administrative requirements and control measures for the posting of those drivers.
222.		<i>1a. These specific rules shall apply to drivers employed by undertakings established in a Member State which take one of the transnational measures referred to in Article 1(3) (a) of Directive 96/71/EC.</i>	1a. These specific rules shall apply to drivers employed by undertakings established in a Member State which take one of the transnational measures referred to in Article 1(3) (a) and (b) of	C

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			Directive 96/71/EC.	
223.	2. Member States shall not apply points (b) and (c) of the first subparagraph of Article 3 (1) of Directive 96/71/EC to drivers in the road transport sector employed by undertakings referred to in Article 1(3)(a) of that Directive, when performing international carriage operations as defined by Regulations 1072/2009 and 1073/2009 where the period of posting to their territory to perform these operations is shorter than or equal to 3 days during a period of one calendar month.	2. [...] <i>A driver shall not be considered to be posted for the purpose of Directive 96/71/EC when performing bilateral transport operations.</i>	2. [...] A driver shall not be considered to be posted for the purpose of Directive 96/71/EC when performing bilateral transport operations.	2. [...] A driver shall not be considered to be posted for the purpose of Directive 96/71/EC when performing bilateral transport operations.
224.		<i>For the purpose of this Directive, a bilateral transport operation in respect of goods is the movement of goods, based on a transport contract,</i>	For the purpose of this Directive, a bilateral transport operation in respect of goods is the movement of goods, based on	For the purpose of this Directive, a bilateral transport operation in respect of goods is the movement of goods, based on a transport contract,

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		<i>from the Member State of establishment, as defined in Article 2(8) of Regulation (EC) No 1071/2009 to another Member State or a third country, or from another Member State or third country to the Member State of establishment.</i>	a transport contract, from the Member State of establishment, as defined in Article 2(8) of Regulation (EC) No 1071/2009 to another Member State or a third country, or from another Member State or third country to the Member State of establishment.	from the Member State of establishment, as defined in Article 2(8) of Regulation (EC) No 1071/2009 to another Member State or a third country, or from another Member State or third country to the Member State of establishment.
225.		<i>2a. From the date on which drivers shall record border crossing data manually, as required in Article 34(7) of Regulation (EU) No 165/2014, Member States shall also apply the exemption set out in paragraph 2 in respect of goods transport when:</i>	2a. For vehicles equipped with a smart tachograph complying with the recording of border crossing and additional activities referred to in Article 8(1) subparagraph 1 of Regulation (EU) 165/2014, Member States shall also apply the exemption set out in paragraph 2 in respect of goods transport when:	C NOTE: EP position's phase-in of the additional activity in lines 225 together with line 228
226.		<i>- the driver performing a bilateral transport operation in addition thereto performs</i>	- the driver performing a bilateral transport operation in addition	- the driver performing a bilateral transport operation in addition thereto performs one

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		<i>one activity of loading and/or unloading in the Member States or third countries that the driver crosses, provided that the driver does not load goods and unloads them in the same Member State.</i>	thereto performs one activity of loading and/or unloading in the Member States or third countries that the driver crosses, provided that the driver does not load goods and unloads them in the same Member State.	activity of loading and/or unloading in the Member States or third countries that the driver crosses, provided that the driver does not load goods and unloads them in the same Member State.
227.		<i>Where a bilateral transport operation starting from the Member State of establishment during which no additional activity was performed is followed by a bilateral transport operation to the Member State of establishment, the exception shall apply for up to two additional activities of loading and/or unloading, under the conditions set out above.</i>	Where a bilateral transport operation starting from the Member State of establishment during which no additional activity was performed is followed by a bilateral transport operation to the Member State of establishment, the exception shall apply for up to two additional activities of loading and/or unloading, under the conditions set out above.	Where a bilateral transport operation starting from the Member State of establishment during which no additional activity was performed is followed by a bilateral transport operation to the Member State of establishment, the exception shall apply for up to two additional activities of loading and/or unloading, under the conditions set out above.
228.		<i>This exemption shall apply</i>		C [NOTE: linked to line 225]

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		<p><i>only until the date on which the smart tachograph complying with the recording of border crossing and additional activities referred to in Article 8(1) subparagraph 1 of Regulation (EU) 165/2014 shall be fitted in the vehicles registered in a Member States for the first time, as specified in Article 8(1) subparagraph 2 of that Regulation. From that date the exemption referred to in the first subparagraph shall apply solely to drivers using vehicles fitted with a smart tachograph as provided in Articles 8, 9 and 10 of that Regulation.</i></p>		
229.		<p>2b. A driver engaged in international occasional or regular carriage of passengers, as defined in Regulation (EC) No</p>	<p>2b. For the purpose of international occasional or regular carriage of passengers, as defined in Regulation (EC) No</p>	<p>C</p> <p><u>Council proposal on combining lines 229 to 232:</u></p> <p>2b. For the purpose of this</p>

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		<p><i>1073/2009, shall not be considered to be posted for the purpose of Directive 96/71/EC when:</i></p> <ul style="list-style-type: none"> <i>- picking up passengers in the Member State of establishment and setting them down in another Member State or a third country; or</i> <i>- picking up passengers in a Member State or a third country and setting them down in the Member State of establishment; or</i> <i>- picking up and setting down passengers in the Member State of establishment for the purpose of local excursions, as defined in Regulation (EC) No 1073/2009.</i> 	<p>1073/2009, a bilateral transport operation is the picking up of passengers in the Member State of establishment and setting them down in another Member State or a third country, or again in the Member State of establishment (international closed door tours).</p>	<p>Directive, a bilateral transport operation in international occasional or regular carriage of passengers, as defined in Regulation (EC) No 1073/2009, [...] is when a driver:</p> <ul style="list-style-type: none"> <i>- picks up passengers in the Member State of establishment and sets them down in another Member State or a third country; or</i> <i>- picks up passengers in a Member State or a third country and sets them down in the Member State of establishment; or</i> <i>- picks up and sets down passengers in the Member State of establishment for the purpose of carrying-out local excursions in another Member State or</i>

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				third country, in accordance with Regulation (EC) No 1073/2009.
230.			2c. For vehicles equipped with a smart tachograph complying with the recording of border crossing and additional activities referred to in Article 8(1) subparagraph 1 of Regulation (EU) 165/2014, Member States shall also apply the exemption set out in paragraph 2 in respect of passenger transport when the driver performing a bilateral transport operation in addition thereto:	C 2c. For vehicles equipped with a smart tachograph complying with the requirement of recording border crossings and additional activities referred to in Article 8(1) subparagraph 1 of Regulation (EU) 165/2014, Member States shall also apply the exemption set out in paragraph 2 in respect of passenger transport when the driver performing a bilateral transport operation in addition thereto:
231.			- picks up passengers once; and/or	- picks up passengers once; and/or

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232.			- sets down passengers once in Member States or third countries that the driver crosses, provided that the driver does not offer passenger transport services between two locations within the Member State crossed. The same shall apply to the return journey.	- sets down passengers once in Member States or third countries that the driver crosses, provided that the driver does not offer passenger transport services between two locations within the Member State crossed. The same shall apply to the return journey.
233.		<i>2c. A driver performing cabotage as defined by Regulations (EC) No 1072/2009 and 1073/2009 shall be considered to be posted under Directive 96/71/EC.</i>	2d. A driver performing cabotage as defined by Regulations (EC) No 1072/2009 and 1073/2009 shall be considered to be posted under Directive 96/71/EC.	2d. A driver performing cabotage as defined by Regulations (EC) No 1072/2009 and 1073/2009 shall be considered to be posted under Directive 96/71/EC.
234.		<i>2d. Notwithstanding Article 2(1) of Directive 96/71/EC, a driver shall not be considered to be posted to the territory of a Member State that the driver transits through without loading or unloading</i>	2e. Notwithstanding Article 2(1) of Directive 96/71/EC, a driver shall not be considered to be posted to the territory of a Member State that the driver transits through without loading or	2e. Notwithstanding Article 2(1) of Directive 96/71/EC, a driver shall not be considered to be posted to the territory of a Member State that the driver transits through without

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		<i>freight and without picking up or setting down passengers.</i>	unloading freight and without picking up or setting down passengers.	loading or unloading freight and without picking up or setting down passengers.
235.		<i>2e. In case where the driver is performing the initial or final road leg of a combined transport operation as defined in Directive 92/106/EEC, the driver shall not be considered posted for the purpose of Directive 96/71/EC if the road leg on its own consists of bilateral transport operations as defined in paragraph 2.</i>	2f. In case where the driver is performing the initial or final road leg of a combined transport operation as defined in Directive 92/106/EEC, the driver shall not be considered posted for the purpose of Directive 96/71/EC if the road leg on its own consists of bilateral transport operations as defined in paragraph 2.	2f. In case where the driver is performing the initial or final road leg of a combined transport operation as defined in Directive 92/106/EEC, the driver shall not be considered posted for the purpose of Directive 96/71/EC if the road leg on its own consists of bilateral transport operations as defined in paragraph 2.
236.		<i>2f. Member States shall ensure that, in line with Directive 2014/67/EU, terms and conditions of employment referred to in Article 3 of Directive 96/71/EC, which are laid down in collective agreements in accordance</i>		C

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		<p><i>with Article 3(1) and (8) of that Directive are made available in an accessible and transparent way to transport undertakings from other Member States and to posted drivers. The relevant information shall, in particular, cover the different remunerations and their constituent elements, including elements of remunerations provided for in the locally or regionally applicable collective agreements, the method used to calculate the remuneration due and, where relevant, the qualifying criteria for classification in the different wage categories. In accordance with Directive (EU) 2018/957 amending Directive 96/71/EC transport undertakings shall not be penalized for non-compliance</i></p>		

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		<i>with elements of remuneration, the method used to calculate the remuneration due and, where relevant, the qualifying criteria for classification in the different wage categories which are not publically available.</i>		
237.		2g. Transport undertakings established in a non-member State must not be given more favourable treatment than undertakings established in a Member State.		<p>B</p> <p><u>Council proposal for lines 237 and 238:</u></p> <p>2g. Transport undertakings established in a non-member State shall not be given more favourable treatment than undertakings established in a Member State, including when performing transport operations under bilateral or multilateral agreements granting access to the Union market or parts thereof.</p> <p>New recital:</p> <p>"According to Article 1(4) of</p>

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				<p>Directive 96/71/EC, undertakings established in a non-member State must not be given more favourable treatment than undertakings established in a Member State. That principle should also apply with regard to the specific rules on posting provided for in this Directive. It should, notably, apply when third country undertakings perform transport operations under bilateral or multilateral agreements granting access to the Union market. The Union should, in line with Article 2(3) of Regulation 561/2006, align the control mechanisms that can be used to control the respect of national and Union social rules."</p>
238.		<p><i>Member States shall implement equivalent measures to Directive 96/71/EC and this Directive</i></p>		<p>C</p> <p>- Council: see compromise in previous line</p>

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		<i>[XX/XX] (lex specialis) in their bilateral agreements with third countries when granting access to the EU market to road transport undertakings established in such third countries. Member States shall also strive to implement such equivalent measures in the context of multilateral agreements with third countries. Member States shall notify the relevant provisions of their bilateral and multilateral agreements with third countries to the Commission.</i>		
239.		<i>For the purpose of ensuring adequate control of these equivalent measures on posting by third country operators, Member States shall ensure that the revised rules in Regulation (EU) XXX/XXX as regards</i>		C Council: keep GA, see new recital in line 237

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		<i>positioning by means of tachograph [Regulation modifying Regulation No 165/2014] are implemented in the framework of the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR).</i>		
240.		Amendment 838 Article 2 – paragraph 2 – subparagraph 2		
241.	When the period of posting is longer than 3 days, Member States shall apply points (b) and (c) of the first subparagraph of Article 3 (1) of Directive 96/71/EC for the entire period of posting to their territory during the period of one calendar month referred to in the first subparagraph.	deleted.	deleted.	deleted

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242.		Amendment 839 Article 2 – paragraph 3 – introductory part		
243.	3. For the purposes of the calculation of the periods of posting referred to in paragraph 2:	deleted.	deleted.	deleted
244.		Amendment 840 Article 2 – paragraph 3 – point a		
245.	(a) daily working period shorter than six hours spent in the territory of a host Member State shall be considered as half a day;	deleted.	deleted.	deleted
246.		Amendment 841 Article 2 – paragraph 3 – point b		
247.	(b) a daily working period of six hours or more spent in the territory of a host Member State shall be considered as a full day;	deleted.	deleted.	deleted

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248.		Amendment 842 Article 2 – paragraph 3 – point c		
249.	(c) breaks and rest periods as well as periods of availability spent in the territory of a host Member State shall be considered as working period.	deleted.	deleted.	deleted
250.		Amendment 843 Article 2 – paragraph 4 – introductory part		
251.	4. Member States may only impose the following administrative requirements and control measures:	4. <i>By way of derogation from Article 9 of Directive 2014/67/EU</i> , Member States may only impose the following administrative requirements and control measures:	4. By way of derogation from Article 9 paragraphs 1 and 2 of Directive 2014/67/EU , Member States may only impose the following administrative requirements and control measures with respect to the posting of drivers :	C 4. By way of derogation from Article 9 paragraphs 1 and 2 of Directive 2014/67/EU , Member States may only impose the following administrative requirements and control measures with respect to the posting of drivers :

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252.		Amendment 844 Article 2 – paragraph 4 point a – introductory part		
253.	(a) an obligation for the road transport operator established in another Member State to send a posting declaration to the national competent authorities at the latest at the commencement of the posting, in electronic form, in an official language of the host Member State or in English, containing only the following information:	(a) an obligation for the road transport operator established in another Member State to [...] <i>submit a declaration and any update to it in electronic form via the Internal Market Information System (IMI) established by Regulation (EU) No 1024/2012</i> to the national competent authorities <i>of the Member State to which a driver is posted</i> at the latest at the commencement of the posting, in [...] an official language of the [...] <i>European Union</i> , containing only the following information:	(a) an obligation for the road transport operator established in another Member State to send a posting declaration to the national competent authorities at the latest at the commencement of the posting, [...] using a multilingual standard form of the public interface connected to the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012. The standard form of the posting declaration shall consist of the following information:	B a) an obligation for the road transport operator established in another Member State to [...] <i>submit</i> a posting declaration to the national competent authorities <i>of a Member State to which the driver is posted</i> at the latest at the commencement of the posting, [...] using a multilingual public interface connected to the Internal Market Information System (IMI), established by Regulation (EU) No 1024/2012. The posting declaration shall consist of the following information:

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254.		Amendment 845 Article 2 – paragraph 4 – point a — point i		
255.	(i) the identity of the road transport operator;	(i) the identity of the road transport operator <i>by means of its intra-Community tax identification number or the number of the Community Licence;</i>	(i) the identity of the road transport operator;	B i) the identity of the road transport operator, at least, where available, in the form of the number of the Community licence;
256.	(ii) the contact details of a transport manager or other contact person(s) in the Member State of establishment to liaise with the competent authorities of the host Member State, in which the services are provided and to send out and receive documents or notices;		(ii) the contact details of a transport manager or other contact person(s) in the Member State of establishment to liaise with the competent authorities of the host Member State, in which the services are provided and to send out and receive documents or notices;	(ii) the contact details of a transport manager or other contact person(s) in the Member State of establishment to liaise with the competent authorities of the host Member State, in which the services are provided and to send out and receive documents or notices;

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257.		Amendment 846 Article 2 – paragraph 4 – point a – point iii		
258.	(iii) the anticipated number and the identities of posted drivers;	(iii) [...] <i>information about the posted driver including the following: the identity, the country of residence, the country of payment of social contributions, the social security number and the [...] number of the driving licence;</i>	(iii) the anticipated number and the identities of posted drivers;	C (iii) the following <i>information about the posted driver [...]: the identity of the driver,</i> [the address of the driver's place of residence [...] and the [...] <i>number of the driving licence;</i>] <u>2nd trilogue: EP:</u> need to consider further the social security number
259.			(iiia) the starting date of the employment contract of each driver;	C [NOTE: addition to GA from EP amendment in line 261:] (iiia) the starting date of the employment contract of [...] the driver, and the law applicable to it;

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260.		Amendment 847 Article 2 – paragraph 4 – point a – point iv		
261.	(iv) the anticipated duration, envisaged beginning and end date of the posting;	(iv) the [...] envisaged beginning <i>date and the estimated</i> end date of the posting <i>and the law applicable to the employment contract</i> ;	(iv) the [...] envisaged beginning and anticipated duration [...] of the posting;	B (iv) the [...] envisaged beginning and end date [...] of the posting;
262.		Amendment 848 Article 2 – paragraph 4 – point a – point iv a (new)		
263.		<i>(iva) for the road haulage operators: the identity and the contact details of consignees, provided that the transport operator does not use e-CMR.</i>		B - keep GA (this information is not needed in posting declaration. Will be available for authorities in the vehicle and would duplicate)
264.	(v) the number plates of vehicles used in posting;		(v) the number plates of the motor vehicles [...];	B (v) the number plates of the motor vehicles [...];

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265.	(vi) the type of transport services, that is to say carriage of goods, carriage of passengers, international carriage, cabotage operation;		(vi) the type of transport services, that is to say carriage of goods, carriage of passengers, international carriage, cabotage operation;	(vi) the type of transport services, that is to say carriage of goods, carriage of passengers, international carriage, cabotage operation;
266.		Amendment 849 Article 2 – paragraph 4 – point a — point vi a (new)		
267.		<i>(via) for the road haulage operators: addresses of loading(s) and unloading(s), provided that the transport operator does not use e-CMR.</i>		B - keep GA
268.		Amendment 850 Article 2 – paragraph 4 – point b		
269.	(b) an obligation for the driver to keep and make available, where requested at the roadside control, in paper or electronic form, a copy of the posting declaration and evidence of transport operation taking place in	(b) an obligation for the road transport operator to ensure that the driver [...] has at his/her disposal , where requested at the roadside control, in paper or electronic form, a copy of the posting declaration and	(b) an obligation for the driver to keep and make available, where requested at the roadside control, in paper or electronic form: (i) a copy of the posting declaration;	C (b) an obligation for the road transport operator to ensure that the driver [...] has at his/her disposal, and for the driver to keep and make available, when requested at the roadside,

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	the host Member State, such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009 of the European Parliament and of the Council.	evidence of transport operation taking place in the host Member State, such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009 of the European Parliament and of the Council.	(ii) evidence of the transport [...] carriage(s) taking place in the host Member State, such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009;	in paper or electronic form: (i) a copy of the posting declaration submitted via IMI ; (ii) evidence of the transport [...] carriage(s) taking place in the host Member State, such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009;
270.		Amendment 851 Article 2 – paragraph 4 – point c		
271.	(c) an obligation for the driver to keep and make available, where requested at the roadside control, the tachograph records, and in particular the country codes of Member States where the driver has been present when carrying out international road transport operations or cabotage	(c) an obligation for the [...] <i>road transport operator to ensure that the</i> driver [...] <i>has at his/her disposal</i> where requested at the roadside control, the tachograph records, and in particular the country codes of Member States where the driver has been present when carrying out	(iii) [...] the tachograph records, and in particular the country codes of Member States where the driver has been present when carrying out international road transport operations or cabotage operations, in accordance with registration and record-keeping requirements under	(iii) [...] the tachograph records, and in particular the country codes of Member States where the driver has been present when carrying out international road transport operations or cabotage operations, in accordance with registration and record-keeping requirements under

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	operations;	international road transport operations or cabotage operations;	Regulations (EC) No 561/2006 and (EU) No 165/2014; [...]	Regulations (EC) No 561/2006 and (EU) No 165/2014; [...]
272.		Amendment 852 Article 2 – paragraph 4 – point ca (new)		
273.		<i>(ca) during the roadside checks referred to in points (b) and (c) of this Article, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may provide the requested documents;</i>		B [NOTE: identical to suggestion in line 109] - keep GA
274.		Amendment 854 Article 2 – paragraph 4 – point d		
275.	(d) an obligation for the driver to keep and make available, where requested at the roadside control, in paper or electronic form, a copy of the employment contract or an equivalent document within the meaning of	deleted.	deleted.	deleted

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	<p>Article 3 of Council Directive 91/533/EEC⁹, translated into one of the official languages of the host Member State or into English;</p> <p>_____</p> <p>⁹ Council Directive 91/533/EEC of 14 October 1991 on an employer's obligation to inform employees of the conditions applicable to the contract or employment relationship (OJ L 288, 18.10.1991, p. 32)</p>			
276.		Amendment 855 Article 2 – paragraph 4 – point e		
277.	(e) an obligation for the driver to make available, where requested at the roadside control, in paper or electronic form, a copy of payslips for last two months; during the roadside	deleted.	deleted.	deleted

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	check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may provide this copy;			
278.		Amendment 853 Article 2 – paragraph 4 – point f		
279.	(f) an obligation for the road transport operator to deliver, after the period of posting, in paper or electronic form, copies of documents referred to in points (b), (c) and (e), at the request of the authorities of the host Member State within a reasonable period of time;	(f) an obligation for the road transport operator to [...] <i>send via the IMI public interface</i> , after the period of posting [...] copies of documents referred to in points (b) <i>and (c)</i> , at the request of the authorities of the host Member State [...] <i>to which a driver is posted as well as documentation of the remuneration of posted drivers which relate to the period of posting and their employment contract or an equivalent document within the meaning of Article 3 of</i>	[...] (c) an obligation for the road transport operator to deliver, after the period of posting, in paper or electronic form, copies of documents referred to in point (b) [...] as well as documentation of the remuneration of posted drivers which relate to the period of posting and their employment contract or an equivalent document within the meaning of Article 3 of Council Directive 91/533/EEC⁷, time-sheets relating to the driver's work and proof of	B [...] (c) an obligation for the road transport operator to [...] send via the IMI public interface , after the period of posting, on the direct request of the competent authorities of the Member States where the posting took place [...], copies of documents referred to in point (b) (ii) and (iii) as well as documentation of the remuneration of the posted driver which relate to the period of posting, the employment contract or an equivalent document within the meaning of Article 3 of Council Directive 91/533/EEC⁷, time-

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		<p><i>Council Directive 91/533/EEC¹⁶, timesheets relating to the driver's work and proof of payments.</i></p> <p><i>The road transport operator shall provide the requested documentation by using the IMI public interface within 2 months from the date of the request.</i></p> <p><i>Where the road transport operator fails to provide all requested documentation via the IMI public interface within the set deadline, the competent authorities of the Member State where the posting took place may, in accordance with Articles 6 and 7 of Directive 2014/67/EU, request the assistance of the competent authorities of the Member State of establishment of the operator. When such request is made via IMI, the</i></p>	<p>payments. In accordance with Articles 6 and 7 of Directive 2014/67/EU the competent authority of the host Member State shall make the corresponding request to the competent authority of the Member State of establishment, which latter shall request that information from the operator.</p> <p>⁷ Council Directive 91/533/EEC of 14 October 1991 on an employer's obligation to inform employees of the conditions applicable to the contract or employment relationship (OJ L 288, 18.10.1991, p. 32).</p> <p>However, as regards the documentation of the remuneration and proof of payments relating to posted</p>	<p>sheets relating to the driver's work, and proof of payments. [...]</p> <p>The operator shall send the documentation via the IMI public interface no later than 8 weeks from the date of the request. If the operator fails to submit the requested documentation within the set deadline, the competent authorities of the Member State where the posting took place may request, via IMI, the assistance of the competent authorities of the Member State of establishment, in accordance with Articles 6 and 7 of Directive 2014/67/EU. When such request of mutual assistance is made, the competent authorities of the Member States of the establishment of the operator shall have access to the posting declaration and other relevant</p>

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		<p><i>competent authorities of the Member State of establishment of the operator shall have access to the posting declaration and other relevant information submitted by the operator via IMI public interface.</i></p> <p><i>The competent authorities of the Member State of establishment of the operator shall ensure that the documents requested by the competent authorities of the Member State where the posting took place is provided via IMI within 25 working days from the date of the request.</i></p> <hr/> <p>¹⁶ <i>Council Directive 91/533/EEC of 14 October 1991 on an employer's obligation to inform employees of the conditions applicable to the contract or</i></p>	<p>drivers, the Member State may also impose an obligation for the road transport operator to upload documentation to the IMI public interface without undue delay upon request communicated via IMI by the competent authority of the host Member State.</p>	<p>information submitted by the operator via the IMI public interface.</p> <p>The competent authorities of the Member States of establishment of the operator shall ensure that the documents requested by the competent authorities of the Member States where the posting took place are provided via IMI within 25 working days from the day of request.</p>

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		<i>employment relationship (OJ L 288, 18.10.1991, p. 32).</i>		
280.			In order to ascertain that drivers, in accordance with paragraphs 2 to 2c, are not to be considered posted, Member States may only impose as control measure an obligation for the driver to keep and make available, where requested at the roadside control, in paper or electronic form, the evidence of the relevant international carriage(s) such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009, and tachograph records referred to in point b) (iii).	B In order to ascertain that drivers, in accordance with paragraphs 2 to 2c, are not to be considered posted, Member States may only impose as control measure an obligation for the driver to keep and make available, where requested at the roadside control, in paper or electronic form, the evidence of the relevant international carriage(s) such as an electronic consignment note (e-CMR) or evidence referred to in Article 8 of Regulation (EC) No 1072/2009, and tachograph records

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				referred to in point b) (iii).
281.		Amendment 856 Article 2 – paragraph 5		
282.	5. For the purposes of point (a) of paragraph 4 the road transport operator may provide a posting declaration covering a period of a maximum of six months.	5. For the purposes of point (a) of paragraph 4 the road transport operator may provide a [...] declaration covering a period of a maximum of six months.	5. For the purposes of [...] control , the [...] transport operator [...] shall keep the posting declaration [...] referred to in point (a) of paragraph 4 up to date.	B 5. For the purposes of [...] control , the [...] transport operator [...] shall keep the posting declarations [...] referred to in point (a) of paragraph 4 up to date <u>in the IMI public interface.</u>
283.		Amendment 857 Article 2 – paragraph 5 a (new)		
284.		<i>5a. The information from the declarations shall be saved in the repository of IMI for the purpose of checks for a period of 18 months and shall be directly and real time accessible to all competent authorities of other Member States designated in accordance with Article 3 of Directive 2014/67/EU, Article 18 of</i>		B <i>5a. The information from the declarations shall be saved in the repository of IMI for the purpose of checks for a period of <u>24</u> months.[...]</i> The Member State may allow the competent authority to provide national social partners outside of IMI with the

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		<p><i>Regulation (EC) No 1071/2009, and Article 7 of Directive 2006/22/EC.</i></p> <p><i>The national competent authority may allow social partners in accordance with national law and practices access to the information provided that the information:</i></p> <ul style="list-style-type: none"> - <i>relates to posting to the territory of the Member State concerned;</i> - <i>is used for the purpose of enforcement of the rules on posting; and</i> - <i>data processing is in line with Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of</i> 		<p>relevant information [...] available in IMI to the extent necessary for the purpose of checking compliance with posting rules and in accordance with national law and practices, provided that the information:</p> <ul style="list-style-type: none"> - relates to a posting to the territory of the Member State concerned; - is used exclusively for the purpose of enforcing the rules on posting; and - data processing is in line with Regulation (EU) 2016/679. <p><u>New recital:</u></p> <p>“Given that in some Member States social partners play a crucial role in enforcing social legislation in the road transport</p>

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		<i>such data.</i>		<i>sector, Member States should be allowed to provide national social partners with the relevant information shared via IMI with the sole purpose of checking compliance with posting rules while respecting Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016. The relevant information shall be provided to social partners outside of IMI.”</i>
285.		Amendment 858 Article 2 – paragraph 5 b (new)		
286.		<i>5b. The Commission shall adopt implementing acts developing a standardised forms in all official languages of the Union to be used for submitting declarations via the IMI public interface, specify the functionalities of the declaration in the IMI and how the information referred to point (a)(i) to (via) of paragraph 4 is to be</i>	6. By [OJ: 6 months after the entry into force of this amending Directive], the Commission shall specify, by way of implementing act, the functionalities of the posting declaration in the IMI and how the information referred to in paragraph 4 point (a) (i) to (vi) above is to be presented in the posting declaration. The	B 6. By [OJ: 6 months after the entry into force of this amending Directive], the Commission shall specify, by way of an implementing act, the functionalities of the IMI <u>public interface [...]</u> . That implementing act shall be adopted in accordance with the examination

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		<i>presented in the declaration and ensure that those information from declarations are automatically translated in a language of a host Member State. The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 2a(2).</i>	implementing act shall be adopted in accordance with the examination procedure referred to in Article 2a (2).	procedure referred to in Article 2a (2).
287.		Amendment 859 Article 2 – paragraph 5 c (new)		
288.		<i>5c. Member States shall avoid unnecessary delays in the implementation of the control measures that may affect the duration and dates of the posting.</i>		<i>5c. Member States shall avoid unnecessary delays in the implementation of the control measures that may affect the duration and dates of the posting.</i>

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289.		Amendment 860 Article 2 – paragraph 5 d (new)		
290.		<i>5d. The competent authorities in the Member States shall cooperate closely and shall provide each other with mutual assistance and all relevant information, within the conditions laid down in Directive 2014/67/EU and in Regulation (EC) No 1071/2009.</i>		B <i>5d. The competent authorities in the Member States shall cooperate closely and shall provide each other with mutual assistance and all relevant information, within the conditions laid down in Directive 2014/67/EU and in Regulation (EC) No 1071/2009.</i>
291.		Amendment 861 Article 2 a (new)		
292.		<i>Article 2a</i>	<i>Article 2a</i>	<i>Article 2a</i>
293.		<i>1. The Commission shall be assisted by the Committee set up by Article 42(1) of Regulation (EU) No 165/2014. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</i>	<i>1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</i>	B <i>1. The Commission shall be assisted by the Committee <u>established</u> by Article 42(1) of Regulation (EU) No 165/2014. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</i>
294.		<i>2. Where reference is made to</i>	<i>2. Where reference is made to</i>	<i>2. Where reference is made</i>

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		<i>this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</i>	this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply
295.		Amendment 862 Article 2 b (new)		
296.		<i>Article 2b</i>		
297.		<p><i>Member States shall provide for penalties against consignors, freight forwarders, contractors and subcontractors for noncompliance with Article 2 of this Directive, where they know, or, in the light of all relevant circumstances ought to know, that the transport services that they commission infringe of this Directive.</i></p> <p><i>The Member States shall lay down the rules on penalties applicable to infringements of the provisions of this Directive and shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-</i></p>		<p>C</p> <p>- Second trilogue: First part to be aligned with wording for new Article 14a in Regulation 1072/2009 (related recitals; lines 44 an 96)</p> <p>- Second part:</p> <p>"Member States shall lay down rules on penalties applicable to infringements of the provisions of Article 2 of this Directive and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate, dissuasive and non-discriminatory.</p>

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		<i>discriminatory.</i>		
298.		Amendment 863 Article 2 c (new)		
299.		<i>Article 2c</i>		
300.		<i>The Commission shall assess existing instruments and best practices promoting socially responsible behaviour of all actors in the delivery chain for goods and make a legislative proposal to establish a European Platform of Trust, if appropriate, by ...[two years after entry into force of this Directive].</i>		C - Council: keep GA (according to Council assessment might have unwanted consequences)

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301.		Amendment 864 Article 2 d (new)		
302.		<i>Article 2d</i> <i>Smart enforcement</i>		
303.		<i>1. Without prejudice to Directive 2014/67/EU and in order to further enforce the obligations stipulated under Article 2 of this Directive, Member States shall ensure that a coherent national enforcement strategy is applied on their territory. That strategy shall focus on undertakings with a high-risk rating, referred to in Article 9 of Directive 2006/22/EC of the European Parliament and of the Council.</i>		C 2nd trilogue: Presidency will try and find a compromise on the AP amendment in L 303, 304 and 305: a National Enforcement Strategy (NES) (as proposed for cabotage rules) an checks on posting/risk rating
304.		<i>2. Each Member State shall ensure that the checks provided for in Article 2 of Directive 2006/22/EC will include, where relevant, a check on posting and that these check shall be carried out without discrimination, in particularly without discrimination based on the</i>		C 2nd trilogue: Presidency will try and find a compromise on the AP amendment in L 303, 304 and 305: a National Enforcement Strategy (NES) (as proposed for cabotage rules) an checks on

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		<i>number plates of vehicles used in posting.</i>		posting/risk rating
305.		<i>3. Member States shall target those undertakings which are classed as posing an increased risk of infringing the provisions of Article 2 of this Directive, applicable to them. For that purpose, Member States shall, within the risk classification system established by them under Article 9 of Directive 2006/22/EC of the European Parliament and of the Council and extended in accordance with Article 12 of Regulation (EC) No 1071/2009 of the European Parliament and of the Council, treat the risk of such infringements as a risk in its own right.</i>		C 2nd trilogue: Presidency will try and find a compromise on the AP amendment in L 303, 304 and 305: a National Enforcement Strategy (NES) (as proposed for cabotage rules) an checks on posting/risk rating
306.		<i>4. For the purpose of paragraph 3, Member States shall have access to relevant information and data recorded, processed or stored by the smart tachograph referred to in</i>		C - lines 306 to 311: <u>Council</u> : keep GA (EP AM not feasible technically). [NOTE: similar EP amendments in proposal amending Reg

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		<i>Chapter II of Regulation (EU) No 165/2014, posting declarations referred to in Article 2 (4) of this Directive and in electronic transport documents, such as electronic consignment notes under the Convention on the Contract for the International Carriage of Goods by Road (eCMR).</i>		1071/2009 and 1072/2009]
307.		<i>5. The Commission is empowered to adopt delegated acts to stipulate the characteristics of the data to which Member States shall have access to, the conditions for their use and the technical specifications for their transmission or access, specifying in particular:</i>		C - see line 306
308.		<i>(a) a detailed list of information and data to which national competent authorities shall have access to, which shall include at least the time and location of border</i>		C - see line 306

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		<i>crossings, loading and unloading operations, the registration plate of the vehicle and the driver details;</i>		
309.		<i>(b) the access rights of the competent authorities, differentiated where appropriate according to the type of competent authorities, the type of access and the purpose for which the data is used;</i>		C - see line 306
310.		<i>(c) the technical specifications for the transmission or access to the data referred to in point (a), including, where relevant, the maximum duration that the data is retained, differentiated where appropriate according to the type of data.</i>		C - see line 306
311.		6. Any personal data referred to in this Article shall be accessed or stored for no		C - see line 306

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		<i>longer than is strictly necessary for the purposes for which the data were collected or for which they are further processed. Once such data are no longer needed for those purposes, they shall be destroyed.</i>		
312.		<i>7. Member States shall, at least three times per year, undertake concerted roadside checks on posting, which may coincide with checks performed in accordance with Article 5 of Directive 2006/22/EC. Such checks shall be undertaken at the same time by the national authorities in charge of enforcing the rules in the field of posting of two or more Member States, each operating in its own territory. Member States shall exchange information on the number and type of</i>		C Council: concertation of checks for posting is not necessary (control of national labour law)

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		<i>infringements detected after the concerted roadside checks have taken place.</i>		
313.		<i>The summary results of the concerted checks shall be made public in line with Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data.</i>		C - see line 118
314.		Amendment 865 Article 2 e (new)		
315.		<i>Article 2e</i>		Article 2e
316.		<i>Amendment to Regulation (EU) No 1024/2012</i>		Amendment to Regulation (EU) No 1024/2012
317.		<i>In the Annex to Regulation (EU) No 1024/2012 the following points are added:</i>		In the Annex to Regulation (EU) No 1024/2012 the following points are added:
318.		<i>“12a. Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the</i>		A (NOTE: see similar wording in GA lines 337 to 341) “12a. Directive 2006/22/EC of the European Parliament

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		<i>implementation of Regulations (EC) No 561/2006 and EU No 165/2014 and Directive 2002/15/EC of the European Parliament and of the Council as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC: Article 8</i>		<i>and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and EU No 165/2014 and Directive 2002/15/EC of the European Parliament and of the Council as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC: Article [8 NOTE: to be as precise as possible]</i>
319.		<i>12b. Directive of the European Parliament and of the Council of amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting</i>		A (NOTE: see similar wording in GA lines 337 to 341) <i>12b. Directive (EU) .../... of the European Parliament and of the Council of [...] amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to</i>

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		<i>drivers in the road transport sector: Article 2(5).</i>		<i>Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('IMI Regulation'): Article [2(5) NOTE: to be as precise as possible].</i>

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320.		Amendment 866 Article 3		
321.	<i>Article 3</i>	<i>Article 3</i> Reporting and review	<i>Article 3</i>	C <u>Council</u> : keep GA;
322.		1. Member States shall report annually to the Commission on the implementation of this Directive, in particular on the implementation of smart enforcement referred to in Article 2d and on the potential difficulties in enforcement.		C - see line 321
323.		In order to enable the effectiveness of enforcement information to be assessed, the report shall include information on the effectiveness of:		C - see line 321
324.		- the smart tachograph, referred to in Chapter II of Regulation (EU) No 165/2014;		C - see line 321

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325.		<i>- the use of IMIs, referred to in Article 2 (5a) and (5b) of this Directive;</i>		C - see line 321
326.		<i>- the use of electronic transport documents, such as electronic consignment notes under the Convention on the Contract for the International Carriage of Goods by Road (eCMR);</i>		C - see line 321
327.		<i>- the exchange of information between competent authorities via ERRU and IMI, as well as the information on the effectiveness of authorities direct and real time access to both ERRU and IMI via the EU application during road side checks, as referred to in Articles 8 and 9 of Directive 2006/22/EC; and</i>		C - see line 321
328.		<i>- the implementation of the</i>		C - see line 321

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		<i>training programme aiming to help drivers and all other actors involved in the procedure, including undertakings, administrations, inspectors to adapt to the new rules and requirements affecting them.</i>		
329.		<i>2. The Commission may adopt implementing acts specifying the format of, and setting guidelines for, the reporting referred to in paragraph 1.</i>		C - see line 321
330.		<i>Those implementing acts may include rules requiring that Member States provide the Commission with data on traffic flows and data on the Member States of registration of vehicles collected by toll systems in Member States, where such data exists, for the purpose of assessment of the effectiveness of enforcement</i>		C - see line 321

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		<i>of this Directive.</i>		
331.	1. The Commission shall evaluate the implementation of this Directive, in particular the impact of Article 2, by [3 years after the date for transposition of this Directive] and report to the European Parliament and the Council on the application of this Directive. The report by the Commission shall, if appropriate, be accompanied by a legislative proposal.	3. <i>No later than 31 December 2025, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of enforcement, including a cost benefit analysis of use of weighing sensors for the purpose of automatic recording of loading/unloading points. The Commission report shall be accompanied, if appropriate, by a legislative proposal. The report shall be made public.</i>	1. The Commission shall evaluate the implementation of this Directive, in particular the impact of Article 2, by [3 years after the date for transposition of this Directive] and report to the European Parliament and the Council on the application of this Directive. The report by the Commission shall, if appropriate, be accompanied by a legislative proposal.	C <u>Council proposal:</u> 1. The Commission shall evaluate the implementation of this Directive, in particular the impact of Article 2, by [31 December 2025] and report to the European Parliament and the Council on the application of this Directive. The report by the Commission shall, if appropriate, be accompanied by a legislative proposal. <i>The report shall be made public.</i>
332.	2. Following the report referred to in paragraph 1, the Commission shall regularly evaluate this Directive and submit the evaluation results to		2. Following the report referred to in paragraph 1, the Commission shall regularly evaluate this Directive and submit the evaluation results to	2. Following the report referred to in paragraph 1, the Commission shall regularly evaluate this Directive and submit the evaluation results to the

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	the European Parliament and the Council.		the European Parliament and the Council.	European Parliament and the Council.
333.	3. Where appropriate, the reports referred to in paragraphs 1 and 2 shall be accompanied by relevant proposals.		3. Where appropriate, the reports referred to in paragraphs 1 and 2 shall be accompanied by relevant proposals.	3. Where appropriate, the reports referred to in paragraphs 1 and 2 shall be accompanied by relevant proposals.
334.		Amendment 867 Article 3 a (new)		
335.		<i>Article 3a Training</i>		<i>Article 3a Training</i>
336.		<i>In the interests of ensuring compliance with the provisions of this Directive, both the Commission and the Member States shall establish a comprehensive and integrated programme of training and adaptation to the new rules and requirements for drivers and all other actors involved in the procedure, undertakings, administrations, inspectors.</i>		C <u>Compromise proposal (NOTE: see also recital in line 24)</u> Member States shall cooperate in the provision of education and training to enforcement authorities, building on existing enforcement schemes. Transport undertakings shall be responsible for ensuring that their drivers acquire knowledge about their rights and

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				obligations related to this Directive, and shall inform them, prior to their first departure with a posting declaration, about the single official national website developed by the host Member State pursuant to Article 5(2) of Directive 2014/67/EU of the European Parliament and of the Council.
337.			<i>Article 3a</i> The Annex to Regulation (EU) No 1024/2012 is amended as follows:	A (NOTE: see similar wording in EP position lines 315 to 319)
338.			1. the following point is inserted:	A (NOTE: see similar wording in EP position lines 315 to 319)
339.			"6a. Directive xxx/xxx/EU laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting of drivers in road transport: Article 2(4).";	A (NOTE: see similar wording in EP position lines 315 to 319)

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340.			2. the following point is added:	A (NOTE: see similar wording in EP position lines 315 to 319)
341.			"7b. Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC of the European Parliament and of the Council as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC: Article 8."	A (NOTE: see similar wording in EP position lines 315 to 319)
342.		Amendment 868 Article 4 – paragraph 1 – subparagraph 1		
343.	<i>Article 4</i>	<i>Article 4</i>	<i>Article 4</i>	
344.	1. Member States shall adopt and publish, by [...] [The time limit for transposition will be as short as possible and, generally, will not exceed two years] at the latest, the laws,	Member States shall adopt and publish, by [...] 30 July 2020 [...] the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the	1. Member States shall adopt and publish, by 30 July 2020 [...] at the latest , the laws, regulations and administrative provisions necessary to comply with this Directive.	C 1. Member States shall adopt and publish, by [OJ: insert date of [] months after the entry into force of this Directive] the laws,

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	regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	Commission the text of those provisions.	They shall forthwith communicate to the Commission the text of those provisions.	regulations and administrative provisions necessary to comply with this Directive. They shall [...] immediately [...] inform the Commission... thereof .

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345.		Amendment 869 Article 4 – paragraph 1 – subparagraph 1 a (new)		
346.		<i>The transport sector, due to its recognised highly mobile nature, is exempt from the measures deriving from the legislative act amending Directive 96/71/EC until this Directive shall become applicable.</i>		C - keep GA (Covered by Art 3(3) of Directive 2018/957 (Directive amending PoW Directive); a recital is already foreseen in this proposal (see lines 87, 91))
347.		Amendment 870 Article 4 – paragraph 1 – subparagraph 1 b (new)		
348.		<i>The transport sector is exempt from the measures deriving from the legislative act amending Directive 96/71/EC until the entry into force of enforcement requirements laying down specific rules with respect to transport of this Directive.</i>		C - see line 346
349.	They shall apply those provisions from [...].		They shall apply those provisions from [<i>OJ</i> : insert same date as in previous paragraph].	C They shall apply those measures from [<i>OJ</i> : insert same date as in previous

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				paragraph].
350.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.		When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.
351.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.		2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

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352.	<i>Article 5</i>		<i>Article 5</i>	
353.	This Directive shall enter into force on the day following that of its publication in the <i>Official Journal of the European Union</i> .		This Directive shall enter into force on the day following that of its publication in the <i>Official Journal of the European Union</i> .	This Directive shall enter into force on the day following that of its publication in the <i>Official Journal of the European Union</i> ..
354.	<i>Article 6</i>		<i>Article 6</i>	
355.	This Directive is addressed to the Member States.		This Directive is addressed to the Member States.	This Directive is addressed to the Member States