

COMMISSION OF THE EUROPEAN COMMUNITIES

COM(84) 431 final

Brussels, 7 September 1984

ELEVENTH REPORT BY THE COMMISSION TO THE COUNCIL

on the implementation of Council Regulation (EEC) No 543/69
of 25 March 1969 on the harmonization of certain
social legislation relating to road transport

(1 January to 31 December 1981)

COM(84) 431 final

CONTENTS

	<u>Page</u>
Introduction	3
Comparative analysis of information supplied by the Member States	4
I. Organization of control	
1. Administrative organization of inspection	4
2. Authorized inspecting officers and their powers	5
3. Methods of inspection (place and frequency)	6
II. Infringements and penalties	
1. Number of infringements of the Regulation	8
2. Penalties imposed	8
III. Multilateral mutual assistance between Member States and notification of infringements	9
IV. Suggestions and comments by the Member States	11
V. Final conclusions by the Commission	12

ANNEXES

13

I N T R O D U C T I O N

=====

Article 17 of Council Regulation (EEC) No 543/69 Lays down that "each year the Commission shall present to the Council a general report on the implementation of this Regulation by Member States" and that "... Member States shall communicate to the Commission the necessary information using a standard form of report...".

This report covers 1981 and as in the past gives an overall view of the implementation of Regulations (EEC) Nos 543/69 and 1463/70 in nine of the Member States. (Regulation (EEC) No 543/69 has applied to Greece with respect to international transport only from 1 January 1982 and in respect of national transport from 1 January 1984).

In this report the Commission has sought to present a very brief account. The Commission departments fear that if the report were presented in the form it has taken in the past it would be likely to degenerate into a routine exercise of little interest. Accordingly, comments that would merely have reiterated past reports have been eliminated; for the attentive reader the figures speak for themselves and need no comment.

The Commission plans to examine this report with the Member States as soon as possible.

./...

COMPARATIVE ANALYSIS OF INFORMATION SUPPLIED BY THE MEMBER STATES

I. ORGANIZATION OF CONTROL

1. Administrative organization of inspection

The only new development of note is that up to 1979 France had limited inspection to firms carrying out transport operations on behalf of others; in 1980, these checks were extended on a limited trial basis to firms carrying out transport operations on their own account, and from 1981 checks were extended to all firms carrying out transport operations on their own account.

2) Authorized inspecting officers and their powers

The Commission received figures from only the following Member States:

BELGIUM (**)	200 47	inspectors and assistant inspectors Transport Department personnel (traffic examiners and inspectors)
DENMARK	300 251	police officers factory inspectors, around 30 of whom deal specifically with Regulation 543/69
GERMANY	2.500 (*) 250/300 (*)	police, BAG, factory inspectors public services of the Factory Inspectorate
NETHERLANDS	173	Officials of the Ministry of Transport and Water Control
UNITED KINGDOM	204	traffic examiners
FRANCE (**)	353 49 5	traffic examiners and deputy examiners factory inspectors deputy factory inspectors

(*) As part of wider powers.

(**) To this should be added:

(a) in respect of Belgium

- officials of the Gendarmerie Nationale
- customs officials

(b) in respect of France

- employees of the police and the gendarmerie whose role is limited to roadside checks
- inspectors of social legislation in agriculture
- labour inspectors under the Ministry of labour
- customs officers

In France the use of four semi-automatic disc-reading machines (known as SABINE) in operation in 1980 enabled 334 881 tachograph discs to be analysed in 1981.

3. Methods of inspection (place and frequency)

(a) Roadside checks

In the United Kingdom in 1981 some 34 000 "silent checks" (*) were carried out - about half the number carried out in 1980 (80 000). The United Kingdom Government gives no explanation for this sharp fall in the number of checks which had seemed to be valid and effective.

(b) Quantitative analysis of checks

To assess the scope of checks carried out in the Member States, an attempt has been made to draw up a comparative table reflecting the situation on the basis of the information supplied.

(*) The system of "silent checks" involves observation of the movement of vehicles and checking such movement subsequently at the operator's premises.

NUMBER OF CHECKS CARRIED OUT IN 1981 (1)		
Member State	Roadside	Operators' premises
BELGIUM	8.234 (2)	988
DENMARK	12.200	522 (3)
GERMANY	266.000 (4)	26.647
FRANCE	674.775	40.241
IRELAND	1.661	2.708
ITALY	no information	no information
LUXEMBOURG	IDEM	IDEM
NETHERLANDS	210.000	500 in-depth checks
UNITED KINGDOM	215.227 (34 000 silent checks)	no information

(1) To judge the extent to which checks are comparable see Annexes 1, 2 and 3.

(2) This figure includes 8 100 checks carried out by Transport Department officials and checks made by the Gendarmerie, customs and other departments, figures for which have not been supplied. It is not clear whether the figure refers to the number of crews checked or the number of inspections.

(3) Number of checks carried out.

(4) The figure given is an estimate based on the number of fines imposed, warnings issued and infringements detected.

It is difficult to compare the figures for the number of checks carried out, mainly because in most cases it is not specified whether the figures relate to the number of "inspections" or the number of crews checked.

II. INFRINGEMENTS AND PENALTIES

1) Number of infringements of the Regulation

To make the figures more comparable, they have been grouped, as far as possible, in the same form, in the tables in annexes 1, 2 and 3, leaving blanks where no information was supplied, or the information received was inadequate or could not be used.

The table on goods transport (Annex I) shows the lack of figures concerning Ireland and the lack of information on infringements committed by foreigners in Luxembourg and Denmark.

The contributions which are the most detailed and most in line with the standard form of report are those supplied by the Federal Republic of Germany, the Netherlands and the United Kingdom (Annexes 5, 6 and 9).

Comments made in previous years concerning this chapter on infringements and penalties still apply.

2) Penalties imposed

To present a clearer picture of the way in which Member States prosecute infringements the following table has been drawn up in which although the figures are not comparable, they speak for themselves.

TABLE OF INFRINGEMENTS 1981 (the figures relate to both goods transport and passenger transport operations)					
Country	Infringements detected	Number of prosecutions	% of infringements detected	Penalties imposed	% of infringements detected
BELGIUM	1 243	586	47	26	2
DENMARK	120	65	54	65	54
GERMANY	74 775	51 992	70	30 837	41
FRANCE	454 956	140 054	31	24 483	5
IRELAND *	2 435	-	0	-	0
ITALY	138 591	7 872	6	1 212	1
LUXEMBOURG *	1 302	-	0	-	0
NETHERLANDS	42 689	11 886	28	792	2
UNITED KINGDOM	10 252	7 763	76	2 343	23

* Ireland and Luxembourg provide no figures on the prosecution of infringements.

III. MULTILATERAL MUTUAL ASSISTANCE BETWEEN MEMBER STATES AND
NOTIFICATION OF INFRINGEMENTS

In Belgium, the Transport Department took note of 621 official reports on Belgian crew members by German, Dutch, Luxembourg and French inspecting officers. Lists of official reports on crew members of vehicles registered in other Member States were sent to the relevant authorities for information purposes but no information was received with respect to penalties applied in the other Member States.

Denmark received notification of five infringements committed by Danish nationals in the Netherlands and an unspecified number of notices of fines paid by Danish drivers in the Federal Republic of Germany.

The Government of the Federal Republic of Germany held regular bilateral talks with representatives of the Governments of neighbouring countries with a view to ensuring compliance with Regulations (EEC) Nos 543/69, 1463/70 and the AETR.

France reported that it had sent its partners a list of their nationals who had committed infringements of Regulations (EEC) Nos 543/69 and 1463/70 on French territory.

On the other hand, the French Government stated that it had received notification of infringements committed by French drivers on the territory of the Federal Republic of Germany, Belgium, the Netherlands and Luxembourg.

Ireland reported that it had exchanged information on this question with the United Kingdom.

Italy is still waiting to finalize a system of recording the information in the form of statistics.

Luxembourg simply reported that it had notified several serious infringements to the other Member States.

The Netherlands reported that they had notified 108 infringements to Belgium, one to Denmark, 14 to the Federal Republic of Germany, eight to France and had received notification of 111 infringements from Belgium and some 350 from Germany.

The United Kingdom reported infringements by foreign crews to the authorities of the Member States concerned every three months and stated that it had received occasional reports concerning United Kingdom crews from the other Member States.

As in the past there are certain obvious contradictions in these reports, for example where a Member State reported that it had sent a list of infringements committed by foreigners to all the Member States in question while at the same time the other Member States or at least some of them maintain that they received nothing.

IV. SUGGESTIONS AND COMMENTS BY THE MEMBER STATES

Belgium commented on the difficulties encountered by firms endeavouring to meet the demands set out in contracts concluded with clients who totally disregard Regulations (EEC) Nos 543/69 and 1463/70 with respect to transporters, and would like to see these firms under the same obligations as the transporters and the drivers.

Denmark wished to extend the scope of the standard report to include infringements of Regulations (EEC) Nos 1463/70 and the AETR.

Having noted that most of the infringements by foreigners concerned driving time and rest periods, the Federal Republic of Germany suggested that this was due to a lack of knowledge of the provisions and suggested the publication of a booklet briefly outlining the main social provisions concerning road transport.

A second point raised by Germany concerns the difficulty of observing the required rest time after continuous hours of driving on roads with heavy traffic due to the lack of space on parking areas, particularly during holiday periods and suggested that Regulation (EEC) No 543/69 include the provision set out in Article 8(1)(a) of the AETR.

With a view to improving inspection at operators' premises, Italy was in favour of a system for the authentication and numbering of the tachograph record sheets and considered that it should be compulsory to keep an inspection booklet in reserve in case the tachograph was out of order.

Italy would like changes to the standard report that would make the questions clearer and lead to more efficient processing of the data contained in the replies.

The Netherlands considered that the information on penalties imposed served no purpose. Given that collecting this data would lead to considerable expenditure the Netherlands proposed they should be eliminated.

FINAL CONCLUSIONS BY THE COMMISSION*

As has already been observed in the introduction, the Commission is submitting this report in a much shortened form - as was the last one. Indeed, the stereotyped repetition of criticisms concerning the inadequacy of the data given and the impossibility of comparing it seem no longer helpful; this does not mean that critical comments about the contributions of Member States to this report are not still applicable and appropriate today. However, it seems more important to reconsider the aims of the report and its form.

For the moment, on the basis of this report, it can only be said that the number of offences has remained high and there is no noticeable trend towards improvements. The administrative effort spent on efficient checks does not therefore always and everywhere appear to be adequate. The picture of the sanctions imposed is even more doubtful. In many cases, they bear no logical relationship to the gravity or frequency of offences. Generally, they are ineffective both from the point of view of serving as a punishment and as a deterrent.

As part of our efforts to improve the situation, the annual reports can serve as helpful guidelines. But to achieve this, total figures which cannot be compared on the number of officials employed on checks or the checks carried out are not very meaningful. More attention should be paid to the type of offences committed and, in particular, to finding out the reasons. Only a deep analysis of these aspects will in the end lead to a better operation of the whole system and it is principally for this reason, as well as because of the request received from Governments and the two sides of the road transport industry, that the Commission Services started their review of the provisions of the Social Regulations in road transport. The aim of the review is to make the Regulation simpler, more flexible and better applied and enforced throughout the Community.

* These conclusions do not relate to the situation in Greece, where Regulation (EEC) No 543/69 did not come into effect until 1 January 1982 in the case of international transport, in other words after the reference period of this report.

ANNEXES

1. Goods transport (infringements detected)
2. Regular passenger transport (infringements detected)
3. Occasional passenger transport (infringements detected)
4. Ireland. Infringements detected, broken down by Article and nationality
5. Federal Republic of Germany. Infringements detected, broken down by Article (nationals and foreigners)
- 6.1. Netherlands. Infringements detected, broken down by Article and nationality
- 6.2. Netherlands. Amounts of penalties recorded by nationality.
7. Italy. Infringements detected
- 8.1. France. Checks at operators' premises. Overall figures
- 8.2. France. Roadside checks. Overall figures (Regulation (EEC) No. 1463/70)
- 8.3. France. Penalties detected and prosecuted, by nationality
- 8.4. France. Penalties imposed
- 9.1. United Kingdom. Vehicles inspected (goods and passengers), by nationality
- 9.2. United Kingdom. Infringements detected (goods and passengers) by article and by nationality
- 9.3. United Kingdom. Penalties (goods)
- 9.4. United Kingdom. Penalties (passengers)
- 10.1. Denmark. Infringements and penalties (employers)
- 10.2. Denmark. Infringements and penalties (drivers)

	B		DK *		D		F		IRL		I		L		NL		UK	
	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.
Art. 6 450 km. Lim.	4	0															358	9
Art. 7.1 driving period 4h (art. 6)																		
Art. 7.2 daily driv.period 8h (art.6)	150	1															209	44
Art. 7.4 weekly driv.period 48h (art.6)	123	2	7		88	4	17.180 34.342 3.560				10.188	2059			3225 4716 27	203 262 3	710 34	150 6
Art. 7.1 driving period 4h (not art. 6)	109	1																
Art. 7.2 daily driv.period 8h (not art. 6)					4224	80												
Art. 7.4 weekly driv.period 48h (not art. 6)					4254	178												
Art. 8 breaks	145	0			70	7											416	36
Art. 11.1 daily rest period	30	0	15		3388	204	54.528								4722	234	234	114
Art. 12 weekly rest period	2	0	0		133	12									6	3	182	8
Art. 14.1 and annexes Indiv. control book	60	0								1337	1				60	0	1805	157
Art. 14.2 - Control book not in order	1	0	28							35	1				3	1	3908	184
Art. 14 others	1	0													27.477	694	39	7
Art. 15.1 Regular services Regular serv. timetable					12	0												
Art. 15.2 Regular services operator										22								
Others	377	12	15	55	30.988	1958				968	61	7.865						
T O T A L	1052	16	65	55	66.543	3934	111.913	7303	2362	63	114.817	8439	1300	40.572	1420	7901	722	
Nat. + For.	1068		120		70.477		119.216		2.425		131.121			41.992		8.623		
Prosecutions	443		65		-51.992		97.244				1.212			11.777		4.788		
Penalties	26		65		30.837						-			784		2.157		

* Denmark: individuals prosecuted

ANNEX 2

REGULAR PASSENGER TRANSPORT (infringements)

	B		DK		D		F		IRL		I		L		NL		UK (+)		
	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	
Art. 6 450 km. Lim.																			
Art. 7.1 driving period 4h (art. 6)					31														
Art. 7.2 daily driv.period 8h (art.6)					40														
Art. 7.4 weekly driv.period 48h (art.6)					1														
Art. 7.1 driving period 4h (not art. 6)					122														15
Art. 7.2 daily driv.period 8h (not art. 6)					129	1													17
Art. 7.4 weekly driv.period 48h (not art. 6)					6														0
Art. 8 breaks					84														7
Art.11.1 daily rest period					124	2													7
Art. 12 weekly rest period																			8
Art.14.1 and annexes Indiv. control book																			7
Art.14.2 - Control book not in order																			8
Art. 14 others																			7
Art.15.1 Regular services Regular serv. timetable					7														2
Art. 15.2 Regular services operator																			0
Others					64	423													0
TOTAL					608	426													64
Nat. + For.																			1.629
Prosecutions																			632
Penalties																			186

91 1.565 64

91 1.629

30 632

2 186

(*) The United Kingdom makes no distinction between regular and occasional passenger transport

151

	B (*)		DK		D		F (**)		IRL		I (**)		L		ML		UK (***)		
	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	Nat.	Etr.	
Art. 6 450 km. Lim.	0																		
Art. 7.1 driving period 4h (art. 6)					30													15	
Art. 7.2 daily driv.period 8h (art.6)					18													17	
Art. 7.4 weekly driv.period 48h (art.6)	1																	0	
Art. 7.1 driving period 4h (not art. 6)					618	63													
Art. 7.2 daily driv.period 8h (not art. 6)					673	120													
Art. 7.4 weekly driv.period 48h (not art. 6)	0				11	1													
Art. 8 breaks	0				207	39												42	7
Art. 11.1 daily rest period	1				704	122					2							193	7
Art. 12 weekly rest period	0				73	11												177	8
Art. 14.1 and annexes	3								10									240	7
Indiv. control book																		478	2
Art. 14.2 - Control book not in order	0																	5	0
Art. 14 others	0																	5	0
Art. 15.1 Regular services																			
Regular serv. timetable					3													27	1
Art. 15.2 Regular services operator																		36	0
Others	121	49			295	276						10							
TOTAL	126	49			2632	632			10	0	2	0	2	0	606	0	1.565	64	
Nat. + For.	175				3.264				10		2				606		1.629		
Prosecutions	143										3				79		632		
Penalties	0										6				6		186		

(*) Belgium: Overall data.

(**) For France and Italy, see tables in the following annexes.

(***) The United Kingdom makes no distinction between regular and occasional passenger transport.

IRELAND - Infringements detected:

Goods transport

Article	Regular services		Occasional services	
	Nationals	Foreigners	Nationals	Foreigners
14/1	-	-	1.337	1
14/2	-	-	35	1
15/1	22	-	-	-
* (a)	-	-	677	18
(b)	-	-	242	42
(c)	-	-	49	1
TOTAL	22	-	2.340	63

Regulation 1463/70 (a) No tachograph
 (b) Tachograph installed but not used
 (c) Tachograph not calibrated

Passenger transport

Article	Regular services		Occasional services	
	Nationals	Foreigners	Nationals	Foreigners
14/1	-	-	10	-
14/2	-	-	-	-
15/1	-	-	-	-
* (a)	-	-	-	-
(b)	-	-	-	-
(c)	-	-	-	-
TOTAL	-	-	10	-

Regulation 1463/70 (a) No tachograph
 (b) Tachograph installed but not used
 (c) Tachograph not calibrated

TOTAL: 2.435

GERMANYInfringements in 1981

ARTICLE	GOODS		PASSENGERS			
	Nat.	For.	Regular		Occasional	
			Nat.	For.	Nat.	For.
Reg. (EEC) No 543/69 6	163	1	-	-	-	-
Under art. 6 7.1 7.2 7.4	4.440	372	31	-	30	-
	10.798	601	40	-	18	-
	88	4	1	-	-	-
Not under art. 6 7.1 7.3 7.4	4.224	80	122	-	618	63
	4.254	178	129	1	673	120
	70	7	6	-	11	1
8	3.388	204	84	-	207	39
11.1	7.985	517	-	-	-	-
11.2	-	-	124	2	704	122
12	133	12	-	-	73	11
15.1	12	-	7	-	3	-
15.5	-	-	21	420	5	-
Reg. (EEC) No 1463/70						
15	3.632	603	-	-	58	23
16	861	658	31	3	55	53
17	26.095	695	12	-	163	200
18	400	2	-	-	14	-

NETHERLANDS Infringements by country of origin

Art.	B	DK	D	UK	F	GR	I	L	NL	non member countries
7.1	126	1	35	1	10	3	16	1		10
7.2/3	122	5	81	2	14	2	17	1		18
7.4	-	-	2	-	-	-	1	-		-
11.1	80	7	94	3	16		17	2		15
11.2	-	-	-	-	-	-	-	-		-
11.4	-	1	13	-	-	-	2	-		4
12	-	-	-	-	-	-	3	-		-
14.1	-	-	-	-	-	-	-	-		-
14.2	-	-	-	-	-	-	-	-		1
14.4/16	375	8	240	9	5	4	16	5		32
15.1	-	-	-	-	-	-	-	-		-
15.5	-	-	-	-	-	-	-	-		-
Total	703	22	465	15	45	9	72	9		80

Annex 6.2

NETHERLANDS Total number of official reports drawn up and amount of penalties for goods and passenger transport operations, by nationality:

COUNTRY	Official report	Infringements	Penalties	Including:
NETHERLANDS	11.488	41.269	2.437.155	544 cases in which no action taken
BELGIUM	125	703	1.950	3 cases in which no action taken 108 cases transferred
DENMARK	7	22	150	5 cases in which no action taken 1 case transferred
FEDERAL REPUBLIC OF GERMANY	97	465	7.900	51 cases in which no action taken 14 cases transferred
UNITED KINGDOM	8	15	200	7 cases in which no action taken
FRANCE	13	45	---	5 cases in which no action taken 8 cases transferred
IRELAND	1	9	---	1 cases in which no action taken
ITALY	12	72	450	10 cases in which no action taken case transferred
LUXEMBOURG	2	9	400	1 case in which no action taken
NON-MEMBER COUNTRIES	22	80	725	19 cases in which no action taken
TOTAL	11.775	42.689	2.448.930	646 cases in which no action taken 131 cases transferred to the foreign authorities responsible

ITALY

Infringements detected in 1981:

Regulation (EEC) No 543/69						
Infringement	Goods transport		Passenger transport			
	nationals	foreigners	nationals	foreigners	TOTAL	
Art 5	4.815	1.844	3.584	148	10.391	
Art 6	2.215	647	100	51	3.013	
Art 7 - 8	10.188	2.059	126	33	12.406	
Art 11 - 12	2.665	981	77	14	3.737	
Art 14 - 15	99.749	8.236	1.040	19	109.044	
TOTAL	119.632	13.767	4.927	265	138.591	

FRANCEA) Checks at operators' premises:1) Overall indicators:

Number of crews checked	40.241
Number of discs analyzed (1) = No of days of transport operations	493.725
Number of infringements detected (2)	335.740
Number of infringements on which action taken	42.810

(1) Total number of discs analyzed manually by the Factory Inspectors (Transport) and the two analysis centers (SABINE)

(2) Including selector switching errors

2) Breakdown of infringements of Regulation (EEC) No 543/69

Exceeding maximum driving period	Continuous	17.180
	Daily	34.342
	Weekly	3.560
	Over 14 days	1.607
Inadequate or no daily rest period		54.528
TOTAL		111.217

FRANCE3. Breakdown of infringements of Regulation (EEC) No 1463/70

Failure to keep discs	2.613
Use of unsuitable or non-approved discs	1.978
Incomplete data on record sheets - centre of discs not filled in	3.592
Selector switching error	216.340
TOTAL	224.523

FRANCE Roadside check

Number of crews checked: 674.775
Number of discs analyzed: 2.285.670

Nationality	Number of infringements detected	Number of infringements for which official report made out
France	111.913	92.412
Federal Republic of Germany	813	557
Belgium	1.432	988
Denmark	21	17
United Kingdom	908	370
Netherlands	641	361
Luxembourg	77	42
Italy	1.812	1.348
Ireland	47	24
Non-member countries	1.552	1.125
TOTAL	119.216	97.244

FRANCEPenalties imposed by the courts in 1981¹Fines

Amount (FF)	Number	%
Less than FF 80	5.292	21,6
FF 80 to FF 159	7.312	29,9
FF 160 to FF 299	6.818	27,8
FF 300 to FF 599	3.444	14,1
FF 600 to FF 799	1.022	4,2
FF 800 to FF 999	120	0,5
FF 1.000 or more	475	1,9
TOTAL	24.483	100 %

(1) Action taken on official reports drawn up by the Factory Inspectors (Transport) and Road Traffic Controllers. The action taken on official reports drawn up by other inspectors (police/gendarmes) is not known.

UNITED KINGDOM

Vehicles inspected (goods and passengers) by nationality

	UK	B	D	DK	F	GR	I	IRL	L	NL	Pays tiers	TOTAL
Goods	183.216	737	1.393	518	3.687	94	655	2.807	15	2.591	1.971	197.684
Passengers	16.674	67	248	8	282	11	42	55	2	110	44	17.543

UNITED KINGDOM

ANNEX 9.2

Infringements - 1981

GOODS	UK	B	D	DK	F	GR	I	IRL	L	NL	3RD	TOTAL
ART 6 450 km. lim.	358							9				367
ART 7 Continuous driving	209	2	9		22		7	5	1	3	1	253
ART 7 Daily driving period	710	8	9		83	2	7	35	2	2	2	860
ART 7 Weekly driving period	34	1			3		1	1				40
ART 8 Breaks	416	3	4		12		7	6		4		452
ART 11 Daily rest periods	234	7	9	2	42		12	26	2	5	9	348
ART 12 Weekly rest periods	182		1		1		4				2	190
ART 14 Control book - presence	1805		1	1	16	1	6	104	1	4	23	1962
ART 14 Control book - entries	3908	1	7	2	31	3	19	62		17	42	4092
ART 14 Register - entries	39						1	6				46
ART 15 Service timetable (drivers)	6											6
ART 15 Service timetable (operators)								7				7
TOTAL	7901	22	36	5	210	6	64	259	6	35	79	8623
PASSENGERS												
ART 6 450 km. lim.												175
ART 7 Continuous driving	160	5			10							176
ART 7 Daily driving period	152	1	4		8		1			3		176
ART 7 Weekly driving period	48											48
ART 8 Breaks	42		1		4		1	1				49
ART 11 Daily rest periods	193				5				1	1		200
ART 12 Weekly rest periods	177							2	1	1	4	185
ART 14 Control book - presence	240	2					1	1			3	247
ART 14 Control book - entries	478					2						480
ART 14 Register - entries	5											5
ART 15 Service timetable (drivers)	36											36
ART 15 Service timetable (operators)	27					1						28
TOTAL	1565	8	5		29	1	3	4	2	5	7	1629

-21-

UNITED KINGDOM - PenaltiesA. Goods transport

Article	Oral warnings	Written warnings	Immobilisation	Cases prosecuted	Total fines UK£
Art 6	178	35	4	42	1.907
Art 7. 1	113	7	28	72	1.946
Art. 7. 2	143	23	115	124	3.825
Art. 7. 4	5	1	2	11	147
Art 8 .	245	2	7	7	178
Art 11	86	19	72	84	4.310
Art 12	25	4	6	105	6.211
Art. 14.1	585	244	82	379	9.085
Art 14. 2	1.965	546	105	1.244	35.318
14. 7	14	74	-	89	4.116
15.1	7	-	2	-	-
15.5	28	7	9	-	-
TOTAL	3.394	962	432	2.157	67.043

UNITED KINGDOM Penalties

B. Passenger transport

Article	Oral warnings	Written warnings	Immobilization	Cases prosecuted	Total fines UKL
Art. 6					
Art. 7. 1	25	2			
Art. 7. 2	25	4	2	14	302
Art. 7. 4	11			4	168
Art. 8	66				
Art. 11	67		3	37	970
Art. 12	6	1	1	10	254
Art. 14.1	86	17	11	33	615
Art. 14. 2	238	43		86	1.632
14. 7				2	136
15.1	1	1	1		
15. 5	28				
TOTAL	546	68	18	186	4.077

Denmark

Infringements and penalties imposed on employers
in connection with Regulation (EEC) No 543/69 in 198

Penalty \ Nature of infringement	Article 7	Article 11 ₁	Article 14 (*)	Articles 7 et 11	Total
Employers					
Written warning	0	1	2	0	3
Fine of 200 DKR	0	1	0	0	1
300	0	0	0	0	0
500	0	0	0	0	0
600	0	2	13	0	15
750	0	0	0	0	0
800	0	0	0	0	0
1000	2	1	0	5	8
1200	0	0	0	0	0
1500	0	0	0	1	1
1600	0	0	0	1	1
1800	0	1	0	0	1
TOTAL NUMBER OF OPERATORS	2	6	15	7	30

(*) infringements before 1 January 1980 and the subject of a decision in 1981.

DENMARK Infringements and penalties imposed on drivers in connection
with Regulation (EEC) No 543/69 in 1981

Nature of infringement Penalty	Article 7	Article 11 ₁	Article 14 (*)	Articles 7 et 11	TOTAL
Drivers					
Written warning	0	1	1	0	2
Fine of DKR 200	0	2	12	1	15
250	0	0	0	0	0
300	2	4	0	5	11
400	1	1	0	2	4
500	0	0	0	0	0
600	2	1	0	0	3
1000	0	0	0	0	0
TOTAL NUMBER OF DRIVERS	5	9	13	8	35
TOTAL NUMBER OF DRIVERS AND OPERATORS	7	15	28	15	65

(*) Infringements before 1 January 1980 and the subject of a decision in 1981