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Accompanying the

REPORT FROM THE COMMISSION

on the implementation in 2005-2006 of Regulation (EEC) No 3820/85 on the harmonisation of certain social legislation relating to road transport (24th report from the Commission on the implementation of the social legislation relating to road

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1. NATIONAL INITIATIVES

Austria reported about the following regulatory national initiatives: *Arbeitszeitgesetz* BGBl. Nr. 461/1969 idF BGBl. I Nr. 175/2004, *Arbeitszeitgesetz* BGBl. Nr. 461/1969 idF BGBl. I Nr. 138/2006 (Working Time Act); *Arbeitsruhegesetz* BGBl. Nr. 144/1983 idF BGBl. I Nr. 175/2004, *Arbeitsruhegesetz* BGBl. Nr. 144/1983 idF BGBl. I Nr. 138/2006 (Act on rest Times); *Kraftfahrzeuggesetz 1967* (Vehicles Act).

Malta reported the enactment of the following regulations: Motor Vehicles (Weights, Dimensions and Equipment) Regulations, Motor Vehicles (Carriage of Goods by Road) Regulations and Motor Vehicles (Carriage of Passengers by Road) Regulations.

In **Germany** the relevant legislation consists of the *Fahrpersonalgesetz* (Law on Driving Personnel) and the *Fahrpersonalverordnung* (Regulation on Driving Personnel). The Third Law to change the Regulation on Driving Personnel was about to be passed on the 9th of November 2007 in order to implement Directive 2006/22/EC¹ on minimum conditions for the implementation of Regulations (EEC) No 3820/85² and (EEC) No 3821/85³. Drivers of vehicles between 2.8 and 3.5 tons are required to keep records of driving times and rest periods. This is a procedural requirement which is governed by §1 of the above Regulation on driving personnel and which applies both to German and foreign drivers. Failure to comply with this legislation is punishable by a fine. National driving times and rest periods correspond to those in Regulation (EEC) No 3820/85.

Denmark passed Decree No. 328 of 28 of March 2007 on driving time and rest period provisions in road transport, which entered into force on 11 April 2007 and repeals Justice Ministry Decree No. 688 of 29 June 2005.

Slovenia informed about the following legislative national initiatives: Act on working time and compulsory rest periods of persons performing mobile road transport activities and on recording equipment (tachograph) in road transport (Ul. RS 64/2007); Regulation on enforcing the regulations on working time and compulsory rest periods of persons performing mobile road transport activities and on recording equipment (Ul. RS 34/2006).

The United Kingdom reported that there were several amendments made to Part Vi of the Transport Act 168 and the Passenger and Goods Vehicles 5(Recording Equipment) Regulations (NI) 1996 to introduce the requirements regarding the fitment of digital recording equipment as set out in Regulation (EC) No. 561/2006 on driving times and rest periods.

Ireland informed about the' establishment of the Road Safety Authority, which had been tasked with the enforcement of EU- and national legislation dealing with driver's hours, rest periods and breaks.

¹ Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC, OJ L 102, 11.4.2006, p. 35

² Council Regulation (EEC) No 3820/85 of 20 December 1985 on the harmonization of certain social legislation relating to road transport, OJ L370, 31.12.1985, p. 1

³ Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport, OJ L 370, 31.12.1985, p. 8

In **Portugal**, Decision C.M. 189/05 of the 16 May 2005 designates the Directorate General for Land and River Transport / Institute for Mobility and Land Transport as the national authority responsible for the introduction of digital tachographs. Law No. 13/06 of 17 April 2006 on the collective transport of children was introduced too. Order No. 23721/06 of 21 November 2006 defines the requirements to be met by training courses and the knowledge assessment and the certification of safety advisors and drivers of dangerous goods.

Cyprus enacted the following legislation: The Inspection of Driving and Rest Time of Drivers of certain Vehicles Law of 2004 (Law 137(I)/2004), The Organisation of the Working Time of Persons Performing Mobile Road Transport Activities Law of 2005 (Law 47(I)/2005 and The Authorised Body Shops and Issuance of Recording Equipment Cards Law of 2004 (Law 192(I)/2004).

1.1. Administrative Measures

The United Kingdom reported that no changes were made to the operator licensing regime, requiring all operators to undertake regular checks of drivers' hours and to have administrative systems for such purposes.

In **Cyprus**, due to the technical nature of the subject and to the difficulties faced by the Minister of Labour and Social Security in implementing Laws 137(I)/2004 and 47(I)/2005, the Minister exercised powers conferred to him by the said laws and authorised the Department of Labour Inspection of the Ministry of Labour and Social Security to implement the provisions of the aforementioned laws. The competent authority for managing the legislative framework remained the Department of Labour Relations.

Acting pursuant to this authorisation, the Department of Labour Inspection established a unit comprising one labour inspection officer and three labour inspectors. Checks are being carried out from the regional office in Nicosia on the premises of undertakings and on the roadside in several regions of Cyprus. Additionally, the Cyprus Police's Vehicle Mechanical Inspection Team, carries out additional checks in cooperation with the department of Labour Inspection.

Furthermore, Cyprus has established a system to check exemptions of vehicles from Regulation (EEC) No. 3821/85.

In the 1st quarter of 2005, **Belgium** tested the introduction of the new digital tachograph.

Member States not mentioned under this chapter did not submit sufficient data.

1.2. Regulatory and other Measures

In the **United Kingdom** the main operator agency - The Vehicle and Operator Services Agency (VOSA) – practices a risk-based approach to enforcement with the aim of minimising the burden of compliant operators. During the reporting period VOSA carried out 17 large scale roadside checks – three of these specially targeted passenger vehicle operations; all were carried out in combination with other enforcement agencies and concentrated on traffic on international journeys; and five Pan-European Check, carried out in combination with other Member States, specifically focused on vehicles carrying dangerous goods.

In addition, VOSA routinely targeted vehicles on long distance or international journeys. This was in response to relatively high level of involvement by these vehicles in serious road accidents.

VOSA now has the power to stop vehicles across considerable parts of the country, as does the Driver and vehicle Agency (DVA) in Northern Ireland (NI). This enables the authorities to show considerable flexibility in how checks can be conducted, which improves their effectiveness.

VOSA and DVA continue to visit new operators to advise and educate them to help prevent offences from being committed through ignorance and misunderstanding and publish a number of guidance documents. Direct contact with groups of operators is also seen as essential.

Equipment that enables staff to download and analyse digital data generated or stored within digital recording equipment has been purchased and provided to all staff across the United Kingdom.

In **Ireland**, proposals for a fixed penalty charge system have been submitted to the Department for Transport. The adoption of such a system is expected to enable enforcement officers to sanction out of state drivers for breaches of the relevant legislation.

The **Netherlands** hope to increase their amount of checks by digitalising their systems and increasing the control period.

Cyprus engaged in training its officers on how to implement national legislation and how to operate analogue and digital tachographs. Furthermore a checking system was introduced in order to assure the achievement of the minimum number of controls under Directive 88/599/EEC on standard checking procedures.

In December 2006 Cypriot received their equipment as specified in Annex II of Directive 2006/22/EC on minimum conditions for the implementation of Regulations (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport and (EEC) No 3821/85 on recording equipment.

In **Belgium** the digital tachograph became compulsory as of 5 August 2005 by Royal Order of 14 July 2005.

Member States not mentioned under this chapter did not submit sufficient data.

2. PENALTIES

The information in this chapter concerns the period of 2005-2006. There might have been changes in the Member States after the entry into force of Regulation (EC) No 561/2006 on driving times and rest periods.

2.1. Scales

Austria, Cyprus, Finland, Hungary, Ireland, Latvia, Malta, Poland, Romania,, Slovenia and United Kingdom provided information on the scale of penalties imposed for violations

to the Regulation (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport. A wide range of fines among Member States is still apparent.

Austria applies penalties ranking from €36 to €5000 . The sanction of imprisonment for up to 6 weeks is available for infringements concerning driving time and breaks, with additional limitations arising from Title no 102, paragraph 12 of the law concerning circulation of the Heavy Goods vehicles (*Kraftfahrgesetz*). The date of last modification to *Arbeitszeitgesetz*

BGBI., no 461/1969 was published in BGBI. I Nr. 138/2006 and to *Arbeitsruhegesetz* BGBI No 144/1983 was published in BGBI. I Nr. 175/2004.

Cyprus applies penalties for infringements of the provisions of the Inspection of Driving and Rest Time for Drivers of Certain Vehicles Law of 2004 and the Organisation of the Working Time of Persons Performing Mobile Road Transport Activities Law of 2005 of up to six months of imprisonment or a fine of up to €3417 or both

The Transposition of Directive 2006/22/EC on minimum conditions for the implementation of Regulations (EEC) No 3820/85 and (EEC) No 3821/85 as well as the implementation of the provisions of Regulation (EC) No. 561/2006 on driving times and rest periods were carried out by the Inspection of Driving and Rest Time for Drivers of Certain Vehicles Law of 2007 (Law 86(I)/2007), entering into force on 13 June 2007 and repealing Law 137(I)/2004 and the Authorised Body Shops and Issuance of Recording Equipment Cards Law of 2004 (Law 192(I) /2004).

In **Finland** penalties are imposed either on the driver or the employer depending on the offence. A day fine is imposed for an offence, the number of day fines depending on the gravity of the offence. In the case of driving and rest periods offences, the penalties range from 4 to 12 day fines per offence. For example, 8 day fines are imposed for failure to use the tachograph, and 6 day fines for non-compliance with the provisions regarding its use. The value of one day fine in euros varies depending on the income and the number of dependants of the person.

Hungary applies fines between €187 (HUF 50000) and €2992 (HUF 800000).

In **Ireland**, the maximum penalty amounts to a fine of €5000.

Latvia applies a standard fine for drivers of €70.60 – 141.19 (LVL 50 - 100).

In **Malta**, there is a fixed Penalty of €60 per offence.

Poland applies fines as from € 12 (PLN 50 and) depending on the duration of the infringement.

In **Romania** the scale of fines ranges from €186 (RON 735) to €2530 (RON 10000).

Slovenian fines range from €150 to €3300. A difference is being made, whether the offence is committed by driver or employer.

In the **United Kingdom** there has been no change to the maximum fines for drivers' hours and tachograph related offences and for those who cause or permit them. The fines therefore

continue to range from €223 (£ 200) to €5590 (£ 5000). Similarly, in addition to a fine, the offences of falsifying a chart and altering or forging a seal on a tachograph continue to carry a prison sentence of up to two years.

The most recent change was increasing the maximum fines in Great Britain in October 1992. In Northern Ireland, the maximum £5000 fine came into effect in June 1996. The power of prohibition for drivers' hours and tachograph offences by drivers of UK registered vehicles was introduced in February 2001.

The Criminal Justice Act 1991 lays down the maximum amount for each level of fine in Great Britain. Reference to the level of fine appropriate to each category of drivers' hours offence (i.e. Level 1 or Level 2) is contained in Part VI of the Transport Act 1968, as amended.

In Northern Ireland the fine levels in operation in 2001 and 2002 are contained in the Road Traffic (Northern Ireland) Order and the European Communities Road traffic and Vehicles – Passenger and Goods Vehicles – (Recording Equipment) Regulations (Northern Ireland) 1996.

The Transport Act 2000 inserted a new section 99A into the Transport Act 1968, which empowers an authorised person to prohibit the driving of a vehicle where it appears to him that there has been a contravention of the requirements in Regulation (EEC) 3820/85.

2.2. Tables of Penalties

| Member State | Type of Penalty | |
|-----------------------------|---|------------------|
| | Minor Offences | Serious Offences |
| Austria | Up to €5000 or arrest up to 6 weeks; €72 - €1815 working time Act and €36 - €2180 Working Break Act | |
| Belgium ⁴ | | |
| Cyprus | Articles 6, 7, 8 and 14 (1) Imprisonment of up to 6 months or a fine of up to € 417 or both. Article 14(4)(a) 3 rd subparagraph Imprisonment of up to 2 years or a fine of up to £4 000 (€ 834) or both. Article 14(5) fine of up to £3 000 (€ 125). | |
| Czech Republic ¹ | | |
| Denmark ⁵ | Fine of at least €67 for the driver and €135 for the company, the amount depending on the nature and gravity of the offence. | |
| Estonia ¹ | | |
| Finland | Penalties are imposed using the "day-fine" criterion, the amount of which depends on the type of offences. | |

⁴ Member State did not supply data

⁵ Figures for France, Denmark, Germany and Italy are those registered in the previous report as these countries did not communicate any change in their legislation

| | | |
|-------------------------|--|--|
| France ² | €1517 maximum | Severe infringements may attract a fine up to €30489 |
| | Serious or repeated infringements can lead to the temporary or permanent revocation of the Community licence or of the transport authorisation. The immobilisation of the vehicle up to three months is also an administrative sanction. | |
| Germany ² | The infringements are punished according to the type of offences and persons involved. Fines for infringements of the provisions on driving times, rest periods and breaks range from €15 to €31 for the driving personnel and by a fine of €61 (minimum) for employer. Fines for drivers who do not respect the provisions on recording of driving times range from €15 to €53 and for employer's range from €153 to €1534. Breaches of provisions on the service time table and duty roster are punished with a fine ranging from €51 to €128 for the driver and by a fine of €511 (minimum) for the employer) | |
| Greece ¹ | | |
| Hungary | €186 | €2980 |
| Ireland | Maximum 5000 | |
| Italy ² | €16 minimum | €4447 |
| Latvia | €70.50 – 141.18 for drivers and €570 – 1415 for undertakings | |
| Lithuania | €30-60 | |
| Luxembourg ¹ | | |
| Malta | €60 | |
| Netherlands | There are set fines for each breach of a provision of the Regulation ranging from €45 to €1365 (total amount of fines collected is €2671074). | |
| Poland | €12 minimum fine; higher fines according to duration of infringement | |
| Portugal ¹ | | |
| Romania | €365 – 1215 depending on type of infringement | |
| Slovakia ¹ | | |
| Slovenia | €150 – 2900 depending on type of infringement and whether it is placed upon the company, the person responsible in the company or the driver | |
| Spain ¹ | | |
| Sweden | €273 per offence; + 50% for 2 nd offence of same kind | |

2.3. Additional information on penalties

Germany informed that amendments necessary to adapt to amendments in the law concerning driving personnel and in the Order concerning driving personnel are currently being made.

In total, the following punishments were imposed in Germany:

| | Passenger transport | Goods transport |
|---|---------------------|-----------------|
| Cautions with cautionary fines | 5241 | 139102 |
| Fines (regardless of whether or not they are legally binding) | 2540 | 140410 |
| In total | 7781 | 279512 |
| Cases of drivers not allowed to continue their journey | 1111 | 57838 |

France submitted the following table:

| Year | | 2005 | 2006 |
|--|---------------------|------|------|
| Number of undertaking sanctioned in France | | 247 | 292 |
| Certified Copies | Complete withdrawal | 15 | 57 |
| | Suspension | 310 | 261 |
| Authorisations | Complete Withdrawal | 0 | 0 |
| | Suspension | 0 | 0 |
| Number of immobilised vehicles | | 173 | 207 |

3. COMMENTS FROM THE MEMBER STATES

In **Denmark** the Justice Ministry's circular notice of 30 March 2007 changing practice concerning penalties in the driving times and rest periods sector introduced a new fine for contravention of the uninterrupted driving time rule (Article 7 of Regulation (EC) No 561/2006 on driving times and rest periods). The rule entered into force on 11 April 2007.

After the period under examination, **Cyprus** transposed Directive 2006/22/EEC and has implemented the rules in Regulations (EC) No 561/2006 on driving times and rest periods via the Inspection of Driving and Rest Time for Drivers of Certain Vehicles Law of 2007 (Law 86(I)/2007) which took effect on 13.7.2007 and the Authorised Body Shops and Issuance of Recording Equipment Cards Law of 2004 (Law 192(I)/2004). Law 86(I).2007 repealed the

Inspection of Driving and Rest Time for Drivers of Certain Vehicles Law of 2004 (Law 137(I)/2004).

Apart from that Cyprus also pointed out the following reasons for its low number of controls:

1. During roadside checks carried out by the Police at the start of 2005, it became clear that there was a need to focus efforts on implementation of the legislation, and on briefing professional drivers and affected undertakings.
2. The work which arose from examination of applications for exemption from the tachograph installation / usage requirement during the reporting period.
3. Procedural and technical difficulties in issuing memory cards for digital tachographs.
4. The adjustment period of professional drivers in complying with the requirements of Regulation (EEC) No 3820/85 and Directive 2002/15/EC⁶ on the organisation of the working time of mobile workers in road transport.
5. The extension granted in the Cyprus Accession Agreement to the European Union (see Article 24(6) of Annex VII) on the implementation of Article 3(1) of Regulation (EEC) No 3821/85 which caused confusion among the owners of affected vehicles about the extent to which the extension also related to implementation of Regulation (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport.

For these reasons it was considered necessary to prepare the information campaign for owners of affected vehicles about the provisions of the said Regulation.

Checks recommenced in March 2007.

Lithuania reported that a draft amendment to the Administrative Offences Code, providing for increased penalties in respect of infringements of the rules on driving times and rest periods, had been submitted to the Parliament for the second time in 2007.

Finland reported improvements in the compilation of statistics and that the Occupational Safety and Health Inspector's data can be accessed directly from a computer terminal.

In **Lithuania** a draft amendment to the Administrative Offences Code, providing for increased penalties in respect of infringements of the rules on driving times and rest periods, has been submitted to the Parliament for the second time in 2007.

Germany reported to have exceeded the minimum control level of 1%, while at the same time the number of relevant vehicles had almost doubled.

Concerning the ratio of controls and infringements detected in Germany, no significant change was reported.

In comparison with the 2003-2004 reporting period, the number of fines/cautions with

⁶ Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of working time of persons performing mobile road transport activities, OJ L 80, 23.3.2002, p. 35

cautionary fines in passenger transport fell by 45% and the number of cases of drivers not being allowed to continue their journey fell by 32%. In goods transport there was a 35% reduction in the number of fines/cautions with cautionary fines. The number of cases of drivers being banned from continuing their journey fell by a mere 3%.

Overall there was no significant change in terms of respecting driving times and rest periods in Germany and it remains to be seen, whether Regulation (EC) No. 561/2006 on driving times and rest periods leads to an improvement of the situation. Some optimism seems to be appropriate because of the introduction of the digital tachograph.

Portugal reported to have transposed Directive 2002/15/EC into its national law by Decree-Law No. 237/2007 of 19 June 2007. The same Decree-Law would also regulate certain aspects of the organisation of the working time of persons performing mobile road transport activities and covered by Regulations (EEC) No. 3820/85 and (EC) No. 561/2006 respectively or by the AETR-Agreement.

France reported that the number of vehicles controlled diminished because of the increased time span controls require, due to the longer period to be controlled. Furthermore, a lot of time had to be dedicated to the training of officers on automatic data processing systems related to the digital tachograph.

Concerning administrative sanctions, after a decrease in 2004 due to a legal reorganisation, in 2005 and 2006 France returned to normalcy with an increase in 2005 and 2006.

Austria reported an increase of the number of vehicles falling under Regulation (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport in 2006, especially during the period January-March. The reason for this is the introduction of the digital tachograph for vehicles originally registered after 1 May 2006. The increase in the working days controlled was explained by the obligation of drivers under Regulation (EC) No. 561/2006 on driving times and rest periods to have record sheets with them.

In Austria compliance with the said legislation is controlled in motorway lay-bys and along transit routes.

There are two automated systems in Austria for the inquiry of driving times and rest periods (ADAS and DAKO); in order to guarantee a consistent procedure at one and the same level. Both systems adapted to the needs of controls of the digital tachograph.

In 2006 numerous training measures for officials were carried out with a view to the digital tachograph.

As a member of Euro Control Route (ECR), Austria took part in coordinated controls. Concerted controls were also carried out with the German authorities.

Latvia reported the detection of 705 other infringements of Regulation (EEC) No. 3820/85 on the harmonization of certain social legislation relating to road transport, which do not concern Articles 6, 7, 8 and 14.

United Kingdom reported that it is possible to see an increase (14.6%) in the number of offences recorded despite a decrease in the number of working days (tachograph charts) checked at the roadside and at the premises. The authorities believe that the increase in the

number of offences recorded can be attributed to the effectiveness of the targeting policy. In 2003-2004, enforcement authorities recorded 1 offence for every 89 charts checked, compared with 1 every 103 charts in 2001-2002 and 1 in every 243 charts in 1999-2000.

The non-compliance of by foreign drivers remained a problem. While the ration of charts checked against offences detected is lower than in the previous reporting period (1 offence for every 18 charts checked in 2003-2004 compared to 1 offence for every 27 charts checked in 2005-2006), this ratio is still considerably higher than for UK nationals with 1 offence detected on every 99 charts checked in 2005-2006.

As well as directing enforcement effort in this direction, the UK is developing a graduated fixed penalties and deposit system similar to that used in some other Member States. This will allow VOSA and the Police to issue Fixed Penalty tickets to all offenders. Those with a UK address, where legal proceedings can be safely served will be given 28 days to pay the penalty amount. Those without such address will need to pay a deposit equal to the level of penalty immediately and can ask to have the case brought before a court. This is currently passing through the legislative process and should be introduced during the next reporting period.

Like in previous reports, the UK included offences recorded for exceeding 6 daily driving periods in the weekly rest offence total an the 'breaks too short' in the 'driving for more than four and a half hours without a break' section.

The UK continues to have concerns about the lack of requirement to provide any information about tachograph offences.

Member States not mentioned under this chapter did not submit sufficient data.

4. OTHER STATISTICAL DATA

4.1. Reference Period

1.1.2005 – 31.12.2006

4.2. Annex B Calculation of minimum checks to be carried out

(Article 2 of Directive 88/599/EEC and Article 2 of Directive 2006/22/EC)

| Member State | - a - Minimum number of working days to be checked | - b - Number of working days checked (nationals) | - c - Number of working days checked (non-nationals) | - d - Total number of working days checked |
|---------------------|---|---|---|---|
| Austria | 470736 | 875914 | 510678 | 1386592 |
| Belgium | 726000 | 965414 | 152065 | 1117479 |
| Cyprus ⁷ | 77589 | 4738 | | 4738 |
| Czech Republic | 265491 | 1159843 | 219308 | 1379151 |
| Denmark | 220000 | 284455 | 27985 | 312440 |
| Estonia | 61160 | 37189 | 2290 | 39479 |

⁷ The 2006 report does not include controls of non-nationals

| | | | | |
|----------------|---------|---------|---------|----------|
| Finland | 334000 | 379920 | 79033 | 458953 |
| France | 2505000 | 8958405 | 2073646 | 11032051 |
| Germany | 5717462 | 7571798 | 5586304 | 13158102 |
| Greece | 6402 | 29646 | 917 | 30563 |
| Hungary | 560000 | 639530 | 132494 | 772024 |
| Ireland | 904700 | 632710 | 89 | 632799 |
| Italy | 3268176 | 7441167 | 934095 | 8375262 |
| Latvia | 305662 | 485697 | 73915 | 559612 |
| Lithuania | 251660 | 237567 | 78807 | 316374 |
| Luxembourg | 51201 | 72091 | 15923 | 88014 |
| Malta | 103 | 1001 | 65 | 1066 |
| Netherlands | 595405 | 471571 | 59831 | 531402 |
| Poland | 1286126 | 5063096 | 3479674 | 8542770 |
| Portugal | 585 077 | 99613 | 518 | 100131 |
| Romania | 410106 | 428043 | 72680 | 500723 |
| Slovakia | 164027 | 202278 | 1519 | 203797 |
| Slovenia | 80000 | | | 81059 |
| Spain | 1912819 | 4138122 | 438912 | 4577034 |
| Sweden | 528000 | 414891 | 96227 | 511118 |
| United Kingdom | 2254506 | 3157534 | 484546 | 3642080 |
| Switzerland | 412040 | 1646858 | 331930 | 1978788 |

4.3. Checks

4.3.1. Number of checks at the roadside

| Member State | Type of Transport | EU | | Third Countries | Total Non-Nationals |
|--------------|-------------------------|-----------|---------------|-----------------|---------------------|
| | | Nationals | Non-Nationals | | |
| Austria | Transport of Passengers | 1091 | 1250 | 2097 | 3347 |
| | Transport of Goods | 50171 | 29753 | 14566 | 44319 |
| | Not distinguished | 12164 | 5001 | 1794 | 6795 |
| | Total | 63426 | 36024 | 18457 | 54481 |
| Belgium | Transport of Passengers | 2881 | 3278 | 207 | 3935 |
| | Transport of Goods | 32880 | 52730 | 3049 | 55779 |
| | Total | 35761 | 56008 | 3256 | 59264 |
| Cyprus | Transport of Passengers | 1378 | 0 | 0 | 0 |
| | Transport of Goods | 3009 | | | |

| | | | | | | |
|---------------------|-------------------------|--|---------|---------|--------|---------|
| | Total | | 4387 | | | |
| Czech Republic | Transport of Passengers | | 303 | 104 | 56 | 160 |
| | Transport of Goods | | 9563 | 2692 | 705 | 3397 |
| | Not distinguished | | 31 | 8 | 1 | 9 |
| | Total | | 9897 | 2804 | 762 | 4166 |
| Denmark | Not distinguished | | 75128 | 8485 | 844 | 9329 |
| Estonia | Transport of Passengers | | 160 | 60 | 5 | 65 |
| | Transport of Goods | | 2180 | 440 | 70 | 510 |
| | Total | | 2340 | 500 | 75 | 575 |
| Finland | Transport of Passengers | | 2707 | 333 | 328 | 661 |
| | Transport of Goods | | 57655 | 11224 | 7489 | 18713 |
| | Not distinguished | | 5 | 0 | 0 | 0 |
| | Total | | 60367 | 11557 | 7817 | 19374 |
| France ⁸ | Transport of Passengers | | 63405 | 26555 | | 26555 |
| | Transport of Goods | | 1242632 | 174610 | | 174610 |
| | Total | | 1306037 | 187781 | | 187781 |
| Germany | Transport of Passengers | | 71729 | 54857 | 20709 | 75566 |
| | Transport of Goods | | 2421937 | 1954202 | 311418 | 2265620 |
| | Total | | 2493666 | 2009059 | 332127 | 2341186 |
| Greece | Transport of Passengers | | 1449 | 14 | 19 | 33 |
| | Transport of Goods | | 1655 | 37 | 104 | 141 |
| | Not distinguished | | 1500000 | 0 | 0 | 0 |

⁸ Differentiation only between residents and non-residents

| | | | | | | |
|-------------|----------------------|----|---------|-------|--------|-------|
| | Total | | 1503104 | 51 | 123 | 174 |
| Hungary | Transport Passengers | of | 2753 | 864 | 1538 | 2402 |
| | Transport Goods | of | 65471 | 16862 | 14718 | 31580 |
| | Total | | 68224 | 17726 | 16256 | 33982 |
| Ireland | Transport Passengers | of | 5861 | 810 | 112 | 922 |
| | Transport Goods | of | 26664 | 1195 | 27 | 1222 |
| | Not distinguished | | 75 | 2 | 2 | 4 |
| | Total | | 32600 | 2007 | 141 | 2148 |
| Italy | Transport Passengers | of | 56961 | 5789 | 2672 | 5461 |
| | Transport Goods | of | 474374 | 50210 | 11396 | 61606 |
| | Not distinguished | | 82305 | 4740 | 2135 | 6875 |
| | Total | | 613640 | 60739 | 16203 | 76942 |
| Latvia | Transport Passengers | of | 927 | 116 | | 116 |
| | Transport Goods | of | 13617 | 3466 | | 3466 |
| | Total | | 14544 | 3582 | | 3582 |
| Lithuania | Transport Passengers | of | 4667 | 741 | 519 | 1260 |
| | Transport Goods | of | 23547 | 9878 | 9035 | 18913 |
| | Not distinguished | | 385 | 84 | 97 | 181 |
| | Total | | 28599 | 10713 | 9651 | 20364 |
| Luxembourg | Transport Passengers | of | 114 | 642 | 11 | 653 |
| | Transport Goods | of | 1855 | 4349 | 149 | 4498 |
| | Total | | 1969 | 4991 | 160 | 5151 |
| Malta | Transport Passengers | of | 0 | 5 | 0 | 5 |
| | Transport Goods | of | 7 | 13 | 0 | 13 |
| | Total | | 7 | 18 | 0 | 18 |
| Netherlands | Not distinguished | | 36065 | 24470 | 1712 | 26182 |
| Poland | Transport | of | 85903 | 7360 | 32 669 | 40029 |

| | | | | | | |
|----------------|-------------------------|---------|--------|---------|--------|--|
| | Passengers | | | | | |
| | Transport of Goods | 255349 | 96954 | 240 990 | 337944 | |
| | Not distinguished | 14434 | 1611 | 352 | 1963 | |
| | Total | 355686 | 105925 | 273659 | 379936 | |
| Portugal | Transport of Passengers | 68 | 1 | 0 | 1 | |
| | Transport of Goods | 2415 | 108 | 0 | 108 | |
| | Not distinguished | 4 | 1 | 0 | 1 | |
| | Total | 2487 | 110 | | 110 | |
| Romania | Transport of Passengers | 23632 | 0 | 1015 | 1015 | |
| | Transport of Goods | 54562 | 0 | 6097 | 6097 | |
| | Total | 78194 | 0 | 7112 | 7112 | |
| Slovakia | Transport of Passengers | 11 | 66 | 11 | 77 | |
| | Transport of Goods | 3143 | 1123 | 708 | 1831 | |
| | Total | 3154 | 1199 | 719 | 1918 | |
| Slovenia | Transport of Passengers | 711 | 66 | 84 | 150 | |
| | Transport of Goods | 1065 | 1406 | 1246 | 2652 | |
| | Total | 1776 | 1472 | 1330 | 2802 | |
| Spain | Transport of Passengers | 217837 | 29680 | 7098 | 36778 | |
| | Transport of Goods | 1185783 | 173276 | 19147 | 192423 | |
| | Total | 1403620 | 202956 | 26245 | 229201 | |
| Sweden | Transport of Passengers | 4930 | 571 | 84 | 655 | |
| | Transport of Goods | 65127 | 23620 | 2095 | 25715 | |
| | Not distinguished | 75 | 21 | 0 | 21 | |
| | Total | 70132 | 24212 | 2179 | 26391 | |
| United Kingdom | Transport of Passengers | 20255 | 1165 | 101 | 1266 | |
| | Transport of Goods | 195763 | 66818 | 9605 | 76423 | |

| | | | | | |
|-------------|-------|--------|--------|------|--------|
| | Goods | | | | |
| | Total | 216018 | 67983 | 9706 | 77689 |
| Switzerland | Total | 107374 | 107904 | 3578 | 111482 |

4.3.2. Number of drivers checked at the premises of undertaking

| Member State | Carriage of passengers | Carriage of goods | Carriage for own account | Carriage for hire and reward |
|---------------------------|------------------------|-------------------|--------------------------|------------------------------|
| Austria | 1308 | 18248 | 2367 | 16970 |
| Belgium ⁹ | 2007 | | 941 | 25403 |
| Cyprus | 0 | 10 | 17 | 0 |
| Czech Republic | 739 | 6801 | 215 | 7325 |
| Denmark | 596 | 3076 | 315 | 2761 |
| Estonia | 13 | 110 | 3 | 120 |
| Finland | 5355 | 6935 | 90 | 8504 |
| France | 18672 | 71560 | 1163 | 89069 |
| Germany | 11363 | 75231 | 10192 | |
| Greece | 557 | 584 | 82 | 237 |
| Hungary | 336 | 2948 | 245 | 3039 |
| Ireland | 906 | 6613 | 698 | 7005 |
| Italy | 717 | 7026 | 1058 | 6789 |
| Latvia ¹⁰ | 2210 | 42211 | | |
| Lithuania | 466 | 2313 | 162 | 2617 |
| Luxembourg ⁵ | 250 | 1501 | | |
| Malta ⁵ | 0 | 43 | | |
| Netherlands ¹¹ | | | 2061 | 1489 |
| Poland | 48409 | 144192 | 49770 | 142831 |
| Portugal | 519 | 3442 | 581 | 3380 |
| Romania | 4400 | 13789 | 580 | 17609 |
| Slovakia ⁵ | 3486 | 74330 | | |
| Slovenia | 112 | 639 | 84 | 667 |
| Spain | 503 | 33383 | 3670 | 39743 |
| Sweden | 768 | 3927 | 113 | 2123 |
| United Kingdom | 1329 | 6086 | 908 | 5178 |
| Switzerland | | | 1325280 | 0 |

4.3.3. Number of working days checked at the roadside

| Member State | Type of Transport | EU | Third Countries | Total Non-Nationals |
|--------------|-------------------|----|-----------------|---------------------|
| | | | | |

⁹ No data submitted for carriage of goods

¹⁰ No differentiation between carriage for own account and carriage for hire and reward

¹¹ No differentiation between carriage of passengers and goods

| | | Nationals | Non-Nationals | | |
|----------------------|-------------------------|-----------|---------------|-------|--------|
| Austria | Transport of Passengers | 2503 | 2718 | 4095 | 6813 |
| | Transport of Goods | 94783 | 64307 | 27065 | 91372 |
| | Not distinguished | 31068 | 14992 | 5427 | 20419 |
| | Total Number | 128354 | 82017 | 36587 | 118604 |
| Belgium | Transport of Passengers | 11373 | 8613 | 368 | 8981 |
| | Transport of Goods | 91361 | 136170 | 6914 | 143084 |
| | Total Number | 102734 | 144783 | 7282 | 152065 |
| Cyprus | Transport of Passengers | 1360 | 0 | 0 | 0 |
| | Transport of Goods | 3033 | 0 | 0 | 0 |
| | Total Number | 4393 | 0 | 0 | 0 |
| Czech Republic | Transport of Passengers | 24397 | 4945 | 1747 | 6692 |
| | Transport of Goods | 591604 | 183547 | 28972 | 212519 |
| | Not distinguished | 482 | 91 | 6 | 97 |
| | Total Number | 616483 | 188583 | 30725 | 219308 |
| Denmark | Not distinguished | 229851 | 25454 | 2531 | 27985 |
| Estonia | Transport of Passengers | 320 | 120 | 10 | 130 |
| | Transport of Goods | 4360 | 880 | 140 | 1020 |
| | Total Number | 4680 | 1000 | 150 | 1150 |
| Finland | Transport of Passengers | 11211 | 1363 | 1329 | 1692 |
| | Transport of Goods | 234075 | 44854 | 31487 | 76341 |
| | Not distinguished | 16 | 0 | 0 | 0 |
| | Total Number | 245286 | 46217 | 32816 | 79033 |
| France ¹² | Transport of Passengers | 263281 | 166763 | | 166763 |

¹² Differentiation only between residents and non-residents

| | | | | | | |
|----------------------|----------------------|----|---------|---------|--------|---------|
| | Transport Goods | of | 6567182 | 1906883 | | 1906883 |
| | Total Number | | 6921263 | 2073646 | | 2073646 |
| Germany | Transport Passengers | of | 163287 | 118947 | 43398 | 162345 |
| | Transport Goods | of | 5640428 | 4673898 | 750062 | 5423960 |
| | Total Number | | 2493666 | 4792844 | 793460 | 5586305 |
| Greece | Transport Passengers | of | 2603 | 33 | 143 | 176 |
| | Transport Goods | of | 8220 | 54 | 687 | 741 |
| | Total Number | | 8823 | 87 | 830 | 917 |
| Hungary | Transport Passengers | of | 8620 | 4324 | 6517 | 10841 |
| | Transport Goods | of | 220585 | 67646 | 54007 | 121653 |
| | Total Number | | 229205 | 71970 | 60524 | 132494 |
| Ireland | Transport Passengers | of | 3011 | 32 | 2 | 34 |
| | Transport Goods | of | 31655 | 52 | 3 | 57 |
| | Total Number | | 34666 | 84 | 5 | 89 |
| Italy | Transport Passengers | of | 254000 | 20830 | 6221 | 27051 |
| | Transport Goods | of | 1670639 | 161425 | 39613 | 201038 |
| | Not distinguished | | 171081 | 10034 | 3171 | 13202 |
| | Total Number | | 2095720 | 192289 | 49005 | 241291 |
| Latvia ¹³ | Transport Passengers | of | 3708 | 464 | | 464 |
| | Transport Goods | of | 54468 | 13864 | | 13864 |
| | Total Number | | 58176 | 14328 | | 14328 |
| Lithuania | Transport Passengers | of | 15449 | 664 | 710 | 1374 |
| | Transport Goods | of | 17366 | 12602 | 12090 | 24692 |
| | Not distinguished | | 477 | 85 | 172 | 257 |

¹³ No differentiation between other Member States and third countries

| | | | | | |
|-------------|-------------------------|---------|---------|---------|---------|
| | Total Number | 33292 | 133351 | 12972 | 146323 |
| Luxembourg | Transport of Passengers | 203 | 1915 | 20 | 1935 |
| | Transport of Goods | 5369 | 13497 | 491 | 13988 |
| | Total Number | 5572 | 15412 | 511 | 15923 |
| Malta | Transport of Passengers | 0 | 10 | 0 | 10 |
| | Transport of Goods | 54 | 55 | 0 | 55 |
| | Total Number | 54 | 65 | 0 | 65 |
| Netherlands | Not distinguished | 82849 | 55924 | 3907 | 59831 |
| Poland | Transport of Passengers | 897829 | 624086 | 376189 | 1000275 |
| | Transport of Goods | 3827715 | 637446 | 1818627 | 2456073 |
| | Not distinguished | 144951 | 19146 | 4180 | 23326 |
| | Total Number | 4870495 | 1280678 | 2198996 | 3479674 |
| Portugal | Transport of Passengers | 1208 | 6 | 0 | 6 |
| | Transport of Goods | 15728 | 512 | 0 | 512 |
| | Not distinguished | 12 | 0 | 0 | 0 |
| | Total Number | 16948 | 518 | 0 | 518 |
| Romania | Transport of Passengers | 68102 | 0 | 2889 | 2889 |
| | Transport of Goods | 136893 | 0 | 13770 | 13770 |
| | Total Number | 204995 | 0 | 16659 | 16659 |
| Slovakia | Transport of Passengers | 120 | 463 | 8 | 471 |
| | Transport of Goods | 35753 | 12445 | 1511 | 13956 |

| | | | | | |
|------------------------|-------------------------|---------|---------|-------|--------|
| | Total Number | 35873 | 12908 | 1519 | 14427 |
| Slovenia ¹⁴ | Transport of Passengers | | | | 7112 |
| | Transport of Goods | | | | 32698 |
| | Total Number | | | | 39810 |
| Spain | Transport of Passengers | 468488 | 64365 | 15271 | 79636 |
| | Transport of Goods | 2500236 | 317940 | 41336 | 359276 |
| | Total Number | 2968724 | 382305 | 56607 | 438912 |
| Sweden | Transport of Passengers | 12580 | 1378 | 250 | 1628 |
| | Transport of Goods | 256239 | 87230 | 7267 | 94497 |
| | Not distinguished | 414 | 101 | 1 | 102 |
| | Total Number | 269233 | 88709 | 7518 | 96227 |
| United Kingdom | Transport of Passengers | 119407 | 9193 | 1079 | 10272 |
| | Transport of Goods | 1028459 | 424578 | 49696 | 474274 |
| | Total Number | 1147866 | 433771 | 50775 | 484546 |
| Switzerland | Not distinguished | 321'578 | 321'978 | 9'952 | 331930 |

4.3.4. Number of working days checked at premises of undertaking

| Member State | Carriage of passengers | Carriage of goods | Carriage for own account | Carriage for hire and reward |
|-----------------------|------------------------|-------------------|--------------------------|------------------------------|
| Austria | 23934 | 320821 | 45724 | 294561 |
| Belgium ¹⁵ | 43036 | | 21882 | 797762 |
| Cyprus | 0 | 345 | 499 | 0 |
| Czech Republic | 123734 | 434757 | 55566 | 502925 |
| Denmark | 4388 | 50126 | 4431 | 45785 |
| Estonia | 5105 | 19874 | 230 | 24749 |
| Finland | 24978 | 109640 | 2422 | 114004 |
| France | 412506 | 1624636 | 15262 | 2021880 |
| Germany | 241783 | 1384398 | 141902 | |
| Greece | 6896 | 11927 | 675 | 2650 |
| Hungary | 53146 | 357179 | 13426 | 370605 |

¹⁴ No differentiation between nationals and non-nationals

¹⁵ No data on transport of goods available

| | | | | |
|---------------------------|--------|---------|--------|---------|
| Ireland | 52536 | 545508 | 58835 | 539194 |
| Italy | 107100 | 779882 | 77496 | 802570 |
| Latvia ¹⁶ | 2210 | 42211 | | |
| Lithuania | 9958 | 54858 | 3116 | 61700 |
| Luxembourg ¹¹ | 9280 | 57239 | | |
| Malta ¹³ | 0 | 947 | | |
| Netherlands ¹⁷ | | | 348835 | 39887 |
| Poland | 48409 | 144192 | 49770 | 142831 |
| Portugal | 10012 | 72653 | 3885 | 78780 |
| Romania | 74367 | 147006 | 5303 | 216070 |
| Slovakia ¹¹ | 3486 | 74330 | | |
| Slovenia | 6139 | 35110 | 4605 | 36644 |
| Spain | 107324 | 1082072 | 98705 | 1070691 |
| Sweden | 14537 | 131121 | 2396 | 66989 |
| United Kingdom | 224411 | 1785257 | 278180 | 1507077 |
| Switzerland ¹¹ | | | 0 | 1325280 |

¹⁶ No differentiation between carriage for own account and carriage for hire and reward

¹⁷ No differentiation between transport of goods and transport of passengers

4.4. Offences; Number of offences recorded

4.4.1. Article 6 of Regulation (EEC) No 3820/85: driving period

| Member State | Type of offence | Passengers | | | | Goods | | | | Total Passengers and Goods |
|----------------|---|------------|-----|-----------------|---------------------|-----------|------|-----------------|---------------------|----------------------------|
| | | Nationals | EU | Third Countries | Total Non-Nationals | Nationals | EU | Third Countries | Total Non-Nationals | |
| Austria | Daily driving period | 306 | 370 | 129 | 499 | 8055 | 4002 | 956 | 4958 | 13818 |
| | Six days maximum | 62 | 26 | 4 | 30 | 1293 | 507 | 191 | 698 | 2083 |
| | Fortnight | 2 | 2 | 2 | 4 | 400 | 28 | 5 | 33 | 439 |
| Belgium | Not distinguished | 128 | 66 | 8 | 74 | 1007 | 3153 | 278 | 3431 | 4640 |
| Cyprus | Daily driving period | 13 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 17 |
| | Six days maximum | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| | Fortnight | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Czech Republic | Daily driving period | 235 | 30 | 2 | 32 | 1649 | 623 | 89 | 712 | 2628 |
| | Six days maximum | 54 | 7 | 0 | 7 | 237 | 86 | 18 | 104 | 402 |
| | Fortnight | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 7 | 9 |
| Denmark | Daily driving period and six days maximum | 9 | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 469 |
| | Fortnight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Estonia | Daily driving period | 4 | 0 | 0 | 0 | 42 | 16 | 1 | 17 | 63 |

| | | | | | | | | | | |
|----------------------|----------------------|-------|------|-----|-----|--------|-------|------|-------|--------|
| | Six maximum days | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| | Fortnight | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Finland | Daily driving period | 97 | 0 | 0 | 0 | 3026 | 13 | 5 | 18 | 3141 |
| | Six maximum days | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 58 |
| | Fortnight | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| France ¹⁸ | Daily driving period | 27432 | 9812 | | | | | | | 37244 |
| | Six maximum days | 610 | 96 | | | | | | | |
| | Fortnight | 0 | 0 | | | | | | | 706 |
| Germany | Daily driving period | 5165 | 156 | 112 | 168 | 127715 | 10498 | 1323 | 11821 | 144869 |
| | Six maximum days | 274 | 0 | 0 | 0 | 3525 | 120 | 27 | 147 | 3946 |
| | Fortnight | 266 | 0 | 21 | 21 | 5995 | 80 | 20 | 100 | 387 |
| Greece ¹⁹ | | | | | | | | | | |
| Hungary | Daily driving period | 24 | 4 | 34 | 38 | 1393 | 466 | 559 | 1025 | 2480 |
| | Six maximum days | 0 | 1 | 2 | 3 | 79 | 27 | 52 | 79 | 161 |
| | Fortnight | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 68 |

¹⁸ No differentiation between other Member States and third countries and between transport of passengers and goods

¹⁹ Member State did not submit data

| | | | | | | | | | | |
|------------|----------------------|-----|-----|---|-----|-------|-----|-----|-----|-------|
| Ireland | Daily driving period | 48 | 1 | 0 | 1 | 2643 | 17 | 0 | 17 | 2709 |
| | Six maximum days | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 84 |
| | Fortnight | 1 | 0 | 0 | 0 | 217 | 3 | 0 | 3 | 221 |
| Italy | Daily driving period | 680 | 92 | 3 | 95 | 11343 | 491 | 128 | 619 | 12737 |
| | Six maximum days | 371 | 240 | 0 | 240 | 606 | 301 | 0 | 301 | 1518 |
| | Fortnight | 722 | 480 | 0 | 480 | 2102 | 600 | 0 | 600 | 3904 |
| Latvia | Daily driving period | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 11 |
| | Six maximum days | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | Fortnight | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 |
| Lithuania | Daily driving period | 4 | 0 | 4 | 4 | 64 | 12 | 40 | 52 | 124 |
| | Six maximum days | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 7 |
| | Fortnight | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 7 |
| Luxembourg | Daily driving period | 5 | 0 | 0 | 0 | 31 | 50 | 0 | 50 | 86 |
| | Six maximum days | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malta | Daily driving period | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|------------------------|----------------------|------|-----|-----|-----|-------|------|------|------|-------|
| | Six days maximum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Netherlands | Not distinguished | 2 | 0 | 0 | 0 | 541 | 118 | 11 | 129 | 672 |
| Poland | Daily driving period | 3292 | 141 | 35 | 176 | 10873 | 5682 | 1159 | 6841 | 21182 |
| | Six days maximum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 109 | 0 | 0 | 0 | 176 | 84 | 0 | 84 | 369 |
| Portugal | Daily driving period | 5 | 7 | 0 | 7 | 107 | 0 | 0 | 0 | 119 |
| | Six days maximum | 4 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 37 |
| | Fortnight | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 |
| Romania | Daily driving period | 292 | 0 | 3 | 3 | 2424 | 0 | 105 | 105 | 2824 |
| | Six days maximum | 24 | 0 | 0 | 0 | 99 | 0 | 9 | 9 | 132 |
| | Fortnight | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 16 |
| Slovakia | Daily driving period | 486 | 7 | 1 | 8 | 6899 | 297 | 50 | 347 | 7740 |
| | Six days maximum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 106 | 0 | 0 | 0 | 564 | 1 | 2 | 3 | 673 |
| Slovenia ²⁰ | Daily driving | 128 | 45 | 369 | 414 | | | | | 542 |

²⁰ No correct differentiation between transport of passengers and transport of goods

| | | | | | | | | | | |
|---------------------------|----------------------|-----|-----|----|-----|-------|------|-----|------|-------|
| | period | | | | | | | | | |
| | Six maximum days | 5 | 1 | 3 | 4 | | | | | 9 |
| | Fortnight | 13 | 11 | 8 | 19 | | | | | 32 |
| Spain | Daily driving period | 169 | 11 | 10 | 21 | 10248 | 1232 | 92 | 1324 | 11762 |
| | Six maximum days | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 3 | 0 | 0 | 0 | 301 | 0 | 0 | 0 | 304 |
| Sweden | Not distinguished | 127 | 19 | 1 | 20 | 925 | 247 | 12 | 259 | 1331 |
| United Kingdom | Daily driving period | 152 | 11 | 1 | 12 | 3024 | 1928 | 153 | 2081 | 5269 |
| | Six maximum days | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fortnight | 2 | 0 | 0 | 0 | 44 | 34 | 2 | 36 | 82 |
| Switzerland ²¹ | Daily driving period | 931 | 704 | 11 | 715 | | | | | 1646 |
| | Six maximum days | 34 | 18 | 0 | 18 | | | | | 52 |
| | Fortnight | 50 | 4 | 2 | 6 | | | | | 56 |

4.4.2. Article 7 of Regulation (EEC) No 3820/85: breaks

| Member State | Type of offence | Passengers | Goods | Total |
|--------------|-----------------|------------|-------|-------|
|--------------|-----------------|------------|-------|-------|

²¹ No differentiation between transport of passengers and goods

| | | Nationals | EU | Third Countries | Total Non-Nationals | Nationals | EU | Third Countries | Total Non-Nationals | Passengers and Goods |
|----------------|---|-----------|-----|-----------------|---------------------|-----------|------|-----------------|---------------------|----------------------|
| Austria | Driving more than 4.5 hours without break | 422 | 362 | 244 | 606 | 6991 | 3797 | 1451 | 5248 | 16307 |
| | Breaks too short | 135 | 19 | 20 | 39 | 4031 | 585 | 228 | 813 | 1978 |
| Belgium | Not distinguished | 14 | 22 | 4 | 26 | 264 | 631 | 65 | 696 | 1000 |
| Cyprus | Driving more than 4.5 hours without break | 52 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 64 |
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Czech Republic | Driving more than 4.5 hours without break | 357 | 29 | 7 | 36 | 1323 | 517 | 58 | 575 | 2291 |
| | Breaks too short | 126 | 8 | 2 | 10 | 983 | 171 | 34 | 205 | 1324 |
| Denmark | Driving more than | 29 | 0 | 0 | 0 | 1307 | 0 | 0 | 0 | 1336 |

| | | | | | | | | | | |
|---------|---|-----|---|---|---|------|---|---|---|------|
| | 4.5 hours without break | | | | | | | | | |
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Estonia | Driving more than 4.5 hours without break | 1 | 0 | 0 | 0 | 75 | 6 | 0 | 6 | 82 |
| | Breaks too short | 1 | 0 | 0 | 0 | 22 | 3 | 0 | 3 | 26 |
| Finland | Driving more than 4.5 hours without break | 348 | 0 | 0 | 0 | 1286 | 0 | 0 | 0 | 1634 |
| | Breaks too short | | | | | | | | | |

| | | | | | | | | | | |
|----------------------|---|-------|------|----|------|--------|------|------|------|--------|
| | | 126 | 0 | 0 | 0 | 963 | 0 | 0 | 0 | 1089 |
| France ²² | Driving more than 4.5 hours without break | 31334 | 4894 | | 4894 | | | | | 36228 |
| | Breaks too short | 0 | 0 | | 0 | | | | | 0 |
| Germany | Driving more than 4.5 hours without break | 2863 | 95 | 61 | 156 | 127952 | 6854 | 1046 | 7900 | 138871 |
| | Breaks too short | 4171 | 161 | 61 | 232 | 145271 | 6554 | 934 | 7488 | 157162 |
| Greece ²³ | | | | | | | | | | |
| Hungary | Driving more than 4.5 hours without break | 44 | 28 | 43 | 71 | 2031 | 536 | 579 | 1115 | 3261 |
| | Breaks too short | 56 | 10 | 28 | 38 | 913 | 291 | 283 | 574 | 1581 |
| Ireland | Driving more than 4.5 hours without break | 22 | 1 | 0 | 1 | 1043 | 11 | 0 | 11 | 1077 |

²² No differentiation between other Member States and third countries and between transport of passengers and goods

²³ Member State did not submit data

| | | | | | | | | | | |
|------------|---|-----|----|---|----|------|-----|----|-----|------|
| | Breaks too short | 63 | 0 | 0 | 0 | 1531 | 1 | 0 | 1 | 1595 |
| Italy | Driving more than 4.5 hours without break | 751 | 53 | 0 | 53 | 8437 | 224 | 61 | 285 | 9526 |
| | Breaks too short | 12 | 0 | 0 | 0 | 536 | 38 | 5 | 43 | 591 |
| Latvia | Driving more than 4.5 hours without break | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 |
| | Breaks too short | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Lithuania | Driving more than 4.5 hours without break | 4 | 2 | 2 | 4 | 75 | 5 | 37 | 42 | 125 |
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Luxembourg | Driving more than 4.5 hours without break | 3 | 0 | 0 | 0 | 17 | 37 | 0 | 37 | 57 |

| | | | | | | | | | | |
|-------------|---|------|-----|-----|-----|-------|------|------|-------|-------|
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malta | Driving more than 4.5 hours without break | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Netherlands | Not distinguished | 18 | 5 | 0 | 5 | 1322 | 120 | 10 | 130 | 1475 |
| Poland | Driving more than 4.5 hours without break | 3243 | 416 | 74 | 490 | 11573 | 8736 | 2680 | 11416 | 26722 |
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portugal | Driving more than 4.5 hours without break | 10 | 4 | 0 | 4 | 136 | 4 | 0 | 4 | 154 |
| | Breaks too short | 3 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 27 |
| Romania | Driving more than 4.5 hours without break | 2345 | 0 | 123 | 123 | 8931 | 0 | 836 | 836 | 12235 |

| | | | | | | | | | | |
|---------------------------|--|------|------|----|------|-------|------|-----|------|-------|
| | Breaks too short | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slovakia | Driving more than 4.5 hours without break | 1100 | 18 | 0 | 18 | 13725 | 745 | 73 | 818 | 15661 |
| | Breaks too short | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 |
| Slovenia ²⁴ | Driving more than 4.5 hours without break | 6 | 1 | 5 | 6 | | | | | 12 |
| | Breaks too short | 2 | 1 | 0 | 1 | | | | | 3 |
| Spain | Driving more than 4.5 hours without break and breaks too short | 194 | 14 | 20 | 34 | 5695 | 493 | 57 | 550 | 6473 |
| Sweden | Not distinguished | 313 | 31 | 0 | 31 | 1215 | 208 | 9 | 217 | 177§ |
| United Kingdom | Not distinguished | 284 | 20 | 2 | 22 | 17074 | 9058 | 654 | 9712 | 27092 |
| Switzerland ²⁵ | Driving more than 4.5 hours without break | 1856 | 1902 | 6 | 1908 | | | | | 3762 |

²⁴ No correct differentiation between transport of passengers and transport of goods

| | | | | | | | | | | |
|--|------------------|------|------|----|------|--|--|--|--|------|
| | Breaks too short | 1789 | 1815 | 20 | 1835 | | | | | 3624 |
|--|------------------|------|------|----|------|--|--|--|--|------|

4.4.3. Article 8 of Regulation (EEC) No 3820/85: rest periods

| Member State | Type of offence | Passengers | | | | Goods | | | | Total Passengers and Goods |
|----------------------|-------------------|------------|------|-----------------|---------------------|-----------|-------|-----------------|---------------------|----------------------------|
| | | Nationals | EU | Third Countries | Total Non-Nationals | Nationals | EU | Third Countries | Total Non-Nationals | |
| Austria | Daily | 319 | 407 | 328 | 735 | 6488 | 3928 | 1285 | 5213 | 12755 |
| | Weekly | 22 | 32 | 48 | 80 | 991 | 504 | 193 | 697 | 1790 |
| Belgium | Not distinguished | 112 | 164 | 7 | 171 | 828 | 2859 | 218 | 3077 | 4188 |
| Cyprus | Daily | 37 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 39 |
| | Weekly | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Czech Republic | Daily | 168 | 5 | 2 | 7 | 1521 | 329 | 39 | 368 | 2064 |
| | Weekly | 52 | 2 | 0 | 2 | 179 | 46 | 18 | 64 | 297 |
| Denmark | Daily | 82 | 0 | 0 | 0 | 1512 | 0 | 0 | 0 | 1594 |
| | Weekly | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Estonia | Daily | 5 | 2 | 0 | 2 | 98 | 28 | 3 | 31 | 136 |
| | Weekly | 0 | 0 | 0 | 0 | 21 | 2 | 1 | 3 | 24 |
| Finland | Daily | 209 | 0 | 0 | 0 | 5962 | 4 | 17 | 21 | 6192 |
| | Weekly | 8 | 0 | 0 | 0 | 64 | 1 | 1 | 2 | 74 |
| France ²⁵ | Daily | 40141 | 9875 | | 9875 | | | | | 50016 |
| | Weekly | 1799 | 0 | | 0 | | | | | 1799 |
| Germany | Daily | 5754 | 252 | 205 | 457 | 216315 | 21281 | 4009 | 25290 | 247816 |

²⁵ No differentiation between transport of passengers and goods

²⁶ No differentiation between other Member States and third countries and between transport of passengers and goods

| | | | | | | | | | | |
|----------------------|--------|------|-----|-----|-----|-------|-------|------|-------|-------|
| | Weekly | 712 | 45 | 20 | 65 | 5042 | 445 | 89 | 534 | 6353 |
| Greece ²⁷ | | | | | | | | | | |
| Hungary | Daily | 97 | 16 | 34 | 50 | 1781 | 725 | 923 | 1648 | 3576 |
| | Weekly | 67 | 8 | 22 | 30 | 593 | 205 | 283 | 558 | 1248 |
| Ireland | Daily | 48 | 1 | 0 | 1 | 2645 | 12 | 0 | 12 | 2706 |
| | Weekly | 8 | 1 | 0 | 1 | 332 | 3 | 0 | 3 | 344 |
| Italy | Daily | 257 | 14 | 0 | 14 | 5403 | 203 | 54 | 257 | 5931 |
| | Weekly | 317 | 72 | 0 | 72 | 635 | 112 | 2 | 114 | 1138 |
| Latvia | Daily | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 24 |
| | Weekly | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Lithuania | Daily | 20 | 21 | 22 | 43 | 150 | 90 | 124 | 214 | 427 |
| | Weekly | 10 | 6 | 6 | 12 | 34 | 21 | 25 | 46 | 102 |
| Luxembourg | Daily | 4 | 0 | 0 | 0 | 20 | 12 | 0 | 12 | 36 |
| | Weekly | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malta ²² | | | | | | | | | | |
| Netherlands | Daily | 63 | 36 | 18 | 54 | 2416 | 1077 | 108 | 1185 | 3718 |
| | Weekly | 9 | 2 | 0 | 2 | 4 | 1 | 0 | 1 | 16 |
| Poland | Daily | 5364 | 373 | 148 | 521 | 22193 | 10026 | 3293 | 13319 | 41397 |
| | Weekly | 1583 | 38 | 0 | 38 | 2721 | 1029 | 175 | 1204 | 5546 |
| Portugal | Daily | 29 | 7 | 0 | 7 | 188 | 10 | 0 | 10 | 133 |
| | Weekly | 3 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 21 |
| Romania | Daily | 754 | 0 | 7 | 7 | 3068 | 0 | 81 | 81 | 3910 |
| | Weekly | 5422 | 0 | 267 | 267 | 15753 | 0 | 1917 | 1917 | 23359 |
| Slovakia | Daily | 397 | 28 | 0 | 28 | 11242 | 457 | 77 | 534 | 12201 |

²⁷ No data supplied by Member State

| | | | | | | | | | | |
|---------------------------|-------------------|------|------|-----|------|-------|------|-----|------|-------|
| | Weekly | 39 | 1 | 0 | 1 | 1187 | 6 | 0 | 6 | 1233 |
| Slovenia ²⁸ | Daily | 111 | 84 | 199 | 283 | | | | | 394 |
| | Weekly | 0 | 0 | 1 | 1 | | | | | 1 |
| Spain | Daily | 743 | 70 | 167 | 237 | 11953 | 1330 | 185 | 1515 | 14448 |
| | Weekly | 53 | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 235 |
| Sweden | Not distinguished | 357 | 54 | 10 | 64 | 1680 | 471 | 24 | 495 | 2596 |
| United Kingdom | Daily | 592 | 43 | 3 | 46 | 7564 | 3611 | 377 | 3988 | 12190 |
| | Weekly | 1745 | 127 | 10 | 137 | 1436 | 1033 | 119 | 1152 | 4470 |
| Switzerland ²⁹ | Daily | 2187 | 2019 | 24 | 2043 | | | | | 4230 |
| | Weekly | 745 | 789 | 7 | 796 | | | | | 1541 |

²⁸ No correct differentiation between transport of passengers and transport of goods

²⁹ No correct differentiation between transport of passengers and transport of goods

4.4.4. Article 14 of Regulation (EEC) No 3820/85: Service time table and Duty roster

| Member State | Type of offence | Passengers | | | |
|-----------------------|--------------------------------|------------|-----|-----------------|---------------------|
| | | Nationals | EU | Third Countries | Total Non-Nationals |
| Austria | Faulty | 126 | 56 | 42 | 98 |
| | Incorrectly applied | 31 | 31 | 18 | 49 |
| Belgium ³⁰ | | | | | |
| Cyprus ²⁵ | | | | | |
| Czech Republic | Faulty | 3 | 0 | 0 | 0 |
| | Incorrectly applied | 10 | 7 | 0 | 7 |
| Denmark | Faulty | 0 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Estonia | Faulty | 1 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Finland | Faulty | 133 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| France ³¹ | Faulty and incorrectly applied | 499 | 168 | | 168 |
| Germany | Faulty | 134 | 35 | 39 | 74 |
| | Incorrectly applied | 64 | 66 | 49 | 115 |
| Greece ²⁵ | | | | | |
| Hungary | Faulty | 24 | 1 | 2 | 3 |
| | Incorrectly applied | 22 | 0 | 1 | 1 |
| Ireland | Faulty | 2 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Italy | Faulty | 970 | 19 | 0 | 19 |
| | Incorrectly applied | 46 | 0 | 3 | 3 |

³⁰ Member State did not submit data

³¹ No differentiation between other Member States and third countries

| | | | | | |
|------------------------|--------------------------------|------|------|-----|------|
| Latvia | Faulty | 0 | 0 | 0 | 0 |
| | Incorrectly applied | 2 | 0 | 0 | 0 |
| Lithuania | Faulty | 12 | 0 | 0 | 0 |
| | Incorrectly applied | 2 | 0 | 0 | 0 |
| Luxembourg | Faulty | 0 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Malta ²⁵ | Faulty | | | | |
| | Incorrectly applied | | | | |
| Netherlands | Faulty and incorrectly applied | 0 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 |
| Poland | Faulty | 55 | 0 | 0 | 0 |
| | Incorrectly applied | 25 | 0 | 0 | 0 |
| Portugal | Faulty | 2 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Romania | Faulty | 0 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| Slovakia ²⁵ | | | | | |
| Slovenia | Faulty | 0 | 0 | 0 | 0 |
| | Incorrectly applied | 4 | 1 | 4 | 5 |
| Spain | Faulty and incorrectly applied | 3751 | 350 | 298 | 648 |
| Sweden | Faulty and incorrectly applied | 21 | 0 | 0 | 0 |
| United Kingdom | Faulty | 2 | 0 | 0 | 0 |
| | Incorrectly applied | 0 | 0 | 0 | 0 |
| | Faulty | | | | |
| Switzerland | Faulty and incorrectly applied | 1103 | 1234 | 27 | 1261 |