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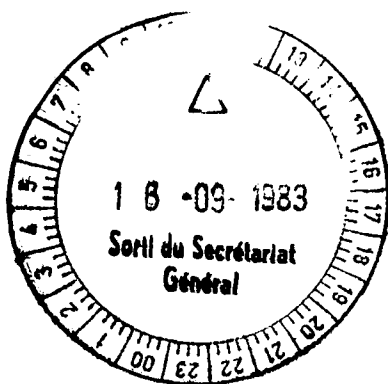
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COMMISSION OF THE EUROPEAN COMMUNITIES



COM(83) 484 final

Brussels, 7 September 1983

TENTH 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 1980)

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ANNEXES

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 1980 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 (Greece was not yet a member of the European Community in 1980).

In order to simplify matters, an attempt has been made to limit the number of tables by grouping the information provided by the Member States wherever possible. However, greater emphasis has been placed on the views and comments of the Commission with regard to the situation and its development.

Nevertheless, the document follows the structure of the standard form of report on the basis of which the Member States are required to submit their contributions. However, the Commission plans to examine with the Member States whether changes can be made to the standard form of report to achieve greater comparability of national data.

PART ONE

COMPARATIVE ANALYSIS OF INFORMATION SUPPLIED BY THE MEMBER STATES

I) ORGANIZATION OF CONTROL

1) Administrative organization of inspection

The implementation of Regulations (EEC) Nos 543/69 and 1463/70 is controlled by means of checks at the roadside and at operators' premises.

a) at the roadside :

Under national highway codes, the police have the power to stop and inspect vehicles at the roadside and, within the broader framework of normal roadside checks, can also check that social legislation is being properly observed. In some cases, these checks are carried out in collaboration with national authorities with special responsibilities in the sector in question.

b) at operators' premises

This type of inspection is generally the responsibility of officials of the factory inspectorate who carry out general checks in the broader area of the application of national labour laws.

More specifically, up to 1979 France had limited inspections 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 behalf; as the results were conclusive, it was decided to extend checks to the whole of the country from 1 January 1981.

2) Authorized inspecting officers and their powers

The Commission received figures from only the following Member States :

BELGIUM	199 47	inspectors and assistant inspectors Transport Department personnel (traffic examiners and inspectors)
DENMARK	300 241	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	217	traffic examiners
FRANCE	320 49	traffic examiners and deputy examiners factory inspectors

(*) as part of wider powers.

More specifically, the use of four semi-automatic disc reading machines in France (known as SABINE) enabled 327 150 tachograph discs to be analysed in 1980, compared with 187 906 in 1979, i.e. an increase of 75 %. The powers of officials responsible for verifying the implementation of Regulation (EEC) No 543/69 vary from one State to another. In some Member States, officials may give warnings, impose fines, draw up official reports or temporarily immobilize vehicles.

In other States, however, those responsible for carrying out checks do not have powers to impose fines, or to immobilize the vehicle.

3) Methods of inspection (place and frequency)

a) Roadside checks :

In some cases, roadside checks are carried out in the course of general traffic surveillance.

These checks are intensified through collaboration with other specialized bodies, such as officials of the BAG and factory inspectors in the Federal Republic of Germany. Some "Länder" in the Federal Republic have drawn up census sheets for roadside and frontier checks: these sheets enable the data to be processed by computer.

In the United Kingdom, each traffic examiner carries out two checks per week on average. Checks are carried out on 10-15% of vehicles entering the country through the ports. The United Kingdom authorities have also set up a system of "silent checks" carried out by traffic examiners, which consist of observing the movement of vehicles and checking these movements subsequently at the operator's premises. In 1980, around 80 000 such checks were carried out.

b) Checks at operators' premises :

This type of check is carried out as part of a wider monitoring procedure going beyond the implementation of the Regulations to which this Report relates. The checks are normally carried out on a random sampling basis; in special or exceptional cases, inspections are decided on as a result of roadside checks, a complaint or a piece of information. The periods for which the checks are carried out "a posteriori" vary greatly according to the case. The Commission has no detailed information on the length of these periods. It must be concluded that the degree of intensity of this type of check varies greatly from one country to another.

c) 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.

NUMBER OF CHECKS CARRIED OUT IN 1980 (1)			
Member State	Roadside	Operators' premises	Comparison between 1979 and 1980
BELGIUM	8.331 (2)	2.404	more checks in 1980
DENMARK	12.327	421	more checks in 1980
GERMANY	211.185 (3)	31.657	more checks in 1980
FRANCE	639.846	41.645	more checks in 1980
IRELAND	no information	no information	-
ITALY	idem	idem	-
LUXEMBOURG	idem	idem	-
NETHERLANDS	200.000	485 in-depth checks	more checks in 1980
UNITED KINGDOM	80.000 (4)	no information	fewer checks in 1980

(1) To judge the extent to which checks are comparable, cf. 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.

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

(4) "Silent checks".

As for 1979, 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 "inspection operations" or the "number of crews checked".

II) INFRINGEMENTS AND PENALTIES

1) Number of infringements of the Regulation

On this point, the standard form of report requires detailed figures on infringements detected in relation to goods transport, regular passenger transport and occasional passenger transport operations, committed on the territory of each Member State by nationals and foreigners (with an indication of their country of origin).

Each Member State supplied the information at its disposal on this point. 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.

Contributions which, because of their presentation, cannot be included in the tables, but nevertheless have a certain value, are given separately.

The table on goods transport (annex 1) shows the lack of figures concerning Regulation (EEC) No 543/69 in the Irish report 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 10). It should however be stressed that the United Kingdom recorded no infringement of Article 6 (450 km); the Netherlands made no mention of this Article in its report (nor, moreover, did Denmark).

Some Member States (Denmark, France, Italy) gave overall figures for each article, making no distinction between goods transport and passenger transport operations, etc. As regards France, the tables supplied do not show infringements of Article 8 (breaks). Most of the Member States did not give details on infringements of Article 7.

Although some aspects of the German and Dutch contributions were still not perfect, they could form a basis for a method of collecting and presenting data on the practical application of social legislation in the field of road transport in each Member State and, consequently, throughout the European Community.

As regards regular and occasional passenger transport operations (annexes 2 and 3), the differences of assessment between the Member States were even greater. Almost all of them did not give a full or satisfactory answer to the questions set out in the standard form of report.

By way of example, the main shortcomings are as follows :

- no distinction between occasional and regular services;
- no distinction as to nationality;
- unusable, vague and in some cases useless information, or information which does not specify the Article, nationality or type of transport.
- although in some cases the information provided was fairly complete, it was presented in a way which did not take account of the standard form of report and prevents the information from being arranged in a way which allows comparison with the other States.

To sum up this section very briefly, the shortcomings in the information supplied by the Member States can be grouped into three main categories :

- lack of precise figures,
- overall data with no breakdown by Article,
- data broken down by Article, but with no distinction between passenger and goods transport operations;

even contributions which were fairly detailed as regards the information supplied were often presented in such a way that they cannot easily be used.

2. Infringements by nationals and foreigners respectively : comparative figures

As has already been stated above, only some of the Member States made a distinction between infringements committed by nationals and those committed by foreigners.

The information supplied on this point is given in Annexes 4, 5.1, 6.1, 6.2, and 7 and gives rise to the following comments :

- 1) not all Member States supplied data;
- 2) some Member States made no distinction between nationals and foreigners;
- 3) the proportions of national and foreign vehicles varied according to the country and the time of the year.

The number of infringements involving vehicles registered in other countries represented between 0.8 and 3.8 % of the total number of recorded infringements.

3. Penalties imposed

As regards penalties, there was a significant difference between the number of infringements detected and the number of prosecutions; the number of penalties imposed was relatively small.

Of 1585 infringements detected in Belgium in connection with goods transport operations, 13 (or 0.8%) involved foreigners, 478 (30%) gave rise to official reports and penalties were imposed in 26 cases (1.6%). In the case of regular passenger transport, 97 checks carried out at operators' premises revealed 18 infringements (19%) but no penalties were imposed; as regards occasional passenger transport operations, 14 infringements (32%) were detected from 43 checks at operators' premises; the number of penalties imposed was not supplied; there were around 1 000 roadside checks and they gave rise to 227 official reports (134 nationals and 93 foreigners). No penalties were imposed by the courts.

As a result of 151 infringements detected in Denmark (see tables, annexes 11.1 and 11.2), 109 persons were prosecuted (72%).

In the Federal Republic of Germany, the BAG, which is the only body with powers to impose administrative fines for infringements committed on the road by foreign crew members and operators, issued in 1980 a total of 16 655 administrative orders imposing fines on foreign operators and drivers transporting goods or passengers by road. In addition the authorities issued 1 742 written notices, 474 warnings without fines and 16 726 warnings with cautionary fines. Annexes 5.2.1 to 5.8.2 contain tables of the procedures instituted, making a distinction between infringements committed in goods transport operations and in passenger transport operations by operators (those in charge of the firm) and by crew members where liable.

In the year covered by the report, the Factories Inspectorate imposed a total of 24 636 administrative fines, including 4 659 on operators and 19 977 on crew members based or resident in the Federal Republic of Germany.

In addition, the authorities issued 15 979 warnings with fines and 9 715 warnings without fines.

Of 363 432 infringements detected in France in 1980, 91 710 (25%) led to prosecutions; the courts imposed penalties in 26 481 cases (7.3% of infringements detected). These figures are given in Annexes 9.1, 9.2 and 9.3.

The amounts of fines for infringements committed after 23 July 1980 were raised as follows :

Previous amount	New amount
FF 160 to FF 600	FF 600 to FF 1 200

The Irish Government's report was restricted to the number of infringements detected (5 869) and to oral warnings (cf. Annex 4), while Italy provided some figures (cf. Annex 8). The relatively high number of infringements of Article 5 (age of drivers) committed by both Italians and foreigners driving in Italy is worthy of note.

In the Grand-Duchy of Luxembourg, a total of 2 719 infringements were recorded in respect of goods transport and 64 in respect of passenger transport.

Oral and written notices were issued and, in the most serious cases, official reports were sent to the judicial authorities with a view to prosecution.

As regards the scope of penalties applied in the Netherlands, it should be noted that of a total of 41 735 infringements detected, 11 314 official reports (27%) were drawn up and that of 11 101 official reports concerning Dutch nationals, 10 715 (*) (97%) led to further action, whereas of 213 official reports concerning foreign drivers only 42 (20%) were followed up and sent to the relevant authorities of the countries in question. The total amount of fines was HFL 2 339 555 (Annex 6.2).

Of 10 734 infringements in the United Kingdom, 5 472 (53%) resulted in fines totalling UKL 218 066 (Annex 11.3).

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

In Belgium, the Transport Department took note of 593 official reports on Belgian crew members by German 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.

Denmark received notification of nine infringements committed by Danish nationals in the Netherlands and an unspecified number 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 Austrian, Dutch, Danish and French Governments with a view to ensuring compliance with Regulations (EEC) Nos 543/69 and 1463/70 and the AETR.

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

On the other hand, the French Government stated that it had not received

(*) 11 101 - 386 = 10 715 (cf. table Annex 6.2).

notification of any infringements committed by French drivers on the territory of the other Member States, with the exception of Belgium and the Federal Republic of Germany.

Ireland reported that it sent a list of foreign vehicles found to have committed infringements on its territory to the other Member States every three months and also that it received similar lists concerning Irish vehicles found to be in breach of the rules in the United Kingdom and France.

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

Luxembourg merely reported that it notified "several serious infringements" to the other Member States.

The Dutch authorities reported that they notified 61 infringements to the Federal Republic of Germany and received notification of 3 122 infringements from Germany and 107 from Belgium. In addition, action was taken against Dutch drivers in 184 cases of infringement notified by Belgium and 39 reported by France.

The United Kingdom reported infringements committed by foreign crews to the authorities of the Member States in question every three months and stated that it received occasional reports concerning UK crews in other Member States.

There are certain obvious contradictions in these reports, e.g. where a Member State reported that it sent the 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 maintained that they received nothing.

IV. SUGGESTIONS AND COMMENTS BY THE MEMBER STATES

Belgium reported a change in the nature of infringements of Regulation (EEC) No. 543/69 in 1980; more than half of them related to the limits on distance and driving time, while those concerning the possession of an individual control book were on the decline.

Denmark wanted to extend the scope of the standard form of report to cover the application of Regulation (EEC) No 1463/70 and the AETR and would like its format to be simplified so that the Member could send uniform information to the Commission. The Danish Factories Inspectorate is considering establishing a file on infringements committed by operators which could be used for the purposes of issuing international transport permits.

Ireland has set up a special observation committee within the Employment Department which meets once a month for the purpose of examining the situation and issuing guidelines for solving difficulties encountered. The Irish authorities feel that greater efforts should be made, either through the press or through individual contacts, to convince those subject to the social legislation that it is both necessary and beneficial.

The United Kingdom considers that the application of Regulation (EEC) No 543/69 could be greatly facilitated by minor changes and requests the Commission to start a discussion of such changes.

V. COMMENTS BY THE COMMISSION ON THE INFORMATION SUPPLIED BY THE MEMBER STATES

1. Member States' contributions to the annual report

The Commission notes that the differences in the presentation of the information supplied by the Member States have scarcely changed.

The standard form of report was often not completed properly. The Commission is aware of the problems posed by the standard form of report and is ready to discuss with national governments changes which will adapt the report to present requirements while taking account of the national administrative procedures involved in sending contributions to the Commission.

2. Number and powers of the Inspectorate

The Commission notes that in most Member States the number of inspectors fell compared with 1979. Only Belgium and France slightly increased the number of inspectors, which resulted in a significant increase in the number of checks and penalties.

3. Inspection methods

There was a tendency towards greater uniformity of checks as compared with previous years, such checks being carried out both at the roadside (generally by the police and the gendarmerie) and at operators' premises (by officials from the Factories Inspectorate and the Ministry of Transport). However, it is difficult, if not impossible, to compare the situation with regard to the organization of checks in all the Member States.

It is interesting to note that some Member States took measures to improve the results of inspections through computerization. In the Federal Republic of Germany, some Länder planned to process the data resulting from checks by computer and France stepped up the use of equipment especially designed for the semi-automatic reading of tachograph discs.

The introduction in the United Kingdom of the "silent check" system, which was extended in 1980 to around 80 000 checks, could also prove to be very interesting at Community level.

Apart from these three positive aspects, the main finding is that :

- the figures supplied concerning staff employed to carry out checks were, in some cases, rather vague ;
- the figures concerning the number of checks revealed considerable differences between the national administrative systems.

4. Infringements by nationals and non-nationals

The Commission received no detailed figures on the numbers of foreign vehicles in the Member States. In general, the figures were low compared with the total number of vehicles on the road and varied greatly from one Member State to another. Different degrees of application and legal, judicial and linguistic problems made it difficult to take action on infringements committed by foreigners.

Moreover, the fact that some Member States did not supply complete information makes it impossible to collate meaningful figures. More accurate conclusions could be drawn if the relationship between the number of checks, the number of infringements detected and the penalties applied in respect of both nationals and non-nationals was known for all Member States.

The method of collecting information and presenting figures should therefore be standardized further to enable the Commission to make a more clear-cut assessment of the progress achieved.

5. Penalties

There is some difficulty in analyzing this point, firstly because the penalties were sometimes imposed some considerable time after the infringement was detected, and, secondly because the method used in each Member State and the fines imposed for the same infringement varied greatly from one country to another. Furthermore, the information supplied does not give a satisfactory overall view of the situation in the Community. One can therefore make only a very rough assessment.

Although some Member States supplied detailed information on the fines imposed, others gave no details at all. The information was so heterogeneous that it is difficult to make positive comparisons. It is clear, however, that there were still differences between the Member States with regard to penalties and the rigour with which they were applied.

The general impression is that in too many cases an infringement was simply recorded or a mere warning given, particularly where foreigners were involved, and that the penalties imposed were not in keeping with the nature of the infringements committed or the public interest.

Clearly, the section "Checks and Penalties" is the one in which the differences in applying Regulations (EEC) Nos 543/69 and 1463/70 are the most obvious.

6. Mutual assistance

Although some Member States claimed that they notified infringements committed by foreign nationals, and that there was an exchange of information on the ways in which Regulation (EEC) No. 543/69 was applied, an effective system of mutual assistance between all Member States, as stipulated in the Regulation (Article 18(2)), was still a long way off. The need to intensify and improve these contacts therefore remains a common task for all Member States.

PART TWO
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A. CONCLUSIONS DRAWN BY THE COMMISSION FROM VISITS TO MEMBER STATES MADE BY OFFICIALS FROM DG VII

The Commission is using the publication of the tenth report to summarize below a number of impressions and findings which emerged from visits to Member States made during 1981 and 1982.

The programme for these visits included :

- Discussions with the Government, employers' organizations and trade unions

The subjects for discussion were :

a) Problems concerning inspections and penalties, especially the following :

- staff assigned to inspections ;
- inspection methods and frequency of checks ;
- technical difficulties encountered during checks ;
- application of the Regulation to nationals and foreigners ;
- monitoring of AETR ;
- multilateral assistance between Member States (government level);
- legal liability in the event of infringement.

b) Improvement of the standard form of report (Article 17 of Regulation (EEC) No. 543/69) to be supplied by the Member States.

c) Application of the ban on certain types of payment (Article 12 a of Regulation (EEC) No. 543/69).

- Taking part in inspections

a) At operators' premises.

b) At the roadside :

- on a motorway with a considerable amount of international traffic
- on a road carrying national traffic.

These visits enabled the Commission to form a fairly detailed and relatively complete picture of the situation in the Member States.

The conclusions drawn may be summarized as follows :

I. CONTROL

A. Organization of inspection

1. The Commission cannot escape the feeling that in some Member States more people should be employed to carry out checks both at the roadside and at operators' premises, but it concedes that there are budgetary obstacles to increasing the number of staff in the present economic situation.
2. Expressed as a percentage, the number of crews and vehicles checked, both at the roadside and at operators' premises, varies greatly from one country to another. Some degree of alignment upwards is called for ; this is especially true for checks at operators' premises.
3. Only in France has a degree of semi-automation been achieved in carrying out checks at operators' premises through the use of a machine (Sabine). The Commission feels that automation in the other Member States is very desirable, indeed essential in the larger countries.
4. In Ireland, an adequate inspection system has now been introduced and infringements are now being penalized.
5. It has become apparent that checks have been carried out in Italy for some years. The fact that the Italian Government has not supplied adequate information to the Commission appears to have been the result of a lack of coordination between various government departments. Measures have been taken to improve this situation.

6. The Commission has the impression that the organization of inspections in Luxembourg is still inadequate and that there is a tendency to leave checks to the neighbouring countries. However, Luxembourg reports that it has taken measures to remedy these shortcomings.
7. In some Member States, the roadside checks concentrate on the daily driving period and disregard the length of periods of continuous driving. The Commission considers that such a practice is incompatible with the proper application of the Community Regulation.
8. In the Federal Republic of Germany, a film which gives an excellent picture of the organization and aims of checks, and the objectives of Regulation (EEC) No. 543/69 is making a significant contribution to the proper understanding and application of the Regulation.

B. Technical problems associated with checks

1. Some Member States (Belgium and Luxembourg) claim that they come up against a number of technical difficulties in carrying out inspections :

- stopping vehicles is dangerous ;
- number of places where the checks can be carried out is very limited.

Luxembourg added the following points :

- its small area ;
- shortage of policemen.

2. The Commission notes that in some cases language difficulties preclude effective checks. However, some Member States, such as the United Kingdom and the Federal Republic of Germany have overcome the problem by means of a multilingual book of questions and instructions. The Commission requests the other Member States to follow this example.

Furthermore, the Commission notes a regrettable tendency in some Member States to neglect checks on non-nationals, because of language difficulties, translation costs and the difficulties of imposing penalties. This shortcoming will have to be remedied if the Community Regulation is to be applied effectively.

II. INFRINGEMENTS

1. The Commission notes the usual infringements, such as :
 - exceeding the daily, weekly and two-weekly driving periods ;
 - failing to observe the daily rest period ;
 - failing to keep 7 discs ;
 - leaving a disc in the equipment for a number of days.
2. In addition, the following infringements have been noted :
 - In a case of transport operations carried out by own account operators, the Commission observed certain methods of arranging work and rest periods which, although not exactly correct from the point of view of the Community Regulation, may be considered very favourable from a social point of view. In the case of transport operations for third parties, however, the situation is much less ideal ;
 - The failure of some drivers to switch the selector to "rest", so that the equipment continues to record "work" ;
 - The failure of some two-man crews to share continuous driving equally, thus enabling the Regulation to be observed ;
 - Infringements of driving time even in light vehicles carrying out transport operations over a short distance.
3. Employers in Italy claimed that the lack of security in that country was the reason for infringements of the daily driving period. The Commission feels that this question should be examined by the Italian Government in order to improve security for vehicles and their crews in that country.

III. PROBLEMS CONCERNING PENALTIES

A. Level of penalties

The Commission is aware of the fact that the level of penalties is determined by national laws, the administrative and judicial procedures of each country and, ultimately, the decision of the persons or bodies imposing fines.

The Commission feels that an attempt should nevertheless be made to establish a reasonable relationship between penalties on the one hand and the economic gain resulting from the infringement on the other.

B. Powers of the inspection authorities-

1. The Commission found that these powers vary greatly from one Member State to another. In some States, for example, the authorities have the power to :

- refuse entry to crews who have contravened the rules ;
- immobilize a crew for 8 hours ;
- return a crew to its base ;
- suspend or withdraw the transport operator's permit.

2. Some other Member States do not have such powers, or not all of them. The Luxembourg authorities state that they do not even have the power to seize a crew's discs in the event of an infringement.

C. Imposition of penalties on non-nationals

1. In the Commission's view, this is an important problem in the area of penalties, which are essential to the proper application of the Community Regulation.

2. In some Member States such as the Federal Republic of Germany, France the authorities have the power to require non-nationals to pay a deposit on the spot. Italy has a similar system, but is not able to force foreigners to pay.
3. The Commission feels that the establishment of a system of deposits is an effective means of ensuring that the Regulation is properly applied.

D. Problem of liability of drivers and operators

1. In some Member States, both drivers and operators are liable in the event of an infringement. In the Netherlands, only the employer is liable, which means that, in conjunction with the principle of operating under a flag, few, if any, penalties are imposed on non-nationals.
2. The Commission noted that in Belgium, Luxembourg Ireland and in Italy also few, if any, penalties are imposed on nationals of another country.
3. A similar problem arises through the exclusive application of the principle of territoriality (e.g. in the Federal Republic of Germany), as a result of which only infringements committed on the territory of the Member State in question are penalized.

E. Technical problems relating to penalties

According to the Danish authorities, the increasing use of credit cards could make it more difficult to obtain payment of fines from non-nationals.

F. Cooperation between competent authorities

1. The Commission observed a lack of cooperation in several Member States between the authorities responsible for carrying out inspections and the judicial authorities.
2. The Commission notes that this cooperation still leaves a great deal to be desired. In this connection, the Italian Government has announced its intention to apply directly to the Commission in the absence of a response to its approaches to the other Member States.

IV. PROBLEMS CONCERNING TACHOGRAPHS

A. INSTALLATION

In most Member States, tachographs are installed in all vehicles covered by the Regulations. In three Member States the situation in this respect is still not satisfactory.

B. FRAUDS

The Commission detected the following frauds :

- inserting a human hair or rubber band to falsify the speed recording ;
- concealing discs showing infringements ;
- unnecessarily using several discs consecutively in a relatively short period in order to conceal excess driving hours.

C. IMPROVING THE TACHOGRAPH SYSTEM

1. The following means of countering such faults have been suggested to the Commission :

- introducing a system whereby producers number all discs and operators register all the discs they purchase ;
- developing an electronic tachograph ;
- providing crews with a waybill estimating the timing for the trip.

2. The Commission is favourably disposed towards the first two recommendations. It plans to convene the Committee referred to in Article 22 of Regulation (EEC) No 1463/70 with a view to promoting the development of an electronic tachograph.

D. Secondary technical problems associated with the tachograph

The Commission has found that the use of discs which are not approved for a particular tachograph sometimes gives rise to problems.

V. BAN ON CERTAIN TYPES OF PAYMENT (ARTICLE 12A OF REGULATION
(EEC) No 543/69)

The Commission notes that such payments are still being made in several States.

It is currently examining points concerning the satisfactory application of Article 12 a).

B. FINAL CONCLUSIONS BY THE COMMISSION*

The following general conclusions may be drawn from the information received and impressions gained during visits to the Member States :

1. As regards control arrangements, all governments are making serious efforts to carry out their duties with regard to the proper application of Community law. These efforts are all the more laudable as they always require close coordination between various authorities at national, regional and local levels, which implies a great deal of cooperation and good will on the part of all the officials involved. One must also bear in mind the fact that all these administrative units are not only responsible for the Community rules in question but also have much wider tasks usually concerning a very broad range of provisions relating to public order.

Of course, there are differences with regard to the quantity and - it must be admitted - quality of inspection measures from one Member State to another and even from one part of a country to another. There are a number of reasons which are so obvious that they do not need to be listed or explained in detail. Traditions, political priorities, the view of the relationship between the State and the individual citizen and last but not least financial resources (to mention only a few basic factors) are not identical in all Member States of the Community.

*These conclusions do not cover the situation in Greece, which has not yet been visited.

However, the need to live with these situations is not incompatible with the principle of compliance with Community Law in this field as well, a requirement which cannot be renounced. Efforts to achieve a harmonization of measures and results which are as equivalent as possible must therefore be continued.

2. Even more marked differences are apparent as regards penalties for infringements of the two Regulations. Here, too, differences between the national legal systems, differences of opinion as regards the distinction between criminal and civil infringements, and actual constitutional principles, such as the independence of the courts, prevent a harmonization of the actual penalties imposed in the Member States.

Even in this area, however, progress is possible in an attempt to achieve a gradual approximation of penalties imposed in the case of similar infringements by at least avoiding the most blatant differences between national practices.

This is a process which should be based not on binding legislation but on the voluntary cooperation of the national authorities in question, in accordance with common principles and guidelines set out (e.g. in the form of a recommendation) by the Community Institutions.

This process has already been set in motion by the Commission.

3. All those who could and should consider themselves as "addressees" of the rules in question therefore have the important task of improving the situation. However, the main responsibility for this task naturally lies with the national authorities.

Measures to improve the situation are applicable in all areas and at all levels of increased cooperation between the competent authorities. Particularly important in this respect is the permanent exchange of interesting and useful information. Another aspect deserving more attention than in the past is the use of modern techniques for checks and penalties ; the opportunities and prospects which already exist or which will open up in the future in this field have not been fully exploited or even realized yet.

4. In these circumstances, the fact that the number of infringements of Regulations (EEC) 543/69 and 1463/70 has remained at a relatively high level for some years and that there is not the slightest sign of a fall (indeed, at the present time one has the impression that the opposite is true given the economic situation) is a disturbing one.

This situation raises the question of whether the social provisions adopted in the field of road transport are properly adapted to the economic and social realities of our time and whether, rather than through checks and penalties, a reduction in the number of infringements should be achieved through a better balance between, on the one hand, the required harmonization of competition conditions, road safety and social progress and, on the other, the needs associated with the rational and economically efficient organization of road transport.

5. It is with this in view that the Commission has undertaken the revision of Regulations (EEC) Nos. 543/69 and 1463/70. This action does not signify resignation in the face of the illegal practices which some say could never be eliminated. What it is intended to do is :

- draw the appropriate lessons from what is now more than 20 years' experience
- concentrate on the fundamental provisions, giving them the necessary flexibility to take account of special situations
- establish a stable system which does not continually give rise to heated discussion, which is geared to the aims laid down in the framework of the common transport policy and which is capable of promoting road safety and social progress.

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
- 5.1. Federal Republic of Germany. Infringements detected, broken down by Article (nationals and foreigners)
- 5.2.1 to 5.8.2 Federal Republic of Germany. Proceedings initiated (by way of example)
- 6.1 Netherlands. Infringements detected, broken down by Article and nationality
- 6.2. Netherlands. Amounts of penalties recorded by nationality
7. France. Infringements detected and prosecuted, broken down by nationality
8. Italy. Infringements detected
- 9.1 France. Checks at operators' premises. Overall figures
- 9.2 France. Roadside checks. Overall figures Regulation (EEC) No. 1463/70
- 9.3 France. Penalties imposed
10. United Kingdom. Vehicles inspected and infringements detected
- 11.1 Denmark. Infringements and penalties (employers)
- 11.2 Denmark. Infringements and penalties (drivers)
- 11.3 United Kingdom. Penalties

	B		DK		D		F		IRL		I		L		NL		UK	
	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.
Art. 6 450 km. Lim.	321				41	8					2730	168	807					
Art.7.1 driving period -4h. (art. 6)					5750	652												
Art.7.2 daily driv. period 8 h. (art. 6)					12666	792							1123					
Art.7.4 weekly driv. period 48 h. (art. 6)	192		3		730	19	22290						97		1851			
Art.7.1 driving period (not art. 6)	267	1			2878	71	44710				10262	283			4665	100	310	
Art.7.2 daily driv. period 8 h. (not art. 6)	16				2572	133	7091								24		1381	35
Art.7.4 week driving period 48 h. (not art. 6)					82											0		
Art. 8 breaks	22				2841	385							473				102	10
Art.11.1 daily rest period	95	1	30		6284	491	72899				5449	492	219		9320	171	89	30
Art.12 weekly rest period	9				593	4							7		28		39	
Art.14.1 and annexes Indiv. control book	37		31										0		129	2	2834	189
Art.14.2 -Control book not in order	113										85631	9260	52		5		5099	114
Art.14 - others	151														24025	258	159	
Art.15.1 Regular services	8		3		3	4											1	
Art.15.2 Regular services operator	15																	2
Others	326	11	84		31506	2672	330515								51			
TOTAL	1572	13	151		66676	5231	473034	5011			107464	10799	2778		40098	696	9994	380
" Nat. + For.	1585		151		71907		478.045				118263				40794		10374	
Official reports	478		109		42006(Av)	183109	3624				2196				11056		3881	
Prosecutions	26		109		24636		183109	3624							402		5472	

	B		DK		D		F		IRL		I		L		NL		UK	
	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.
Art. 6 450 km Lim.					12													
Art.71 driving period - 4h (art. 6)					169	3												
Art.72 daily driv. period 8 h. (art. 6)					144	12												
Art.74 weekly driv. period 48 h. (art. 6)					-	-										9		
Art.71 driving period (not art. 6)					203	3												
Art.72 daily driv. period 8 h. (not art. 6)					107													
Art.74 weekly driv. period 48 h. (not art. 6)					16													
Art. 8 breaks					104	3										37		
Art.112 daily rest period					106	10												
Art.12 weekly rest period					16	2												
Art.141 and annexes Indiv.control book																		
Art.142 - control book not in order																79		
Art.14 - others																		
Art.151 regular services					69	4										2		
Regulr services timetable																		
Art.152 regular services operator					96	12										4		
others					-	-												

T O T A L

1042 49

131

" Nat. + For.

1091

Official reports

Prosecutions

	B		DK		D		F (*)		IRL		I (**)		L		NL		UK	
	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.	Nat.	For.
Art. 6 450 km. Lim.	0				4													
Art.71 driving period - 4h. (art. 6)					263	6									}	85		
Art.72 daily driving period 8 h. (art. 6)					90	23												
Art.74 weekly driv.period 48 h. (art. 6)	1				4													
Art.71 driving period 4h. (not art. 6)					524	83												
Art.72 daily driving period 8 h. (not art. 6)					593	64									}			
Art.74 weekly driv. period 48 h. (not art. 6)					21													
Art. 8 breaks	0				244	58												
Art.112 daily rest period	2				1164	30										294		
Art.12 weekly rest period	0				92	4										4		
Art.141 and annexes Ind. control book	1														}	630		
Art.142 - control book not in order	2																	
Art.14 - others																		
Art.151 regular services regular services timetable																		
Art.152 regular services operator																		
others	128	93			1472	206						10						
T O T A L	134	93			4471	474						10	5			1013		
" Nat. + For.		227				4495						-	5					
Official reports		227										3						
Prosecutions		16																

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

IRELAND - Infringements detected:

Goods transport

Article	Regular services		Occasional services	
	Nationals	Foreigners (UK)	Nationals	Foreigners (UK)
14/1	18	-	2363	33
14/2	-	-	53	10
15/1	165	3	-	-
* (a)	37	-	1696	40
(b)	15	-	1159	90
(c)	-	-	103	11
TOTAL	235	3	5374	184

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 (UK)	Nationals	Foreigners (UK)
14/1	1	-	25	-
14/2	-	-	-	-
15/1	13	-	-	-
* (a)	3	-	19	-
(b)	1	-	11	-
(c)	-	-	-	-
TOTAL	18	-	55	-

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

TOTAL: 5869

GERMANYInfringements in 1980

ARTICLE		GOODS		PASSENGERS			
		Nat.	For.	Regular		Occasional	
				Nat.	For.	Nat.	For.
Reg. (EEC) No 543/69							
6		41	8	12	-	4	-
Under art. 6	7.1	5.750	652	169	3	263	6
	7.2	12.666	792	144	12	90	23
	7.4	730	19	-	-	4	-
Not under art. 6	7.1	2.878	71	203	3	524	83
	7.3	2.572	133	107	-	593	64
	7.4	82	-	16	-	21	-
8		2.841	385	104	3	244	58
11.1		6.284	491	-	-	-	-
11.2		-	-	106	10	1.164	30
12		593	4	16	2	92	4
15.1		3	4	69	4	-	-
15.5		22	8	96	12	-	-
Reg. (EEC) No 1463/70							
15		3.310	308	-	-	349	10
16		61	-	-	-	-	-
17		27.968	2.356	-	-	1.084	93
18		145	-	-	-	39	103

**Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige
im Jahre 1980
Güter- u. Personenkraftverkehr insgesamt**

Land	Klärung/ Belehrung				Verwarnungen ohne Verwarnungsgeld				Verwarnungen mit Verwarnungsgeld				Bußgeldbescheide				S u m m e											
	Maß- nahmen	Verletzte Bestimmungen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke				
A	334						111	85	17	6	3	3071 61420	2012	791	268				3919 1059612	2379	1475	555	128	7435	4476	2283	829	131
AFG												1 20	1						2 300						3	3		
AL												2 40	2						2 300	2					4	4		
And																			1 150	1					1	1		
B	164	137	33	10			6	4	2			1958 39750	1080	660	218				1378 325638	949	740	198	3	3506	2170	1435	426	3
BG	7						3					94 1880	91	3					27 5450	14	15	2		131	105	18	2	
CH	52	4	41	5	10		23	6	3	14		389 7780	216	146	27				333 105691	25	254	73	64	798	251	444	119	74
CS	5											34 680	29	3	2				21 2570	14	6	1		60	43	9	3	
CY																			1 250	1					1	1		
DDR	4	4					1	1				104 2080	90	14					38 5610	33	7			147	128	21		
DK	132	71	63	11	3		54	49	5			632 12630	395	179	58				1190 230569	789	477	208	2	2008	1304	724	277	5
E	15	10	5	1	2		6	6				139 2780	130	9					208 39530	171	20	12	9	368	317	34	13	11
Übertrag	713	226	142	27	15	204	151	27	20	3		5424 128460	4046	1805	573				7120 1835730	4380	2994	1049	206	14461	8803	4958	1669	224

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Güter- u. Personenkraftverkehr insgesamt

Land	Einstellung/ Belehrung					Verwarungen ohne Verwarnungsgeld					Verwarungen mit Verwarnungsgeld					Bußgeldbescheide					S u m m e				
	Maß- nahmen	Verletzte Bestimmungen				Maß- nahmen	Verletzte Bestimmungen				Maß- nahmen Anz./DN	Verletzte Bestimmungen				Maß- nahmen Anz./DN	Verletzte Bestimmungen				Maß- nahmen	Verletzte Bestimmungen			
		Kontr.	Lenk.	Ruhe-	Fahrt-		Kontr.	Lenk.	Ruhe-	Fahrt-		Kontr.	Lenk.	Ruhe-	Fahrt-		Kontr.	Lenk.	Ruhe-	Fahrt-		Kontr.	Lenk.	Ruhe-	Fahrt-
Über- trag	713	226	142	27	15	204	151	27	20	3	6424 128450	4046	1805	573		7120 1835730	4380	2994	1049	206	14461	8803	4958	1669	224
F	300	114	179	55	2	130	96	23	7	1	24200	480	591	137		810135	434	1310	252	2	3327	1124	2105	451	5
FL	3	1	1		1						17 340	12	3	2		22 6630	5	9	7	6	42	18	13	9	7
GB	18	17	1			1	1				164 3280	105	51	8		105 21674	89	24	8	1	288	212	76	16	1
GR	35					9	9				475 9500	391	55	29		7 92387	355	82	44		999	793	137	73	
H	1										21 420	18	3			7 1030	7				29	25	3		
I	174					33	27	6			3480 69500	1728	1287	485		3021 749650	1844	1030	467	6	6713	3592	2343	932	6
IR	1										5 100	3	2			17 3530	16	2			23	19	4		
IRL	3	3									11 220	6	5			28 6010	22	9			42	31	14		
IRQ											1 20	1									1	1			
JOR											3 60	2	1			3 350	2		1		6	4	1		1
KT																2 300	2				2	2			
Über- trag	1253	361	323	82	18	377	284	58	27	4	71809 236200	6792	3803	1244		12494 3528046	7194	5480	1827	222	25933	14631	9664	3730	244

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Güter- u. Personenkraftverkehr insgesamt

Land	Einstellung/ Beförderung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					S u m m e				
	Maß- nahmen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DK	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DK	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr.- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke
Übertrag	1253	361	323	82	18	577	284	58	27	4	11809 236200	6782	3833	1274		12494 3528046	7194	5400	1827	222	25933	14631	9664	3750	244
L	15	10	4			11	4	4	1	1	68 1360	33	23	12		85 34380	55	53	6	1	179	102	84	19	2
Liban																1 150	1				1	1			
M																2 400	1	1			2	1	1		
MA											1 20	1									1	1			
MC																1 208	1				1	1			
N	10	5	5	2		2	2				138 2760	99	31	8		212 45006	141	76	16	7	362	247	112	26	7
NL	403	269	114	53	6	56	53	4			3641 72820	1059	1467	323		3075 978270	1640	1334	435	46	7115	3821	2919	811	52
P	3		3	2		1	1				28 960	23	5			21 4450	18	3			53	42	11	2	
PL	2	4				2	2				19 380	16	3			12 490	9	4	4		35	31	7	4	
R	9										20 400	20				24 9670	22	4			49	42	4		
RSM											2 40	1	1			6 1320	4	1	1		8	5	2	1	
Übertrag	1691	649	449	179	24	449	386	66	28	5	15726 314540	8844	5333	1557		35873 4598342	9086	6956	2289	276	33739	18325	12804	4013	305

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz 1968 Anwendung
im Jahre 1980

Güter- u. Personenkraftverkehr insgesamt

Land	Anstellung/ Belehrung				Verwarnungen ohne Verwarnungsgeld				Verwarnungen mit Verwarnungsgeld				Bußgeldbescheide				Summe			
	Maßnahmen	Kontr. Mittel	Lenk. zeit	Ruhe-zeit	Fahrt-strecke	Maßnahmen	Kontr. Mittel	Lenk. zeit	Ruhe-zeit	Fahrt-strecke	Maßnahmen Ans./DK	Kontr. Mittel	Lenk. zeit	Ruhe-zeit	Fahrt-strecke	Maßnahmen Ans./DK	Kontr. Mittel	Lenk. zeit	Ruhe-zeit	Fahrt-strecke
Übertrag	1691	649	449	139	24	449	346	66	28	5	15726 314540	8844	5333	1557		15873 4538342	9086	6956	2289	276
S	11	9	2			1	1				194 3880	164	22	8		105 28146	72	33	6	1
SF	4	1	3	1		1	1				85 1700	68	16	1		148 8520	31	17	5	2
SU						2	2				24 480	22	2			17 675	16	1	2	
SYR						2	2				3 60	3				4 650	4			
TN											1 20	1						1	1	
TR	28					5	5				281 5620	250	24	7		379 67560	357	24	7	
YU	8					14	10				412 8240	375	62	35		229 45265	176	53	33	
Summe	1742	659	454	140	24	474	367	66	28	5	16726 314540	9667	5459	1608		16655 4738158	9742	7084	2342	279

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige
im Jahre 1980

Güter- u. Personenkraftverkehr Unternehmer

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					S u m m e				
	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen Ans./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen Ans./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.
A	50					13	5	7		1						479 325962	50	377	88	48	542	55	384	88	49
B	35	30	5			2	1	1			1 20	1				198 83915	91	170	14		233	123	126	14	
CH	46	4	39	1	9	1	1									61 35459	2	56	2	17	108	7	95	3	26
DDR																10 4240	10				10	10			
DK	67	20	48	7	2	8	6	2			5 100	5				202 89496	100	104	27		282	131	154	34	2
E	3	2	2		2											37 11180	24	6	5	2	40	26	8	5	4
F	78	26	48	6	1	36	24	9	3		1 40	1				609 470390	67	553	83	1	722	118	610	92	8
FL	3	1	1		1											7 3540	2	5		2	18	3	6		3
GB	1	1														18 5640	16	2			19	17	2		
GR	1															15 4810	8	8			16	8	8		
I	13					3	2	1								275 197967	33	233	71	2	291	35	234	71	2
IR																1 640		1			1		1		
Über- trag	295	84	143	14	15	63	39	20	3	1	7 160	7				1909 1233239	403	1465	290	72	2274	533	1628	307	88

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Güter- u. Personenkraftverkehr Unternehmer

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					Summe							
	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.				
Über- trag	295	84	143	14	6	75	63	39	20	3	1	7	160	7	2		5	1909	1233239	403	1465	290	72	2274	533	1628	307	88
IRL	2	2																1000	3					5	5			
D	11	8	1				5	1	2		1							20960	25	25	1	1	53	34	28	1	2	
N	7	3	4	1														12545	15	23	4	3	43	18	27	5	3	
NL	70	48	18	4	1	6	6					4	80	2	2			455605	195	439	148	20	811	251	459	152	29	
P	1						1	1										1700	3	1			6	4	2	1		
PL																		70	2				2	2				
R																		1										
RSM																		720										
S	3	2	1															1										
SF	3		3	1														640										
SU																		75										
Über- trag	392	147	171	21	16	75	47	22	3	2	11	240	9	2				4873	9	6			18	11	7			
																		2										
																		1000	1	1	1		5	1	4	2		
																		4										
																		180	3	1			4	3	1			
																		2745	659	1963	444	96	3223	862	2758	468	114	

Güter- u. Personenkraftverkehr Unternehmer

[illegible]

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Güterkraftverkehr Unternehmer

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					S a m m e				
	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer Beif.	Maß- nahmen Anz./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer Beif.	Maß- nahmen Anz./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer Beif.
A	49					13	5	7		1						472 322982	48	373	86	47	534	53	300	86	48
B	35	30	5			2	1	1			1 20	1				195 83915	91	130	14		233	123	126	14	
CH	46	4	39	1	9	1	1									61 35459	2	56	2	17	108	7	95	3	26
DDR																10 4240	10				10	10			
DK	67	20	48	7	2	7	5	2			4 80	4				196 87596	94	104	27		274	123	154	34	2
E	3	2	2		2											35 10780	23	6	4	2	38	25	8	4	4
F	76	26	48	6	1	36	24	9	3		1 40	1				608 469670	67	952	83	1	721	116	609	92	2
FL	3	1	1		1											7 3540	2	5		2	10	3	6		3
GB	1	1														18 5640	16	2			19	17	2		
GR	1															75 4870	8	8			16	87	8		
I	13					3	2	1								274 196607	33	232	71	2	290	35	233	71	2
IR	-															1 640		1			1		1		
Über- trag	294	84	143	14	15	62	38	20	3	1	6 140	6				1892 1225874	394	1459	287	71	2254	522	1622	304	87

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige
im Jahre 1980
Güterkraftverkehr Unternehmer

	Erstellung/ Belohnung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					Summe				
Land	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen Ans./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen Ans./DM	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.	Maß- nahmen	Verletzte Bestimmungen Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrer- Beif.
Über- trag	294	84	143	14	15	62	38	20	3	1	6 140	6				1872 1225879	394	1459	287	71	2254	522	1622	304	87
IRL	2	2														3 1000	3				5	5			
L	11	8	1			5	1	2		1						34 19480	24	23	1	1	50	33	26	1	2
N	7	3	4	1												36 12545	15	23	4	3	43	18	27	5	3
NL	70	48	18	4	1	6	6				4 80	2	2			731 455605	195	439	148	20	811	251	459	152	21
P	1		1	1		1	1									4 1700	3	1			6	4	2	1	
PL																2 70	2				2	2			
R																1 720		1			1		1		
RSM																1 640		1			1		1		
S	3	2	1													15 4873	9	6			18	11	7		
SF	3		3	1												2 1000	1	1	1		5	1	4	2	
SU																4 180	3	1			4	3	1		
Über- trag	391	147	171	21	16	74	46	22	3	2	10 720	8	2			2725 1723772	649	1955	441	95	3200	890	2750	465	113

Güterkraftverkehr Unternehmer

Anlage 4/3

Personenkraftverkehr Unternehmer

[illegible]

im Jahre 1980

Güter- u. Personenkraftverkehr Fahrpersonal

Land	Einstellung/ Belehnung				Verwarnungen ohne Verwarnungsgeld				Verwarnungen mit Verwarnungsgeld				Bußgeldbescheide				S u m m e				
	Mah- nahmen	Kontroll- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Mah- nahmen	Kontroll- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Mah- nahmen Anz./Dr.	Kontroll- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Mah- nahmen Anz./Dr.	Kontroll- Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	
A	284					98	80	10	6	2	3071 61420	2012	791	268		3440 733650	2329	1098	467	80	6893 4421 3592 741 82
AFG											1 20	1				2 300	2				3 3
AL											2 40	2				2 300	2				4 4
And																1 150	1				1 1
B	129	107	28	10		4	3	1			1997 39130	1079	660	218		1183 24723	858	620	184	3	3273 2047 1329 412 3
BG	7					3					94 1880	91	3			27 5450	14	15	2		131 105 18 2
CH	6		2	4	1	22	5	3	14		389 7730	216	146	27		272 70232	23	198	71	47	629 244 349 116 48
CS	5										34 680	29	3	2		21 2570	14	6	1		60 43 9 3
CY																1 250	1				1 1
DDR	4	4				1	1				104 2080	90	14			28 1370	23	7			137 118 21
DK	65	51	15	4	1	46	43	3			627 12530	390	179	58		988 201073	683	373	181	2	1726 1173 573 243 3
E	12	8	3	1		6	6				139 2780	130	9			171 28410	147	14	7	7	328 291 25 8 7
Über- trag	512	170	48	19	2	180	138	17	27	2	6418 128340	4047	1805	577		6136 1285478	4103	2331	913	199	13246 8451 4391 1525 143

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Landwirte

im Jahre 1980

Güter- u. Personenkraftverkehr Fahrpersonal

	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					Summe					
Land	Maß- nahmen	Verletzte Bestimmungen				Maß- nahmen	Verletzte Bestimmungen				Maß- nahmen Ans./DM	Verletzte Bestimmungen				Maß- nahmen Ans./DM	Verletzte Bestimmungen				Maß- nahmen	Verletzte Bestimmungen				
	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		
Über- trag	512	170	48	19	2	180	138	17	20	2	6418 128340	4040	1805	573		6136 1285478	4103	2331	913	139		13246	8451	4201	1525	143
F	224	88	131	49	1	94	72	16	4	1	1207 24160	477	991	137		1080 339745	367	752	169	1		2605	1004	1495	359	3
FL											17 340	12	3	2		15 3090	3	4	7	4		32	15	7	9	4
GB	17	16	1			1	1				164 3280	105	51	8		87 16034	73	22	8	1		269	195	74	16	1
GR	34					9	9				475 9500	391	55	29		465 88777	385	74	44			983	785	129	73	
H	1										21 420	18	3			7 1050	7					29	25	5		
I	166					30	25	5			3480 69600	1728	1287	465		2746 951683	1811	817	396	4		6422	3564	2109	861	4
IR	1										5 100	3	2			16 2890	16	1				22	19	3		
IRL	1	1									11 220	6	5			25 5010	19	9				37	26	14		
JOR											4 80	3	1			3 330	2			1		7	5	1		1
KT																2 300	2					2	2			
L	4	2	3			6	3	2	1		68 1360	33	23	12		48 13421	30	28	5			126	68	56	18	
Über- trag	960	277	183	68	3	320	248	40	25	3	11879 237400	6816	3826	1226		10630 2307222	6818	4043	1542	150		23780	14159	8092	2861	156

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Güter- u. Personenkraftverkehr Fahrpersonal

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					Summe					
	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DM	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DM	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	
Übertrag	960	277	183	68	3	320	248	40	25	3	11870 237400	6816	3826	1226		10630 2307221	6818	4043	1542	150		23780	14799	8092	2861	156
Liban																1 150	1					1	1			
M											1 20	1				2 400	1	1				3	2	1		
MC																1 200	1					1	1			
N	3	2	1	1		2	2				138 2760	99	31	8		176 32461	126	53	12	4		399	229	85	21	4
NL	333	221	96	49	5	50	47	4			3637 72740	1857	1465	323		2284 523165	1445	895	287	26		6304	3570	2460	659	31
P	2		2	1							28 560	23	5			17 2750	15	2				47	38	9	1	
PL	2	4				2	2				19 380	16	3			10 380	7	4	4			35	29	7	4	
R	5										20 400	20				23 4950	22	3				40	42	3		
RSM											2 40	1	1			5 680	4		1			7	5	1	1	
S	8	7	1			1	1				164 3880	164	22	8		90 15273	63	27	6	1		295	235	50	14	1
SF	1	1				1	1				85 1700	68	15	1		46 7440	30	16	4	2		133	100	32	5	2
Übertrag	1314	512	283	119	8	376	301	44	25	3	15974 317580	9065	5369	1566		13285 2895076	8533	5044	1856	183		30964	18411	10740	3566	194

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen
im Jahre 1980
Güter- u. Personenkraftverkehr Fahrpersonal

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					S u m m e				
	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DM	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen Ans./DM	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke
Übertrag	134	512	283	119	8	376	301	44	25	3	15994 313880	9065	5369	1566		13285 2895076	8533	5044	1856	183	30969	18411	10740	3566	194
SYR						2	2				60	3				650	4				9	9			
SU						2	2				480	22	2			13 495	13		2		39	37	2	2	
TN											1 28	1									1	1			
TR	27					5	5				281 5620	250	24	7		368 58080	320	20	6		681	605	44	19	
YU	8					14	10				412 8240	315	62	35		221 41035	174	46	29		695	493	108	64	
Summe	1349	512	283	119	8	399	320	44	25	3	16775 334700	9656	5497	1608		13891 2995336	9074	5110	1893	183	32354	19562	10894	3645	194

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonengesetz gegen ...

im Jahre 1980

Güterkraftverkehr Fahrpersonal

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					S u m m e				
	Maß- nahmen	Verletzte Kontr.- Mittel	Bestimmungen Lenk-zeit	Bestimmungen Ruhe-zeit	Bestimmungen Fahrt- strecke	Maß- nahmen	Verletzte Kontr.- Mittel	Bestimmungen Lenk-zeit	Bestimmungen Ruhe-zeit	Bestimmungen Fahrt- strecke	Maß- nahmen Ans./DK	Verletzte Kontr.- Mittel	Bestimmungen Lenk-zeit	Bestimmungen Ruhe-zeit	Bestimmungen Fahrt- strecke	Maß- nahmen Ans./DK	Verletzte Kontr.- Mittel	Bestimmungen Lenk-zeit	Bestimmungen Ruhe-zeit	Bestimmungen Fahrt- strecke	Maß- nahmen	Verletzte Kontr.- Mittel	Bestimmungen Lenk-zeit	Bestimmungen Ruhe-zeit	Bestimmungen Fahrt- strecke
A	284					96	78	10	6	2						3402 7275	2293	1095	466	80	3782	2371	1105	472	82
AFG																2 300	2				2	2			
AL																2 300	2				2	2			
And																1 150	1				1	1			
B	129	107	28	10		4	3	1			1 20	1				1183 24723	858	620	184	3	1317	969	649	194	3
BG	7					3										27 5450	14	15	2		37	14	15	2	
CH	6		2	4	1	21	4	3	14							274 70132	22	198	71	47	298	28	203	89	48
CS	4															19 2270	12	6	1		23	12	6	1	
CY																1 250	1				1	1			
DDR	4	4				1	1									28 1370	23	7			33	28	7		
DK	65	51	15	4	1	46	43	3			69 1380	62	6	1		973 199073	674	373	181	2	1153	830	397	186	3
E	12	8	3	1		6	6									162 27160	138	14	7	7	180	152	17	8	7
Über- trag	511	170	48	19	2	177	135	17	25	2	70 1400	63	6	1		6071 1275693	4840	2528	912	139	6829	4408	2399	952	143

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Ausw. 1980

im Jahre 1980

Güterkraftverkehr Fahrpersonal

Land	Einstellung/ Belehrung					Verwarnungen ohne Verwarnungsgeld					Verwarnungen mit Verwarnungsgeld					Bußgeldbescheide					Summe					
	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Verletzte Bestimmungen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke		
Übertrag	511	170	48	19	2	177	135	17	20	2	70	1400	63	6	1	6071	1275693	4040	2328	912	139	6829	4408	2399	952	143
F	223	87	131	49	1	93	71	16	4	1	2	60	2			1076	339745	364	757	168	1	1394	524	904	221	3
FL																15	3090	3	4	7	4	15	3	4	7	4
GB	17	16	1			1	1									87	16034	73	22	8	1	105	90	23	8	1
GR	34					9	9									456	86927	376	74	44		499	385	74	44	
H	1															7	1050	7				8	7			
I	166					30	25	5								2733	549003	1800	875	336	4	2929	1825	820	336	4
IR	1															16	2890	16	1			17	16	1		
IRL	1	1														25	5070	19	9			26	20	9		
JOR																3	350	2			1	3	2			1
KT																2	300	2				2	2			
L	4	2	3			6	3	2	1							44	12410	29	25	5		54	34	30	6	
Übertrag	958	276	183	68	3	316	244	40	25	3	72	1460	65	6	1	10535	2291902	6731	4035	1540	150	11881	7316	4264	1634	156

im Jahre 1980

Güterkraftverkehr Fahrpersonal

	Bußgeld mit Verwarnungsgeld				Verwarnungen ohne Verwarnungsgeld				Verwarnungen mit Verwarnungsgeld				Bußgeldbescheide				Summe								
	Maßnahmen	Kontroll-Mittel	Lenk-zeit	Ruhe-zeit	Fahrtstrecke	Maßnahmen	Kontroll-Mittel	Lenk-zeit	Ruhe-zeit	Fahrtstrecke	Maßnahmen	Kontroll-Mittel	Lenk-zeit	Ruhe-zeit	Fahrtstrecke	Maßnahmen	Kontroll-Mittel	Lenk-zeit	Ruhe-zeit	Fahrtstrecke	Maßnahmen	Kontroll-Mittel	Lenk-zeit	Ruhe-zeit	Fahrtstrecke
Übertrag	958	275	183	68	3	316	244	40	25	3	72 1460		65	6	1	10535 2291902	6731	4075	1540	150	11881	7316	4264	1634	156
Liban																1 150	1				1	1			
M																2 400	1	1			2	1	1		
N	3	2	1	1		2	2				4 80		4			175 32311	125	53	12	4	184	133	54	13	4
NL	332	220	96	49	5	49	46	4			169 3580	93	75	9		2277 522215	1441	892	287	26	2827	1800	1067	345	31
P	2		2	1												16 2600	14	2			18	14	4	1	
PL	2	4				2	2									10 380	7	4	4		14	13	4	4	
R	5															23 4950	22	3			28	22	3		
RSM																5 680	4		1		5	4		1	
S	8	7	1			1	1				4 80		4			86 14723	99	27	6	1	99	70	28	6	7
ST	1	1				1	1									41 6690	26	15	4	2	43	28	15	4	2
STR						2	2									4 650	4				6	6			
Übertrag	1311	570	281	110	8	373	298	44	25	3	243 5000	166	81	10		13175 287651	8435	5032	1854	183	15108	9409	5440	2008	194

Güterkraftverkehr Fahrpersonal

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Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz gegen Auswärtige

im Jahre 1980

Personenkraftverkehr Fahrpersonal

Land	Dinstellung/ Belohnung				Verwarnungen ohne Verwarnungsgeld				Verwarnungen mit Verwarnungsgeld				Bußgeldbescheide				S u m m e			
	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke	Maß- nahmen	Kontr. Mittel	Lenk- zeit	Ruhe- zeit	Fahrt- strecke
A						2	2									38 6175	36	3	1	
CH						1	1									1 100	1			
CS	1															2 300	2			
DK											4 80	2	2			15 2000	15			
E																9 1250	9			
F	1	1				1	1									4 600	3		1	
GR																9 1250	9			
I																13 2680	11	2		
L																4 1010	1	3		
MC																1 200	1			
N																1 150	1			
NL	1	1				1	1				1 20		1			7 950	4	3		
Über- trag	3	2				5	5				5 100	2	3			104 16625	93	11	2	

Annexe 5.8.1

Ordnungswidrigkeiten-Verfahren nach dem Fahrpersonalgesetz des Saarlandes

im Jahre 1960

Personenkraftverkehr Fahrpersonal

Land	Ordnungswidrigkeiten				Verurteilungen ohne Verwarnungsgeld				Verurteilungen mit Verwarnungsgeld				Bußgeldverfahren				Summe			
	Kontr.-Mittel	Lenk.-zeit	Ruhe-zeit	Fahrtstrecke	Kontr.-Mittel	Lenk.-zeit	Ruhe-zeit	Fahrtstrecke	Kontr.-Mittel	Lenk.-zeit	Ruhe-zeit	Fahrtstrecke	Kontr.-Mittel	Lenk.-zeit	Ruhe-zeit	Fahrtstrecke	Kontr.-Mittel	Lenk.-zeit	Ruhe-zeit	Fahrtstrecke
Übertrag	3	2			5	5			5	2	3		104	93	11	2	117	102	14	2
P													1	1			1	1		
S													4	4			4	4		
SF													5	4	1		5	4	1	
YU													1		1		1		1	
Summe	3	2			5	5			5	2	3		115	102	13	2	128	111	16	2

NETHERLAND Infringements by country of origin

Art.	B	DK	D	UK	F	IRL	I	L	Non-member countries
7.1	32	7	17	-	12	-	30	-	2
7.2/3	40	15	57	1	16	1	28	6	7
7.4	-	-	-	-	-	-	-	-	-
11.1	54	16	54	1	18	1	21	-	6
11.2	-	-	-	-	-	-	-	-	-
11.4	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-
14.1	2	-	-	-	-	-	-	-	-
14.2	-	-	-	-	-	-	-	-	-
14.4/16	68	10	93	10	4	8	54	2	9
15.1	-	-	-	-	-	-	-	-	-
15.5	-	-	-	-	-	-	-	-	-
Total	196	48	221	12	50	10	133	8	24

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

COUNTRY	Official report	Infringements	Penalties	Including:
NETHERLANDS	11.101	41039	2.336.205	386 cases in which no action taken
BELGIUM	77	196	1.750	37 cases in which no action taken 31 cases transferred
DENMARK	20	48	---	19 cases in which no action taken 1 case transferred
FEDERAL REPUBLIC OF GERMANY	61	221	900	51 cases in which no action taken 3 cases transferred
UNITED KINGDOM	4	12	500	3 cases in which no action taken
FRANCE	23	50	---	17 cases in which no action taken 6 cases transferred
IRELAND	3	10	---	3 cases in which no action taken
ITALY	16	133	---	15 cases in which no action taken 1 case transferred
LUXEMBOURG	1	2	---	1 case in which no action taken
NON-MEMBER COUNTRIES	8	24	200	7 cases transferred
TOTAL	11.314	41.735	2.339.555	539 cases in which no action taken 42 cases transferred to the foreign authorities responsible

FRANCE Roadside check

Nationality	Number of infringements detected	Number of infringements for which official report made out
France	109.602	91.399
Federal Republic of Germany	466	346
Belgium	888	731
Denmark	20	18
United Kingdom	492	204
Netherlands	368	209
Luxembourg	55	28
Italy	1.505	1.198
Ireland	49	29
Non-member countries	1.138	871
T O T A L	114.613	95.023

ITALY

Infringements detected in 1980:

Regulation (EEC) No 543/69							
Infringement	Goods transport		Passenger transport				TOTAL
	nationals	foreigners	nationals	foreigners	regular	occasional	
Art 5	3.292	596	5.118	46	410	1.263	10.725
Art 6	2.730	168	79	36	4	-	3.017
Art 7 - 8	10.362	283	224	101	23	11	11.004
Art 11 - 12	5.449	492	201	31	6	-	6.179
Art 14 - 15	85.631	9.260	862	53	284	57	96.147
	107.464	10.799	6.484	267	727	1.331	127.072

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

Number of crews checked	41.045
Number of discs analyzed (1) = No of days of transport operations	492.546
Number of infringements detected (2)	363.432
Number of infringements on which action taken	91.710

(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	22.290
	Daily	44.710
	Weekly	4.935
	Over 14 days	2.696
Inadequate or no daily rest period		72.899
T O T A L		147.530

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

Failure to keep discs	4061
Use of unsuitable or non-approved discs	2155
Incomplete data on record sheets -centre of discs not filled in	5850
Selector switching error	203836
TOTAL	215902

B) Roadside checks:

Number of crews checked	:	639 846
Number of discs analyzed = number of days of transport operations checked	:	2.140 653
Number of infringements detected	:	114 613
Number of infringements on which action taken	:	95 023

Penalties imposed by the courts in 1980 ¹Fines

Amount (FF)	Number	%
Less than FF 40	4.280	16,1 %
FF 41 to FF 100	8.872	33,5 %
FF 101 to FF 160	4.969	18,7 %
FF 161 to FF 220	4.492	17 %
more than FF 220	3.898	14,7 %
	26.481	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/gendarmeries) is not known.

UNITED KINGDOM

Vehicles inspected (goods and passenger), broken down by nationality:

UK	B	D	DK	F	I	IRL	L	NL	non-member country	TOTAL
199.775	169	506	308	913	113	1365	11	1378	754	205.292

Infringements detected:

Articles	UK	B	D	DK	F	I	IRL	L	NL	non-member country	TOTAL
Art 6 450 km	-	-	-	-	-	-	-	-	-	-	-
Art 7.1	310	-	-	-	-	-	-	-	-	-	310
Art 7.2/4	1381	1	-	-	7	4	19	-	3	1	1416
Art 8	102	-	-	2	3	-	4	-	-	1	112
Art 11	89	1	1	-	11	2	12	-	2	1	119
Art 12	39	-	-	-	-	-	-	-	-	-	39
Art 14.1	2814	2	-	1	2	2	167	1	3	11	3003
Art.14.2	5099	1	1	1	9	1	72	-	2	27	5213
Art.14.3	159	-	-	-	-	-	-	-	-	-	159
Art 15.1	1	-	-	-	-	-	-	-	-	-	1
Art.15.2	-	-	-	-	-	-	-	-	-	2	2
TOTAL	9994	5	2	4	32	9	274	1	10	43	10374

DenmarkInfringements and penalties imposed on employer
in connection with Regulation (EEC) No 543/69 in 1980

Penalty \ Nature of infringement	Article 7	Article 11 ₁	Article 14	Article 15	Articles 7 and 11 ₁	Total
Employers						
Written warning	0	1	0	0	0	1
Fine of DKR 200	0	0	0	1	0	1
300	0	0	1	0	0	1
500	0	1	0	0	0	1
600	1	3	21	1	0	26
750	0	0	1	0	0	1
800	0	1	0	0	0	1
1000	0	4	0	0	4	8
1200	0	1	0	0	2	3
1500	1	3	0	0	0	4
2000	0	2	0	0	8	10
3000	0	0	0	0	1	1
TOTAL NUMBER OF OPERATORS	2	16	23	2	15	58

DENMARKInfringements and penalties imposed on drivers in connection
with Regulation (EEC) No 543/69 in 1980

Nature of infringement Penalty	Article 7	Article 11 ₁	Article 14	Article 15	Articles 7 and 11 ₁	Total
Drivers						
Written warning	0	0	0	0	0	0
Fine of DKR 200	0	3	5	1	4	13
250	0	0	1	0	0	1
300	0	4	1	0	7	12
400	0	0	1	0	3	4
500	0	2	0	0	7	9
600	1	3	0	0	6	10
1000	0	2	0	0	0	2
TOTAL NUMBER OF DRIVERS	1	14	8	1	2	51
TOTAL NUMBER OF DRIVERS AND OPERATORS	3	30	31	3	42	109

UNITED KINGDOM Penalties

Article	Oral warnings	Written warnings	Immobilization	Cases prosecuted	Total fines
Art. 6	-	-	-		33.528
Art. 7.1	13	209	-	74	
7.2/3	40	762	32	566	
Art. 8	-	11	7	90	
Art. 11	3	4	23	77	
Art. 12	-	19	-	21	184.538
Art. 14.6	428	223	193	1374	
14.8	715	1025	80	3226	
14.7	2	92	-	44	
TOTAL	1201	2345	335	5472	218.066