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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

{COM(2009)416}

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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
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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	
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
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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 ²⁶	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