

Question for written answer E-000452/2026
to the Commission
Rule 144
Zala Tomašič (PPE)

Subject: Conflict between weekly rest and cargo insurance

In accordance with Regulation (EC) No 561/2006¹, as amended by Regulation (EU) 2020/1054², and in particular in accordance with Article 8(8) thereof, drivers are required to take any weekly rest period of more than 45 hours outside their vehicles. The regulation stipulates that such rest must be taken in suitable, gender-friendly accommodation with adequate sleeping and sanitary facilities, rather than inside the vehicle. However, many European insurance policies for commercial vehicles provide that cargo is not covered if the vehicle is left unattended. As a result, insurance companies may refuse coverage in the event of theft when the driver is not present in the vehicle during the rest period. Given these potentially conflicting requirements, could the Commission clarify the following:

1. How does the Commission reconcile the obligation for drivers to take any weekly rest period of more than 45 hours outside the vehicle with insurance requirements that may lead to a loss of cargo coverage?
2. Are there any initiatives planned or under consideration to ensure that transport companies are not penalised as a result of conflicting regulatory or contractual obligations in this area?

Supporters³

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¹ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1, ELI: <http://data.europa.eu/eli/reg/2006/561/oj>).

² Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1, ELI: <http://data.europa.eu/eli/reg/2020/1054/oj>).

³ This question is supported by Members other than the author: Sebastian Tynkkynen (ECR), Ondřej Krutílek (ECR), Matej Tonin (PPE), Roman Haider (PSE), Milan Zver (PPE), Emil Radev (PPE), Elżbieta Katarzyna Łukacijewska (PPE), Ștefan Mușoiu (S&D).