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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(23.1.2026)

The extension of the scope of Regulations (EC) No 561/2006¹ and (EU) No 165/2014² to Light Commercial Vehicles (LCVs) engaged in international transport operations or cabotage³ was adopted in the context of ‘Mobility Package I’ in 2020⁴. Its objective is to level the playing field in international road transport between operators of heavy-duty vehicles and light commercial vehicles. It will, as a result, also contribute to providing better working conditions for the drivers of these vehicles, including when such drivers are posted.

By the time this provision starts applying on 1 July 2026, the undertakings concerned will therefore have had six years to organise themselves to comply with this obligation. The Commission therefore has no intention to propose a postponement of the deadline of 1 July 2026. The Commission remains in close contact with the road transport sector in this respect.

It is the responsibility of the equipment manufacturer to fix any bugs or errors in a type-approved smart tachograph version 2. Where such errors are manifestly not the responsibility of the driver, enforcers should keep this in mind in their enforcement practices and should not penalise drivers for this sole reason.

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.

² Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport, OJ L 60, 28.2.2014, p. 1.

³ Article 2(1)(aa) of Regulation (EC) No 561/2006 of the European Parliament and of the Council.

⁴ 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.