

(English version)

**Question for written answer E-000260/26
to the Commission
Philippe Olivier (Pfe)
(22 January 2026)**

Subject: Unfair competition in road transport: the case of light commercial vehicles in the EU

The road freight transport sector is facing increasing unfair competition, which no longer affects only heavy goods vehicles, but is now also significantly impacting light-duty vehicles, especially in France.

Light commercial vehicles (LCVs), often registered in eastern European countries, can be used to circumvent the rules applicable to heavy goods vehicles: no tachograph is installed, driving time and rest periods are not respected, vehicles are overloaded, etc.

That is particularly evident in courier and delivery services, where delivery drivers subcontracting for large groups or e-commerce platforms work under precarious conditions and at the expense of fair competition.

In this context, with rules set to enter into force on 1 July 2026 making tachographs mandatory in LCVs over 2.5 tonnes that are engaged in the transport of goods:

1. What controls and penalties does the Commission intend to put in place to enforce the same rules on rest periods and driving time as those applicable to heavy goods vehicles?
2. What action does the Commission intend to take to support Member States, such as France, that are having to deal with increasingly unfair competition in road freight transport?

Submitted: 22.1.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(5 March 2026)**

As from 1 July 2026, the scope of application of Regulations (EC) No 561/2006 ⁽¹⁾ and (EU) No 165/2014 ⁽²⁾ will be extended to light commercial vehicles (LCVs) over 2.5 tonnes active in international transport and cabotage operations.

Existing rules on driving times and rest periods, installation and use of tachographs, and posting of drivers will therefore apply to these transport operations.

The purpose of these new rules is to avoid unfair competition by LCVs in the transport of goods by road by levelling the playing field between high duty vehicles and LCVs.

Controls to enforce these rules are to be carried out by authorised control officers appointed by the Member States' relevant authorities.

Penalties applicable to infringements of these rules are to be laid down by the Member States in accordance with Article 19 of Regulation (EC) No 561/2006 and Article 41 of Regulation (EU) No 165/2014.

In addition, the Commission adopted Implementing Regulation (EU) 2016/403 ⁽³⁾ which draws up a list of categories, types and degrees of seriousness of serious infringements which may lead to the loss of good repute of the road transport undertaking or the transport manager.

The Commission is committed to ensuring a uniform and high level of enforcement of these rules across all Member States. The European Labour Authority can also help Member States by providing training to control officers, disseminating good practices and coordinating joint inspections.

⁽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⁾ Commission Regulation (EU) 2016/403 of 18 March 2016 supplementing Regulation (EC) No 1071/2009 of the European Parliament and of the Council with regard to the classification of serious infringements of the Union rules, which may lead to the loss of good repute by the road transport operator, and amending Annex III to Directive 2006/22/EC of the European Parliament and of the Council, OJ L 74, 19.3.2016, p. 8.