

(English version)

Question for written answer E-001232/26
to the Commission
Mario Furore (The Left)
(24 March 2026)

Subject: Legal asymmetry of digital tachograph data and possible introduction of a ‘smart payslip’ in the road transport sector

The increasing use of certified digital systems in the implementation of Union law raises questions of legal consistency in the use and evidentiary value of data. The second-generation smart digital tachograph, as provided for in Regulation (EU) No 165/2014 and Regulation (EU) 2020/1054, records the activities of professional drivers — including driving, working and rest periods — continuously and in a certified manner, and is used by enforcement authorities as evidence to detect infringements and impose penalties.

However, the same data do not automatically serve to protect workers’ rights as regards remuneration. In many cases, there is no systematic obligation to reconcile tachograph records with payslip details.

Given the technologies currently available, the idea of a potential ‘smart payslip’ has been proposed, i.e. an interoperable digital system that links tachograph records to payslip details.

In the light of the above, can the Commission answer the following questions:

1. Does the Commission consider it appropriate to make greater use of tachograph data, notably for the purpose of verifying drivers’ wage entitlements?
2. Will it consider introducing interoperable digital tools, such as a possible ‘smart pay slip’?
3. What measures does it intend to take to improve the enforcement of Directive (EU) 2020/1057 and combat wage dumping in the road haulage sector?

Submitted: 24.3.2026

Answer given by Mr Tzitzikostas on behalf of the European Commission
(22 May 2026)

The Commission considers that it is fully appropriate to make greater use of tachograph data, notably for the purpose of verifying drivers’ wage entitlements. As laid out in the relevant legislation ⁽¹⁾, tachograph data can already be used as supporting evidence of drivers’ activities in situations where the driver has been posted.

In order to contribute to the enforcement of Directive (EU) 2020/1057 ⁽²⁾, the Commission has set up the Road Transport Posting Declaration (RTPD) Module in the internal market Information System (IMI). This interoperable module allows enforcement authorities and operators to exchange information on posted drivers. In 2025, 1,581 checks were conducted via this IMI RTPD Module.

The market may further develop tools to support, including by using tachograph data, the amounts to be paid to a posted driver in such cases, which also depends on the national legislations in the Member States. The European Labour Authority is currently working on a pilot project ⁽³⁾ for a ‘remuneration tool’ for the road transport sector.

The Commission is continuously monitoring and improving the usage and features of the RTPD module. The Commission invests EUR 200,000 annually only on new developments in the tool, with the objective of increasing its usage and facilitate enforcement through the platform.

⁽¹⁾ See in particular Article 7(1) of Regulation (EU) No 165/2014 of the European Parliament and of the Council, and indent (iii) of point (b) of Article 1(11) of Directive (EU) 2020/1057 of the European Parliament and of the Council (OJ L 60, 28.2.2014, p. 1).

⁽²⁾ Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).

⁽³⁾ See main conclusions and potential further actions of the report from the Commission to European Parliament, the Council and the European Economic and Social Committee on the application and implementation of Directive (EU) 2018/957 (COM(2024) 320 final).