

EU Mobility Package is in force and the social provisions on driving times and rest conditions of drivers have been applying since August 2020. But the big changes start June 2022.

From August 20, 2020 (Implemented within EU)

- Requirements for accommodation facilities at regular weekly rest (45 hours) at the employer's expense.
- Allowed with two reduced weekly rests in a row (internationally) - compensation within 3 weeks.
- Drivers must return home every 4 weeks.
- Daily and weekly driving time can be increased by up to an hour to reach home for 24-hour or weekly rest.



From February 2022

- Return of vehicles to country of registration no later than every 8 weeks.
- The cabotage regulations will be reformed. The rule that three cabotage transport operations may be carried out within seven days will be retained. What is new is that a so-called "cooling-off period" of four days must then be observed. Only after these four days have elapsed may cabotage transport operations be carried out again in the same EU member state. There will be stricter documentation requirements.
- All drivers must manually register at border crossings.
- Cross-trade operations will be subject to the posting rules. Cross-trade operations - understood as transport operations carried out between two Member States, or between a Member State and a third country, none of which is the country of establishment of the operator carrying out these operations.

Possible consequences as a result of the changes:

- Higher costs and new operating setups
- Increased opportunity and importance for control / enforcement
- Changed market structure in the conveyor market

From June 2022

- Light commercial vehicles (LCV) above 2.5 metric tons must have a permit to carry out international transport.



From September 2023

- Smart tachograph in new vehicles.
- The Mobility Package announces the roll-out of a new generation of so-called smart tachographs. These are to be fitted on all new vehicles exceeding 3.5 metric tons by 2023, and retrofitted to replace 1B-generation tachographs by 2024 and 1C-generation tachographs by 2025. Also new in the Mobility Package is the obligation to equip light vehicles weighing 2.5 to 3.5 metric tons with smart tachographs by 2026.



From 2024

- Requirements for smart tachograph version 1 in vehicles that operate international transport.



From 2025

- Vehicles with smart tachograph version 1 must update to version 2 for international transport.
- Driver must be able to present tachograph data: Increases time span from 28 to 56 days.
- Control authorities must have equipment for reading smart tachographs.



From 1 July 2026

- Light commercial vehicles over 2.5 tons in international transport are subject to the driving and rest time rules and must have a smart tachograph version 2.