Official Journal
of the European Union

EN
L series

2026/907

29.4.2026

COMMISSION IMPLEMENTING DECISION (EU) 2026/907

of 27 April 2026

laying down rules for the application of Regulation (EC) No 561/2006 of the European Parliament and of the Council as regards the standard form and repealing Commission Implementing Decision (EU) 2017/1013

(notified under document C(2026) 2284)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 ([1]), and in particular Article 25(2) thereof,

Whereas:

(1) The standard form referred to in Article 17(1) of Regulation (EC) No 561/2006 is to be used by the Member States to communicate to the Commission, every two years, the necessary information to prepare a report on the application of that Regulation and of Regulation (EU) No 165/2014 of the European Parliament and of the Council ([2]), as well as on developments in the fields covered by those Regulations.

(2) Article 26(4), first subparagraph, of Regulation (EU) No 165/2014 allows Member States, in duly justified and exceptional cases, to issue temporary driver cards to drivers who do not have their normal residence in a Member State or in a State which is a Contracting Party to the European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) ([3]). Pursuant to Article 26(4), second subparagraph, of that Regulation, on the basis of data provided by Member States, the Commission is to report its findings on driving cards every two years to the European Parliament and to the Council. It is therefore appropriate for reasons of administrative convenience and effective monitoring of the Union rules for Members States to provide that data using the standard form referred to in Article 17(1) of Regulation (EC) No 561/2006.

(3) The provisions on driving time, breaks and rest periods laid down in Regulation (EC) No 561/2006 are supplemented by Directive 2002/15/EC of the European Parliament and of the Council ([4]), as provided in its Article 2(4), which lays down rules on other aspects of working time. Article 13(1) of Directive 2002/15/EC requires the Member States to communicate to the Commission, every two years, the information on the implementation of that Directive. That two-year reporting period covers the same period as that laid down in Article 17(1) of Regulation (EC) No 561/2006. It is therefore appropriate for reasons of administrative convenience, effective monitoring of the Union rules in the field relating to road transport, and in view of promoting a common approach, to report the relevant information using the standard form pursuant to Article 17(1) of Regulation (EC) No 561/2006.

([1]) OJ L 102, 11.4.2006, p. l, ELI: http://data.europa.eu/eli/reg/2006/561/oj.
([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, ELI: http://data.europa.eu/eli/reg/2014/165/oj).
([3]) OJ L 95, 8.4.1978, p. 1.
([4]) Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35, ELI: http://data.europa.eu/eli/dir/2002/15/oj).

(4) Regulation (EU) 2020/1054 of the European Parliament and of the Council ([5]) amended Regulation (EC) No 561/2006 by introducing, in Articles 8 and 8a, obligations on transport undertakings to cover any costs for accommodation outside the vehicle and to organise the work of drivers in such a way that the drivers are able to return to the employer's operational centre or to the drivers' place of residence, within each period of four consecutive weeks in order to take weekly rest periods. The checks relating to drivers or performed at undertakings' premises by Member States should also verify compliance with those new obligations. In order to promote a common approach, the results of those checks should be reported in the standard form referred to in Article 17(1) of Regulation (EC) No 561/2006.

(5) Directive (EU) 2020/1057 of the European Parliament and of the Council ([6]) amended Directive 2006/22/EC of the European Parliament and of the Council ([7]) by extending the scope of roadside checks and controls at the premises of transport undertakings to include controls of compliance with working time rules laid down in Directive 2002/15/EC. The result of those controls should be reported to the Commission using the standard form referred to in Article 17(1) of Regulation (EC) No 561/2006.

(6) Article 9 of Directive 2006/22/EC requires that the risk rating of undertakings, based on relative number and gravity of any infringement of Regulation (EC) No 561/2006 or of Regulation (EU) No 165/2014 or of national provisions transposing Directive 2002/15/EC, is taken into account in better targeted checks. Checks on undertakings triggered by their respective risk rating concerning the application of Regulation (EC) No 561/2006, Regulation (EU) No 165/2014] and Directive 2002/15/EC and the number of infringements to those acts, should thus be reported in the standard form referred to in Article 17(1) of Regulation (EC) No 561/2006.

(7) The standard form referred to in Article 17(1) of Regulation (EC) No 561/2006, established by Commission Implementing Decision (EU) 2017/1013 ([8]), should therefore be updated to take into account the new requirements referred to in recitals 2 to 6.

(8) Implementing Decision (EU) 2017/1013 should therefore be repealed.

(9) To facilitate and enhance the consistency of reporting obligations, the Commission should examine and develop an appropriate digital tool allowing Member States to submit the information set out in the standard reporting form established by this Decision.

(10) The measures provided for in this Decision are in accordance with the opinion of Committee established by Article 42(1) of Regulation (EU) No 165/2014,

([5]) 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).

([6]) 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, ELI: http://data.europa.eu/eli/dir/2020/1057/oj).

([7]) Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35, ELI: http://data.europa.eu/eli/dir/2006/22/oj).

([8]) Commission Implementing Decision (EU) 2017/1013 of 30 March 2017 drawing up the standard reporting form referred to in Article 17 of Regulation (EC) No 561/2006 of the European Parliament and of the Council (OJ L 153, 16.6.2017, p. 28, ELI: http://data.europa.eu/eli/dec_impl/2017/1013/oj).

HAS ADOPTED THIS DECISION:

Article 1

The standard form referred to in Article 17(1) of Regulation (EC) No 561/2006 is set out in the Annex to this Decision.

Article 2

Implementing Decision (EU) 2017/1013 is repealed.

References to the repealed Decision shall be construed as references to this Decision.

Article 3

This Decision is addressed to the Member States. This Decision will start applying as from the reporting period concerning the years 2027-2028.

Done at Brussels, 27 April 2026.

For the Commission
Apostolos TZITZIKOSTAS
Member of the Commission

ANNEX

1. **MEMBER STATE**

2. **REFERENCE PERIOD**

From (date): 01/01/… To (date): 31/12/….

3. **CALCULATION OF MINIMUM CHECKS TO BE CARRIED OUT**

(Article 2 of Directive 2006/22/EC)

(a) Total number of days worked per driver during the reference period ……

(b) Total number of vehicles subject to Regulation (EC) No 561/2006:

(b1) Total number of goods vehicles ([1]) ……

(b2) Total number of passenger vehicles ([2]): ……

(c) Total number of days worked [(a) * (b)]: ……

(d) Minimum checks [3% from January 2010]: ……

4. **CHECKS AT THE ROADSIDE**

4.1. ***Number of drivers checked at the roadside by country of registration and main type of carriage***

Main type of carriage	EU/EEA/Switzerland		Third Countries
	Nationals	Non-nationals	
Carriage of passengers			
Carriage of goods			
Total			

4.2. ***Number of vehicles stopped for roadside check country of registration***

A	B	BG	CY	CZ	D	DK	E	EST	F	FIN	GR	H	HR	I	IRL	
L	LT	LV	M	NL	P	PL	RO	S	SK	SLO	FL	IS	N	CH	Third countries	Total

([1]) As of 1 July 2026, Regulation (EC) No 561/2006 also applies to the carriage of goods in international transport operations or in cabotage operations, where the maximum permissible mass, including any trailer, or semi-trailer, exceeds 2,5 tonnes but does not exceed 3,5 tonnes.

([2]) Vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose.

4.3. ***Number of vehicles stopped for roadside check by type of tachograph***

Type of tachograph	EU/EEA/Switzerland		Third Countries
	Nationals	Non-nationals	
Analogue			
Digital (non-smart) ([1])			
Smart ([2])			
Total			

([1]) Vehicles fitted with
— a digital tachograph complying with the specifications in Annex IB to Regulation (EEC) No 3821/85, applicable until 30 September 2011;
— a digital tachograph complying with the specifications in Annex IB to Regulation (EEC) No 3821/85, applicable from 1 October 2011;
— a digital tachograph complying with the specifications in Annex IB to Regulation (EEC) No 3821/85, applicable from 1 October 2012.

([2]) Vehicles fitted with a smart tachograph version 1 complying with Annex IC to Commission Implementing Regulation (EU) 2016/799 applicable until 20 August 2023 (OJ L 139, 26.5.2016, p.1). Vehicles fitted with a smart tachograph version 2 complying with Annex IC to Commission Implementing Regulation (EU)2016/799, as amended by Regulations (EU) 2021/1228 and (EU) 2023/980.

4.4. ***Number of working days checked at the roadside by main type of carriage and country of registration***

Main type of carriage	EU/EEA/Switzerland		Third Countries
	Nationals	Non-nationals	
Carriage of passengers			
Carriage of goods			
Total			

4.5. ***Offences — number and type of offences detected at the roadside***

(R – offence against Regulation (EC) No 561/2006, T – offence against Regulation (EU) No 165/2014, D – offence against Directive 2002/15/EC)

Article	Type of offence	Carriage of passengers			Carriage of goods		
		EU/EEA/Switzerland		Third Countries	EU/EEA/Switzerland		Third Countries
		Nationals	Non-nationals		Nationals	Non-nationals	
R 6(1), (2) and (3)	Exceeding driving time:						
	— daily limit						
	— weekly limit						
	— fortnightly limit						

Article	Type of offence	Carriage of passengers			Carriage of goods		
		EU/EEA/Switzerland		Third Countries	EU/EEA/Switzerland		Third Countries
		Nationals	Non-nationals		Nationals	Non-nationals	
R 7	Insufficient breaks						
R 8(2), (5) and (6)	Insufficient rest periods:						
	— daily minimum						
	— weekly minimum						
R 8(6b)	No compensation rest for two consecutive reduced weekly rest periods						
R 8(6a)	Exceeding 12 consecutive 24-hour periods following a previous regular weekly rest						
T 32(1) T 33(1) T 3(1), (4), (4a) and T(22)	Recording equipment:						
	— incorrect functioning						
	— misuse or manipulation						
	— use of incorrect version of tachograph ([1])						
D 4(a)	Exceeding the maximum weekly working time of 60 hours						

([1]) Shall be fitted with smart tachographs v.2 (Article 34(7) of Regulation (EU) No 165/2014):
- newly registered vehicles as of 21 August 2023;
- vehicles previously fitted with an analogue or digital non-smart tachograph operating in another Member State than that of registration, by 31 December 2024;
- vehicles previously fitted with a smart tachographs v.1 in operating in another Member State than that of registration, by 18 August 2025;
- Light Commercial Vehicles (LCVs) engaged in international or cabotage operations by 1 July 2026.

5. CHECKS AT THE PREMISES OF AN UNDERTAKING

5.1. *Number of drivers checked and number of working days checked at the premises of an undertaking*

Type of carriage	Number of drivers checked	Number of working days checked
I. *Typology*		
Carriage of passengers		
Carriage of goods		
II. *Typology*		
Carriage for hire or reward		
Carriage on own account		

5.2. *Offences — number and type of offences detected at the premises*

(R – offence against Regulation (EC) No 561/2006, T – offence against Regulation (EU) No 165/2014, D – offence against Directive 2002/15/EC)

Article	Type of offence	Carriage of passengers	Carriage of goods
R 6(1), (2) and (3)	Exceeding driving time:		
	— daily limit		
	— weekly limit		
	— fortnightly limit		
R 7	Insufficient breaks		
R 8(2), (5) and (6)	Insufficient rest periods:		
	— daily minimum		
	— weekly minimum		
R 8(6b)	No compensation rest for two consecutive reduced weekly rest periods		
R 8(8) (*)	Regular weekly rest or any weekly rest period of more than 45 hours taken in a vehicle or failure to cover costs of driver's accommodation		
R 8(8a) (*)	Failure to organise the work of drivers to allow them to return to the employer's operational centre or the drivers' place of residence		

Article	Type of offence	Carriage of passengers	Carriage of goods
R 8(6a)	Exceeding 12 consecutive 24-hour periods following a previous regular weekly rest		
T 33(2) (*)	Lack of records kept by undertaking		
T 32(1) T 33(1) T 3(1), (4), (4a) and T(22)	Recording equipment:		
	— incorrect functioning		
	— misuse or manipulation		
	— use of incorrect version of tachograph ([1])		
D 4, 5 and 7	Failure to comply with:		
	— maximum average weekly working time of 48 hours (*)		
	maximum working time of 60 hours		
	— minimum breaks (*)		
	— night work requirements (*)		

(*) Offences that can in principle only be checked at the premises

([1]) Vehicles shall be fitted with smart tachographs v.2:
- newly registered vehicles as of 21 August 2023;
- vehicles previously fitted with analogue and digital non-smart tachographs in international operations by 31 December 2024;
- vehicles fitted with smart tachographs v.1 in international operations by 18 August 2025;
- Light Commercial Vehicles (LCVs) in international operations by 1 July 2026.

5.3. ***Number of undertakings and drivers checked at the premises by size of fleet of the undertaking***

Size of fleet	Number of undertakings checked	Number of drivers checked	Number of offences detected
1-50			
51-500			
Over 500			

NOTE: The total number of detected offences reported in tables 5.1 and 5.2 on the one hand and 5.3 on the other should be identical

6. **TEMPORARY DRIVER CARDS ISSUED UNDER ARTICLE 26(4) OF REGULATION (EU) No 165/2014**

6.1. ***General information about temporary driver cards issued***

	During the **first year** of the reporting period	During the **second year** of the reporting period
Total number of temporary driver cards issued		
Share of temporary driver cards among total driver cards issued over the same year: $\left(\frac{number\ of\ temporary\ driver\ cards\ issued}{total\ number\ of\ driver\ cards\ issued}\right)$		

6.2. ***Countries of normal residence of drivers to whom temporary driver cards were issued***

	During the **first year** of the reporting period	During the **second year** of the reporting period
Country of normal residence of drivers with the 1st highest number of temporary driver cards issued (and number of cards issued)		
Country of normal residence of drivers with the 2nd highest number of temporary driver cards issued (and number of cards issued)		
Country of normal residence of drivers with the 3rd number of temporary driver cards issued (and number of cards issued)		
[as many lines as required] Country of normal residence of drivers with the [X] highest number of temporary driver cards issued (and number of cards issued)		

6.3. ***Potential impacts of the issuance of temporary driver cards on the labour market***

(a) Specific conditions provided for by national legislation in order to issue a temporary driver card in addition to those specified in Article 26(4) of Regulation (EU) No 165/2014: …

(b) Is it possible under national law to issue a temporary driver card to the same driver on more than one occasions? (Yes/No)

(c) Has your Member State observed any impact on the national labour market resulting from such temporary driver cards?

7. **CHECKS TRIGGERED BY THE RISK RATING OF THE UNDERTAKING IN THE RISK RATING SYSTEM (RRS)** ([3])

(Article 9 of Directive 2006/22/EC)

Number of targeted checks triggered by RRS, at the roadside	
Number of targeted checks triggered by RRS, at the premises	
Total number of checks based on the RRS	

8. **CLEAN CHECKS** ([4])

Number of clean checks at the roadside	
Number of clean checks at the premises	
Total number of clean checks	

9. **NATIONAL ENFORCEMENT CAPACITY**

(a) Number of control officers involved in checks at the roadside and at the premises	
(b) Number of control officers trained to analyse data from smart tachographs	
(c) Number of units of equipment provided to control officers to download, read and analyse data from smart tachographs	
(d) Number of remote early detection equipment provided to control officers to permit the data communication and facilitate targeted roadside checks ([5])	

10. **NATIONAL AND INTERNATIONAL INITIATIVES**

10.1. ***National***

(a) Regulatory (including use of the exceptions under Article 13(1) and (3) of Regulation (EC) No 561/2006)

(b) Administrative

(c) Other (including use of the exceptions under Article 14 of Regulation (EC) No 561/2006)

([3]) In accordance with Article 9 of Directive 2006/22/EC, Member States shall introduce a risk rating system for undertakings based on the relative number and severity of any infringement of Regulation (EC) No 561/2006 or of Regulation (EU) No 165/2014 or of national provisions transposing Directive 2002/15/EC that an individual undertaking has committed.

([4]) Checks where no infringements were detected.

([5]) In accordance with Article 9(2) of Regulation (EU) No 165/2014, by August 2024, Member States shall equip their control authorities with the remote early detection equipment necessary to permit the data communication and to facilitate targeted roadside checks.

10.2. ***International***

	During the **first year** of the reporting period	During the **second year** of the reporting period
Dates of concerted checks, countries collaborating and subjects of controls		

11. **PENALTIES**

(Article 19 of Regulation (EC) No 561/2006)

8.1. *Scales in the reference year*

8.2. *Changes in penalties during the reference period*

(a) *Date and nature of most recent changes (based on reference year)*

(b) *Administrative or legal references*

12. **CONCLUSIONS AND COMMENTS, INCLUDING ANY DEVELOPMENTS IN THE FIELDS IN QUESTION**

Reasons for notable changes; indicate the reason, if any notable changes in the numbers of any categories.

13. **REPORT ON IMPLEMENTATION OF WORKING TIME DIRECTIVE 2002/15/EC**

(a) How the report has been produced and which stakeholders have been consulted;

(b) Monitoring of implementation:

Bodies responsible for monitoring compliance with the rules	
Methods used for monitoring	
Problems encountered and solutions applied	
If available, number of checks carried out:	
a) *at the roadside* b) *at the premises* *with the distinction between the carriage of passengers and goods*	

(c) Judicial interpretation:

Court decisions at national level interpreting or applying the Directive on any significant issues	
The key legal points on the issue	

14. **PERSON RESPONSIBLE FOR THE COMPILATION OF THIS REPORT**

Name: .....

Position: .....

Organisation: .....

Administrative address: .....

Tel./fax: .....

E-mail: .....

Date: .....