



**COMMISSION DELEGATED DIRECTIVE (EU) 2024/846
of 14 March 2024**

amending Directive 2006/22/EC of the European Parliament and of the Council 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

THE EUROPEAN COMMISSION,

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

Having regard to 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 ⁽¹⁾, and in particular Article 9(3) thereof,

Whereas:

- (1) Under Article 9(1) of Directive 2006/22/EC, Member States should introduce a risk rating system for undertakings based on the relative number and gravity of any infringement of Regulation (EC) No 561/2006 of the European Parliament and of the Council ⁽²⁾ or of Regulation (EU) No 165/2014 of the European Parliament and of the Council ⁽³⁾ or of national provisions transposing Directive 2002/15/EC of the European Parliament and of the Council ⁽⁴⁾ that an individual undertaking has committed.
- (2) In accordance with Article 9(3) of Directive 2006/22/EC, a list of infringements of Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014 and their weighting of gravity is set out in Annex III of that Directive.
- (3) With a view to establishing or updating the weighting of gravity of infringements of Regulation (EC) No 561/2006 or (EU) No 165/2014, the Commission is empowered to adopt delegated acts in accordance with Article 15a of Directive 2006/22/EC to amend Annex III to take account of regulatory developments and road safety considerations.
- (4) Regulation (EU) 2020/1054 of the European Parliament and of the Council ⁽⁵⁾ introduced new provisions as regards infringements leading to risks of serious injuries or fatalities or distortion of competition in the road transport market. Annex III of Directive 2006/22/EC should be amended to include these new infringements.
- (5) The category for the most serious infringements should include those in which failure to comply with the relevant provisions of Regulations (EC) No 561/2006 and (EU) No 165/2014 creates a serious risk of death or serious personal injury,

⁽¹⁾ OJ L 102, 11.4.2006, p. 35.

⁽²⁾ 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).

⁽³⁾ 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).

⁽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).

⁽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).

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex III to Directive 2006/22/EC is replaced by the text in the Annex to this Directive.

Article 2

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 14 February 2025 at the latest. They shall forthwith communicate to the Commission the text of those provisions.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 3

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 4

Addressees

This Directive is addressed to the Member States.

Done at Brussels, 14 March 2024.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annex III to Directive 2006/22/EC is replaced by the following:

‘ANNEX III

1. Groups of infringements against Regulation of the European Parliament and of the Council (EC) No 561/2006 (*) (Driving and resting time)

No	EU LEGAL BASIS	TYPE OF INFRINGEMENT		LEVEL OF SERIOUSNESS			
				MSI	VSI	SI	MI
A	Crew						
A1	Article 5.1	Not respecting minimum ages for conductors				X	
B	Driving periods						
B1	Article 6.1	Exceed daily driving time of 9h if possibilities to extend to 10h not allowed	9h < ... < 10h				X
B2			10h ≤ ... < 11h			X	
B3			11h ≤ ...		X		
B4		Exceed daily driving time of 9h by 50 % or more	13h30 ≤ ...	X			
B5		Exceed extended daily driving time of 10h if extension allowed	10h < ... < 11h				X
B6			11h ≤ ... < 12h			X	
B7			12h ≤ ...		X		
B8			Exceed daily driving time of 10h by 50 % or more	15h ≤ ...	X		
B9	Article 6.2	Exceed weekly driving time	56h < ... < 60h				X
B10			60h ≤ ... < 65h			X	
B11			65h ≤ ... < 70h		X		
B12		Exceed weekly driving time by 25 % or more	70h ≤ ...	X			
B13	Article 6.3	Exceed maximum total driving time during 2 consecutive weeks	90h < ... < 100h				X
B14			100h ≤ ... < 105h			X	
B15			105h ≤ ... < 112h30		X		
B16		Exceed maximum total driving time during 2 consecutive weeks by 25 % or more	112h30 ≤ ...	X			

C	Breaks						
C1	Article 7	Exceed uninterrupted driving time of 4,5 hours before taking the break	$4h30 < \dots < 5h$				X
C2			$5h \leq \dots < 6h$			X	
C3			$6h \leq \dots$		X		
D	Rest Periods						
D1	Article 8.2	Insufficient daily rest period of less than 11h if reduced daily rest period not allowed	$10h \leq \dots < 11h$				X
D2			$8h30 \leq \dots < 10h$			X	
D3			$\dots < 8h30$		X		
D4		Insufficient reduced daily rest period of less than 9h if reduce allowed	$8h \leq \dots < 9h$				X
D5			$7h \leq \dots < 8h$			X	
D6			$\dots < 7h$		X		
D7		Insufficient split daily rest period of less than 3h + 9h	$3h + [8h \leq \dots < 9h]$				X
D8			$3h + [7h \leq \dots < 8h]$			X	
D9			$3h + [\dots < 7h]$		X		
D10	Article 8.5	Insufficient daily rest period of less than 9h for multi-manning	$8h \leq \dots < 9h$				X
D11			$7h \leq \dots < 8h$			X	
D12			$\dots < 7h$		X		
D13	Article 8.6	Insufficient reduced weekly resting period of less than 24 h	$22h \leq \dots < 24h$				X
D14			$20h \leq \dots < 22h$			X	
D15			$\dots < 20h$		X		
D16		Insufficient weekly resting period of less than 45 h if reduced weekly resting period not allowed	$42h \leq \dots < 45h$				X
D17			$36h \leq \dots < 42h$			X	
D18			$\dots < 36h$		X		
D19	Article 8.6	Exceeding 6 consecutive 24-hour periods following the previous weekly rest period	$\dots < 3h$				X
D20			$3h \leq \dots < 12h$			X	
D21			$12h \leq \dots$		X		
D22	Article 8.6b	No compensation for two consecutive reduced weekly rest periods			X		
D23	Article 8.8	Regular weekly rest period or any weekly rest period of more than 45 hours taken in a vehicle			X		

D24	Article 8.8	The employer not covering any costs for accommodation outside the vehicle				X	
E	12-day rule derogation						
E1	Article8.6a.	Exceeding 12 consecutive 24-hour periods following a previous regular weekly rest	... < 3h				X
E2			3h ≤ ... < 12h			X	
E3			12h ≤ ...		X		
E4	Article8.6a. (b)(ii)	Weekly rest period taken following 12 consecutive 24-hour periods	67h <...<69h				X
E5			65h < ... ≤ 67h			X	
E6			... ≤ 65h		X		
E7	Article8.6a. (d)	Driving period, between 22:00 and 6:00, of more than 3 hours before the break, if the vehicle is not multi-manned	3h < ... < 4,5 h			X	
E8			4,5 h ≤ ...		X		
F	Work organisation						
F1	Article 8.8a	Transport undertaking not organising the work of drivers in such a way that the drivers are able to return to the employer's operational centre, or to return to the drivers' place of residence				X	
F2	Article. 10.1	Link between wage/payment and distance travelled, speed of delivery and/or amount of goods carried				X	
F3	Article. 10.2	No or improper organisation of driver's work, no or improper instructions given to driver enabling him to comply with the law				X	

(*) 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. Groups of infringements against Regulation (EU) No 165/2014 of the European Parliament and of the Council (*) (Tachograph)

No	LEGAL BASIS	TYPE OF INFRINGEMENT	LEVEL OF SERIOUSNESS		
			MSI	VSI	SI
G	Installation of tachograph				
G1	Articles 3(1), (4), (4a) and Article 22	Not having type-approved tachograph installed and used	X		
H	Use of tachograph, driver card or record sheet				
H1.	Article 23(1)	Using a tachograph not inspected by an approved workshop		X	
H2.	Article 27	Driver holding and/or using more than one own driver card		X	
H3		Driving with a driver card that has been falsified (<i>considered as driving without driver card</i>)	X		
H4.		Driving with a driver card of which the driver is not the holder (<i>considered as driving without driver card</i>)	X		
H5.		Driving with a driver card which has been obtained on the basis of false declarations and/or forged documents (<i>considered as driving without driver card</i>)	X		

H6	Article 32(1)	Tachograph not correctly functioning (e.g.: tachograph not properly inspected, calibrated and sealed)		X	
H7	Article 32(1) and Article 33(1)	Tachograph improperly used (e.g.: deliberate, voluntary or imposed misuse, lack of instructions on correct use, etc.)		X	
H8.	Article 32(3)	Having in the vehicle and/or using a fraudulent device able to modify the records of the tachograph	X		
H9		Falsifying, concealing, suppressing or destroying data recorded on the record sheets or stored and downloaded from the tachograph and/or the driver card	X		
H10	Article 33(2)	Undertaking not keeping record sheets, printouts and downloaded data		X	
H11		Recorded and stored data not available for at least a year		X	
H12	Article 34(1)	Incorrect use of record sheets/driver card		X	
H13		Unauthorised withdrawal of record sheets or driver card which has an impact on the record of relevant data		X	
H14		Record sheet or driver card used to cover a period longer than that for which it is intended and data is lost		X	
H15.	Article 34(2)	Use dirty or damaged record sheets or driver card and data not legible		X	
H16	Article 34(3)	Not using manual input when required to do so		X	
H17.	Article 34(4)	Not using correct record sheet or driver card not in the correct slot (multi-manning)			X
H18	Article 34(5)	Incorrect use of switch mechanism		X	
I	Producing information				
I1.	Article 34(5), point (b)(v)	Incorrect use or non-use of the ferry/train sign			X
I2	Article 34(6)	Required information not entered on the record sheet		X	
I3.	Article 34(7)	Records not showing the symbols of the countries whose borders were crossed by the driver during the daily working period			X
I4	Article 34(7)	Records not showing the symbols of the countries where the driver's daily working period started and finished			X
I5.	Article 36	Refusing to be checked		X	
I6	Article 36	Unable to produce manual records and printouts made during the current day and the previous 28 days (until 30 December 2024) Unable to produce manual records and printouts made during the current day and the previous 56 days (as of 31 December 2024)		X	
I7	Article 36	Unable to produce a driver card, if the driver holds one		X	
J	Malfunctioning				
J1.	Article 37(1) and Article 22(1)	Tachograph not repaired by an approved fitter or workshop		X	
J2	Article 37(2)	Driver not marking all required information for the periods of time, which are no longer recorded while tachograph is unserviceable or malfunctioning		X	

(*) 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).'