

EU Mobility Package 1 – dates of applicability of key MP1 provisions¹

Item	Regulation	Applicability	Comments
Driving and rest time and tachograph – Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014			
Ban to take the regular weekly rest in the vehicle	Article 8, paragraph 8, Regulation (EC) No 561/2006	As of 20 August 2020	The regular weekly rest periods and any weekly rest period of more than 45 hours taken in compensation for previous reduced weekly rest periods shall not be taken in a vehicle. They shall be taken in suitable gender-friendly accommodation with adequate sleeping and sanitary facilities.
Organisation of weekly rest – derogation for international road freight transport drivers to be able to take two reduced weekly rest in a row	Article 8, paragraph 6 and 6b+8a (compensation), Regulation (EC) No 561/2006	As of 20 August 2020	
Drivers' return within a four-week period	Article 8a, Regulation (EC) No 561/2006	As of 20 August 2020	
Keeping records on board for 56 days	Article 16, paragraph 3, subparagraph (a), Regulation (EC) No 561/2006 / Article 36, paragraphs I, ii, and iii, of Regulation (EU) 165/2014	As of 31 December 2024	Current provisions apply (28 days) until entry into force of new 56-day obligation
Registering manually border crossings	Article 34.7, Regulation (EU) 165/2014	As of 2 February 2022	Together with entry into force of <i>Lex specialis</i>
Smart tachograph version 2² (for HGVs) - Adoption of implementing act	Article 11, Regulation (EU) 165/2014	By 21 August 2021	Within 12 months of the entry into force of the new rules

¹ The document contains a selection of key new provisions. The provisions start applying **on the 20th day** after publication and **not 20 days after** publication. The 20th day after the publication on 31 July is 20 of August. This is the first day on which the relevant provisions apply. Official Journal of the European Union, [L 249](#), 31 July 2020.

² **Important note:** A number of reference dates related to the introduction of smart tachograph version 2 are approximatively indeed. They all depend on the date of adoption of the implementing act on the technical specifications of smart tachograph version 2. Indeed, as there is no certainty on the exact date of adoption but just a deadline, the adoption the implementing act could happen before the deadline of 21 August 2021, which will lead to advancing all other related deadlines.

Smart tachograph version 2 (for LCVs) - Adoption of implementing act	Article 11, Regulation (EU) 165/2014	By 21 February 2022	Within 18 months of the entry into force of the new rules
Smart tachograph 2 mandatory on all new vehicles	Article 8.1, Regulation (EU) 165/2014	By 21 August 2023	To ensure a smooth introduction of smart tachograph 2 in fleets, the industry expects that it is placed on the market 6-9 months before 20 August 2023.
Smart tachograph 2 (SM2) - Retrofit of analogue and digital tachographs for international transports	Article 3, paragraph 4, Regulation (EU) 165/2014	No later than 31 December 2024	Industry considers the period short and extremely demanding. May cause capacity bottleneck at workshops. High costs are expected to arise with the retrofit of analogue tachographs.
Smart tachograph 2 (SM2) - Retrofit of vehicles operating internationally and equipped with version one of the smart tachograph	Article 3, paragraph 4a, Regulation (EU) 165/2014	No later than 20 August 2025	
Smart tachograph 2 (SM2) in LCVs (2.5 – 3.5 tonnes) operating internationally	Article 2(1)(aa), Regulation (EC) No 561/2006	1 July 2026	Own account LCVs are exempted - Article 3(ha)
Smart tachograph version 2 – Obligation for Member States to equip their control authorities with remote early detection equipment for road side checks	Article 9, paragraph 2, Regulation (EU) 165/2014	By 21 August 2024	Three years after the implementing act on smart tachograph version 2 (HGVs)
Coach tourism specific derogations – EC report to EP and Council	Article 8, paragraph 9a, Regulation (EC) No 561/2006	EC report to EP and Council – No later than 21 August 2022	The Commission shall evaluate and report to Parliament and to the Council on whether more appropriate rules for drivers engaged in occasional services of carriage of passengers, as defined in point 4 of Article 2 of Regulation (EC) No 1073/2009 can be adopted.
Commission report on development and availability of SSTPAs	New Article 8a, Regulation (EC) No 561/2006	By 31 December 2024	

and list of measures to increase number and quality			
Commission report on autonomous driving and, if need be, legislative proposal to amend Regulation	New Article 9a, Regulation (EC) No 561/2006	By 31 December 2025	
Access to profession (passenger & freight) and access to market (freight) - Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012			
Applicability of new access to profession and market rules	Article 4 of the new Regulation (EU) 2020/1055	21 February 2022	18 months after entry into force
Applicability of new rules to operators using LCVs > 2.5 tonnes and <3.5 tonnes in international traffic	Article 1, paragraph 4, aa) and Article 23, paragraph 2, Regulation 1071/2009 + Art. 1, para 5 ca) of Regulation 1072/2009	21 May 2022	21 months after entry into force
Enlarged EC reporting on number of authorisations issued (including LCVs and breakdown by passenger, freight, below 3.5 tonnes)	Article 26, paragraph 1, b), Regulation 1071/2009	21 May 2022	21 months after entry into force
EC report on administrative cooperation between Member States	Article 26, paragraph 3 (new), Regulation 1071/2009	Expected around February 2024	36 months after entry into force
EC first evaluation of implementation of Regulation 1071	Article 26, paragraph 5 (new), Regulation 1071/2009	By 21 August 2023	3 years after entry into force
Member States and EC reporting obligations	Article 17 of Regulation 1072/2009	<p>By 31 March every second year – Member States report to EC on number of hauliers' licences + number of certified true copies + number of driver attestations³ – to start 21 months after entry into force = 20 May 2022</p> <p>Member States' National enforcement strategy forwarded to EC – two years after entry into force = by 21 August 2022 + subsequently 31 March every year report/info on enforcement operations + number of vehicles checked</p>	

³ This obligation already within the current Regulation. There is only one an additional reference to the deadline of 31 March of every second year and a change of frequency for reporting on driver attestations. **The important change however is that for the reporting period starting as of 20 May 2022, additional information on LCVs needs to be included.**

		<p>EC evaluation of the implementation of Regulation 1072/2009, including amendments to Article 8 (i.e. derogation for intl. freight transport; ban on rest in the cabin) – 3 years after entry into force = by 21 August 2023</p> <p>EC report on the state of the Community market – four years after entry into force = by 21 August 2024</p>	
		<p>By 14 months after the adoption of an implementing act on a common formula for calculating the risk rating as referred to in Article 9(1) of Directive 2006/22/EC, the Commission shall adopt implementing acts, specifying the functionalities that allow for the data referred to in points (g), (h) and (i) of the first subparagraph of paragraph 2 to be made available to the competent authorities during roadside checks</p>	
<p>Roadside checks – ERRU data on registration plates, number of employees and risk rating to be available to enforcers at the roadside</p>		<p>By 2 August 2023</p>	<p>No later than 12 months from the entry into force of the implementing act, specifying the functionalities that allow for the new data below to be made available to the competent authorities during roadside c</p> <p>New data to be included in ERRU: registration plates; number of employees; risk rating</p>
<p>Enforcement and Lex specialis (posting) - 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</p>			
<p>Entry into force of Lex specialis</p>	<p>Article 10</p>	<p>31 July 2020</p>	<p>Already in force</p>
<p>Applicability of the new Lex specialis rules</p>	<p>Article 9</p>	<p>2 February 2022</p>	
<p>Commission Implementing act on the functionalities of IMI's public interface</p>	<p>Article 1, para 16, Lex specialis</p>	<p>By 2 February 2021</p>	
<p>Exemption for bilateral transport applicable to freight transport</p>	<p>Article 1, paragraph 3, Lex specialis</p>	<p>From 2 February 2022</p>	<p>2 February 2022 is the date from which drivers are required, pursuant to Article 34(7) of Regulation (EU) No 165/2014, to record border crossing data manually.</p> <p>The exemptions applies until smart tachograph version 2</p>

			becomes mandatory. After that date, it can be used only by drivers driving vehicles equipped with smart tachographs version 2.
Exemption for bilateral transport applicable to passenger transport⁴	Article 1, paragraph 4, <i>Lex specialis</i>	From 2 February 2022	2 February 2022 is the date from which drivers are required, pursuant to Article 34(7) of Regulation (EU) No 165/2014, to record border crossing data manually. The exemptions applies until smart tachograph version 2 becomes mandatory. After that date, it can be used only by drivers driving vehicles equipped with smart tachographs version 2.
Implementing act on common formula for risk rating of undertakings	Amendment of Directive 2006/22/EC, Article 9, para 1	by 2 June 2021	To take into account the number, severity and frequency of occurrence of infringements as well as the results of controls where no infringement has been detected and whether a road transport undertaking has been using the smart tachograph on all its vehicles
Inclusion of risk rating of undertakings into national electronic registers	Amended Article 16, paragraph 4 and Article 23 of Regulation 1071/2009	Expected by 2 August 2022	14 month after entry into force of the implementing act on risk rating, but will depend on when the implementing act on the common formula on risk rating is implemented.
Obligation of Member States to adopt, and publish the laws, regulations and administrative procedures necessary to comply with Lex specialis	Article 9, paragraph 1 <i>Lex specialis</i>	By 2 February 2022	Obligation for Member States to communicate them to the Commission
Obligation for Member States to apply Lex specialis	Article 9, paragraph 2 <i>Lex specialis</i>	From 2 February 2022	

⁴ Bilateral transport operation in international occasional or regular carriage of passengers is when a driver:

- picks up passengers in the Member State of establishment and sets them down in another Member State or a third country; or
- picks up passengers in a Member State or a third country and sets them down in the Member State of establishment; or
- picks up and sets down passengers in the Member State of establishment for the purpose of carrying-out local excursions in another Member State or a third country



Summary list of the expected dates of readiness of the European Commission Implementing and Delegated acts

- **Functionalities of the IMI public interface** – by 2 February 2021
- **Common formula for risk rating system** – By 2 June 2021
- **Technical specifications of smart tachograph version 2 (HGVs)** – By 21 August 2021
- **Direct roadside access to ERRU** – By 2 August 2022
- Implementing act on common approach for **recording periods away from the vehicle** – no deadline
- Implementing act on list of **categories types and degrees of seriousness of infringements**, leading to the loss of good repute – no deadline
- **Delegated act** on standards and certification procedures **for safe and secure parkings** - no deadline, but a first draft is expected to be presented in September/October 2020
