According to Directive (EU) No 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules for posting drivers in the road transport sector, lorry drivers are required, pursuant to Article 34(7) of Regulation (EU) No 165/2014, to record border crossing data manually. In practice, this means that drivers have to stop, turn off the engine, record the border crossing in the tachograph and select the country they are entering.

When the new European rule was introduced, it was originally assumed that the devices in lorries that record the progress of journeys and the frequency of drivers’ mandatory rest periods would also be able to do this task, given that more modern tachographs will automatically record the crossing of a border using GPS. From August 2023, more modern tachographs will even be mandatory. The issue is that they are not yet available on the market, meaning drivers’ journeys are severely complicated. There is therefore a risk of lorries queuing up close to Member States’ borders, at least in the coming months. Even large parking lots near national borders may not be enough to accommodate all the lorries and their drivers who need to stop and reset the tachograph.

In view of the above: Is the Commission planning any changes to avoid the negative effects of this new measure?