

Understanding EU rules for light commercial vehicles (LCVs) in international transport of goods or cabotage - ELA live webinar session

9 December 2025



Agenda

10:00	Start of the streaming (CET time zone)
10:00 – 10:10	Welcome words by ELA and EC <ul style="list-style-type: none">• Iwona Kasprzyk-Sowa, Team Leader Transport&Digital, ELA• Luca Tassoni, Policy Officer, DG MOVE, European Commission
10:10 – 10:25	The EU Legislative Framework for LCVs used in international EU transport of goods or cabotage <ul style="list-style-type: none">• Luca Tassoni, Policy Officer, DG MOVE, European Commission
10:25 – 10:45	Driving and rest time rules – a basic introduction to Regulation (EC) No 561/2006 <ul style="list-style-type: none">• Séamus Lynch, Seconded National Expert, Enforcement and Analysis Unit, ELA
10:45 – 11:05	Posting of drivers <ul style="list-style-type: none">• Iwona Kasprzyk-Sowa, Team Leader Transport&Digital, ELA
11:05 – 11:20	ELA information activities in the road transport sector <ul style="list-style-type: none">• Tonio Boer, Senior Labour Mobility Information Officer, Information and EURES Unit, ELA
11:20 – 11:30	Closing remarks by ELA <ul style="list-style-type: none">• Tonio Boer, Senior Labour Mobility Information Officer, Information and EURES Unit, ELA• Séamus Lynch, Seconded National Expert, Enforcement and Analysis Unit, ELA
11:30	End of the streaming



Opening remarks

Iwona KASPRZYK-SOWA,
*Team Leader Transport&Digital,
Cooperation Support Unit,
ELA*

Luca TASSONI,
*Policy Officer, DG MOVE,
European Commission*



Understanding the EU rules for light commercial vehicles (LCVs) in international transport of goods or cabotage applicable from 1 July 2026

ELA live webinar session, 9 December 2025

The legislative framework

Luca TASSONI

European Commission – Road Transport Unit (DG MOVE.C1)

Scope

Article 3(1) of Regulation (EU) No 165/2014

*Tachographs shall be installed and used in vehicles registered in a Member State which are used for the carriage of passengers or goods by road and to which **Regulation (EC) No 561/2006** applies.*

Rules on driving times, breaks and rest periods for drivers.

Scope

Article 2(1) of Regulation (EC) No 561/2006

This Regulation shall apply to the carriage by road:

(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or

(aa) from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes, or

(b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose.

Scope

Article 2(1) of Regulation (EC) No 561/2006

(aa) *from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes*



- newly registered vehicles

and

- already registered vehicles

Scope

Article 2(1) of Regulation (EC) No 561/2006

(aa) *from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes*



G2V2 tachograph

2nd version of the 2nd generation

Smart tachograph

Scope

Article 2(1) of Regulation (EC) No 561/2006

(aa) from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes

Scope

Article 2(1) of Regulation (EC) No 561/2006

(aa) from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes

‘international carriage’

Article 2(2) of Regulation (EC) No 1072/2009

- (a) a laden journey undertaken by a vehicle the **point of departure and the point of arrival** of which are **in two different Member States**, with or without transit through one or more Member States or third countries;
- (b) a laden journey undertaken by a vehicle **from a Member State to a third country or vice versa**, with or without transit through one or more Member States or third countries;
- (c) a laden journey undertaken by a vehicle **between third countries, with transit through the territory of one or more Member States**; or
- (d) an **unladen journey in conjunction** with the carriage referred to in points (a), (b) and (c);

Scope

Article 2(1) of Regulation (EC) No 561/2006

*(aa) from 1 July 2026, of goods in international transport operations or in **cabotage** operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes*

‘cabotage operations’

Article 2(6) of Regulation (EC) No 1072/2009

national carriage for hire or reward carried out on a temporary basis **in a host Member State**, in conformity with this Regulation;

Scope

Article 2(1) of Regulation (EC) No 561/2006

*(aa) from 1 July 2026, of goods in international transport operations or in cabotage operations, where the **maximum permissible mass** of the vehicle, including any trailer, or semi-trailer, **exceeds 2,5 tonnes***

Scope

Article 4(m) of Regulation (EC) No 561/2006

*‘maximum permissible mass’ means the **maximum authorised operating mass of a vehicle when fully laden**;*

It is indicated in the registration certificate of the vehicle.



Scope

Article 2(2) of Regulation (EC) No 561/2006

This Regulation shall apply, irrespective of the country of registration of the vehicle, to carriage by road undertaken:

*(a) exclusively **within the Community**; or*

Scope

Article 2(2) of Regulation (EC) No 561/2006

EU



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Scope

Article 2(2) of Regulation (EC) No 561/2006

This Regulation shall apply, irrespective of the country of registration of the vehicle, to carriage by road undertaken:

(a) exclusively within the Community; or

*(b) between the Community, **Switzerland** and the countries party to the Agreement on the European Economic Area (**Iceland, Liechtenstein and Norway**).*

Scope

Article 2(2) of Regulation (EC) No 561/2006

EU

+

Switzerland

+

Iceland

Liechtenstein

Norway



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Trade and Cooperation Agreement between the European Union and the United Kingdom (TCA)

Annex 31, Part B, Section 2 Article 3 *Installation*

- 1. Tachographs as referred to in paragraph 2 shall be installed in vehicles:*
- (a) where the maximum permissible mass of the vehicle, including any trailer, or semitrailer, exceeds 3.5 tonnes; or*
 - (b) from 1 July 2026, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2.5 tonnes.*



Scope

Article 2(2) of Regulation (EC) No 561/2006 + TCA

EU

+

Switzerland

+

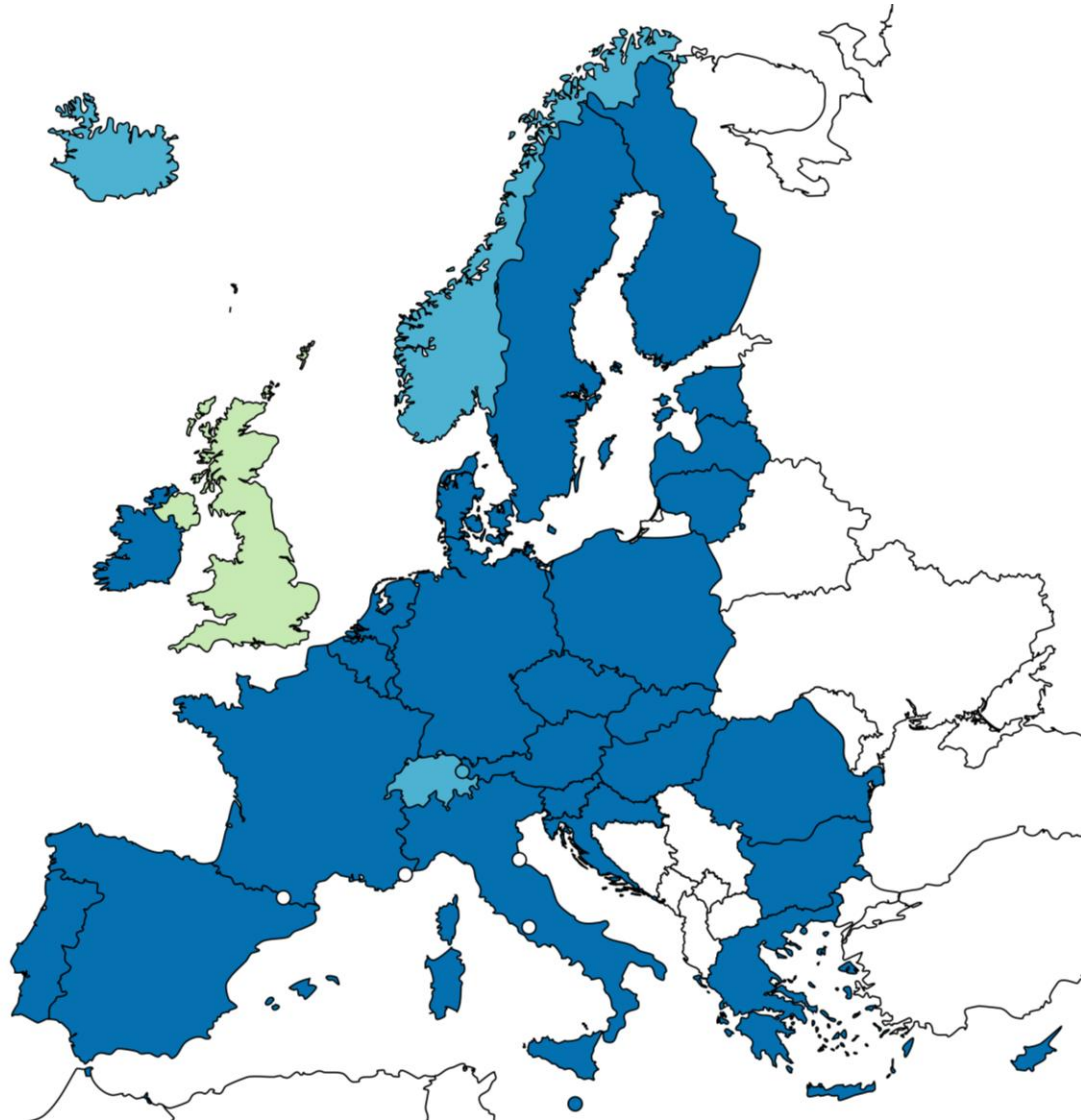
Iceland

Liechtenstein

Norway

+

United Kingdom



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Scope (Exception)

Article 2(3) of Regulation (EC) No 561/2006

3. The **AETR** shall apply, instead of this Regulation, to international road transport operations undertaken **in part outside** the areas mentioned in paragraph 2, to:

(a) vehicles registered in the Community or in countries which are contracting parties to the AETR, **for the whole journey**;

(b) vehicles registered in a third country which is not a contracting party to the AETR, only for the part of the journey on the territory of the Community or of countries which are contracting parties to the AETR.

Scope (Exception)

Article 2(3) of Regulation (EC) No 561/2006

*European Agreement
concerning
the Work of Crews of
Vehicles
Engaged in International
Road
Transport (AETR)*



Exemption

Article 3(ha) of Regulation (EC) No 561/2006

This Regulation shall not apply to carriage by road by:

[...]

*(ha) vehicles with a maximum permissible mass, including any trailer, or semi-trailer exceeding 2,5 tonnes but not exceeding 3,5 tonnes that are used for the transport of goods, where the transport is not effected for hire or reward, but on the own account of the company or the driver, and **where driving does not constitute the main activity** of the person driving the vehicle;*

'own-account transport operations'

Article 1(5)(d) of Regulation (EC) No 1072/2009

carriage of goods in motor vehicles provided the following conditions are fulfilled:

- (i) **the goods carried are the property of the undertaking** or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by the undertaking;*
- (ii) the purpose of the journey is **to carry the goods to or from the undertaking** or to move them, either inside or outside the undertaking for its own requirements;*
- (iii) motor vehicles used for such carriage are **driven by personnel employed by, or put at the disposal of, the undertaking** under a contractual obligation;*
- (iv) the **vehicles carrying the goods are owned by the undertaking**, have been bought by it on deferred terms or have been hired provided that in the latter case they meet the conditions of Directive 2006/1/EC of the European Parliament and of the Council of 18 January 2006 on the use of vehicles hired without drivers for the carriage of goods by road (1); and*
- (v) **such carriage is no more than ancillary** to the overall activities of the undertaking;*

Exemption

Recital 10 of Directive (EU) 2022/2561
on the initial qualification and periodic training of drivers

Certain exemptions should be laid down in relation to situations where driving is not the principal activity of the driver and where it would impose a disproportionate burden on drivers to require them to comply with the requirements of this Directive.

Generally, driving is deemed not to be the driver's principal activity where it occupies less than 30 % of the rolling monthly working time.

Thank you



For more information on EU road transport social & market rules: [Road \(europa.eu\)](https://ec.europa.eu/road)

For any questions: MOVE-C1-SECRETARIAT@ec.europa.eu



Driving and rest time rules – a basic introduction to Regulation (EC) No 561/2006

Séamus LYNCH,
*Seconded National Expert,
Enforcement and
Analysis Unit,
ELA*

Driving Time Limits

Daily driving

- Maximum of **9 hours per day**.
- Can be extended to **10 hours** on **two days per week**.

Weekly driving

- Maximum of **56 hours per week**.

Fortnightly driving

- Maximum of **90 hours** over any two consecutive weeks

Breaks

After **4.5 hours** of driving, you must take a **break of at least 45 minutes**.



This break can be split into **two parts**:

First part: at least **15 minutes**

Second part: at least **30 minutes**



The 2nd part (at least 30 minutes) must be taken not later than at the end of the 4.5-hour driving period.

Daily Rest Periods

**Regular daily rest: at least 11
uninterrupted hours per day**



**Can be reduced to not less than 9 hours
(under specific conditions only)**

Weekly Rest Periods

Regular weekly rest: At least 45 uninterrupted hours.



Can be reduced to not less than 24 hours in certain cases, but you must compensate for the reduction later.

DRIVER ACTIVITY SYMBOLS

DRIVING



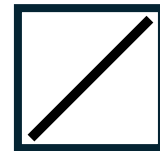
BREAK or REST



OTHER WORK

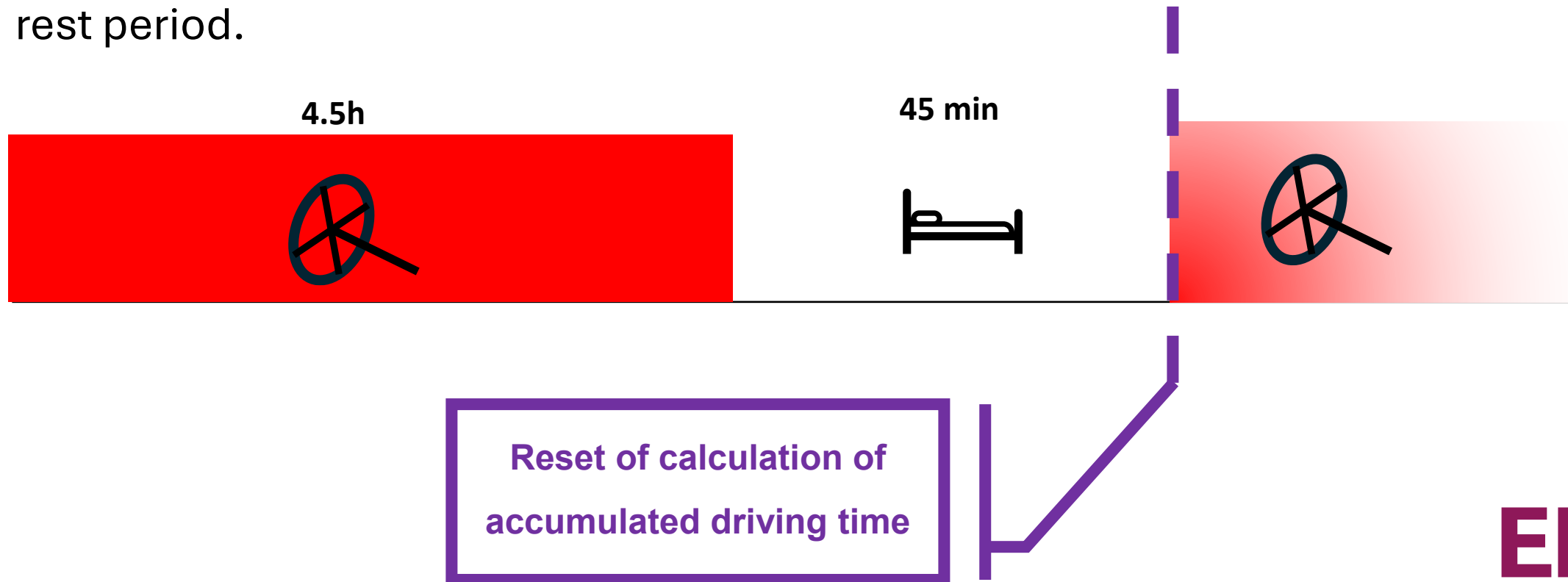


AVAILABILITY



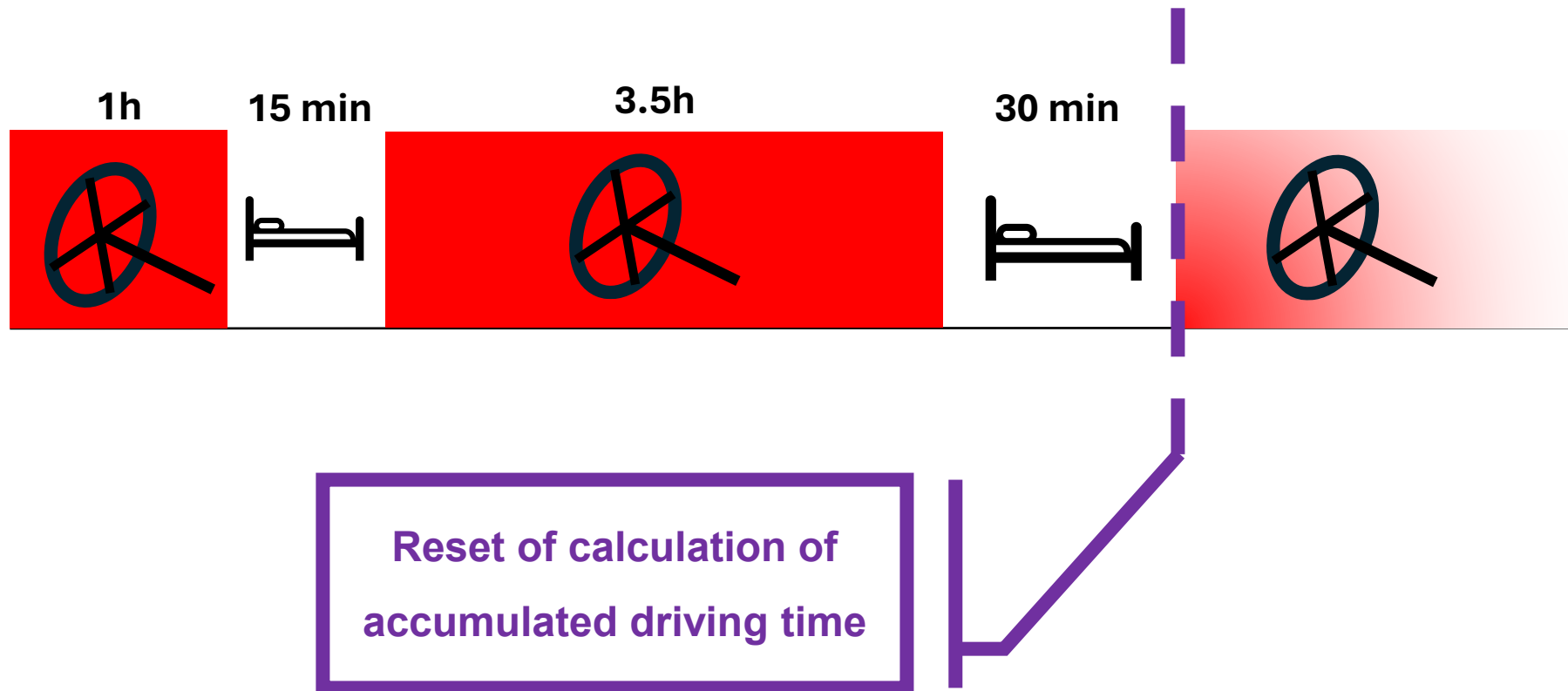
Breaks from driving

After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

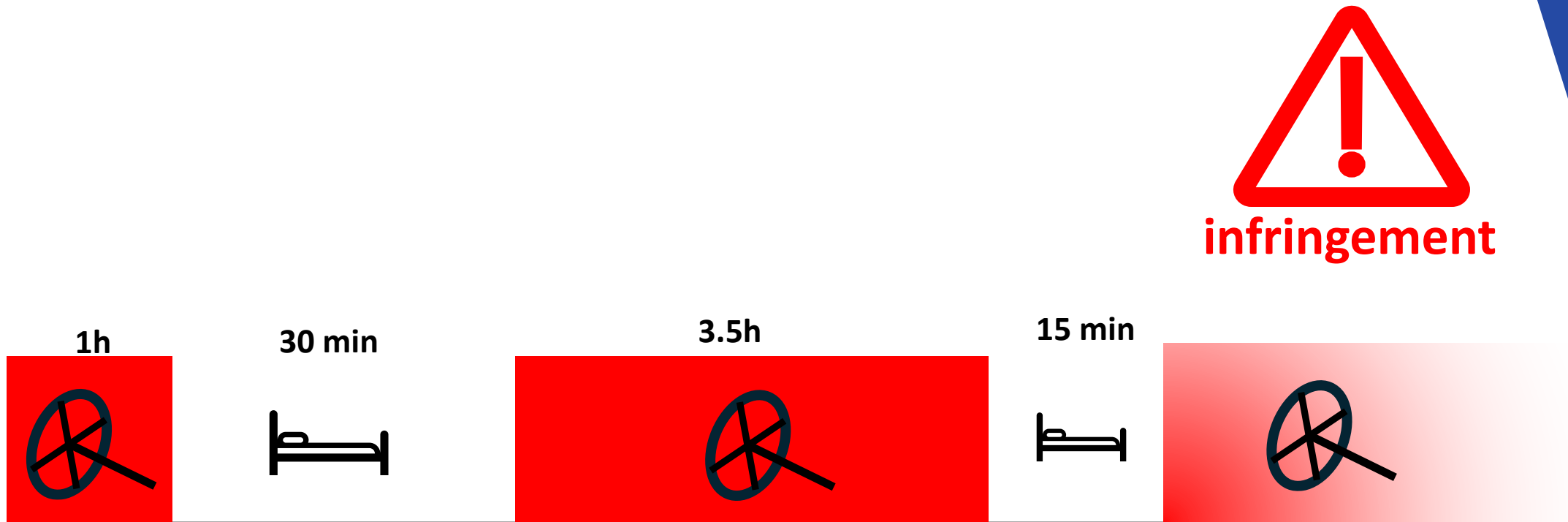


Breaks from driving

The 45 minutes break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes.



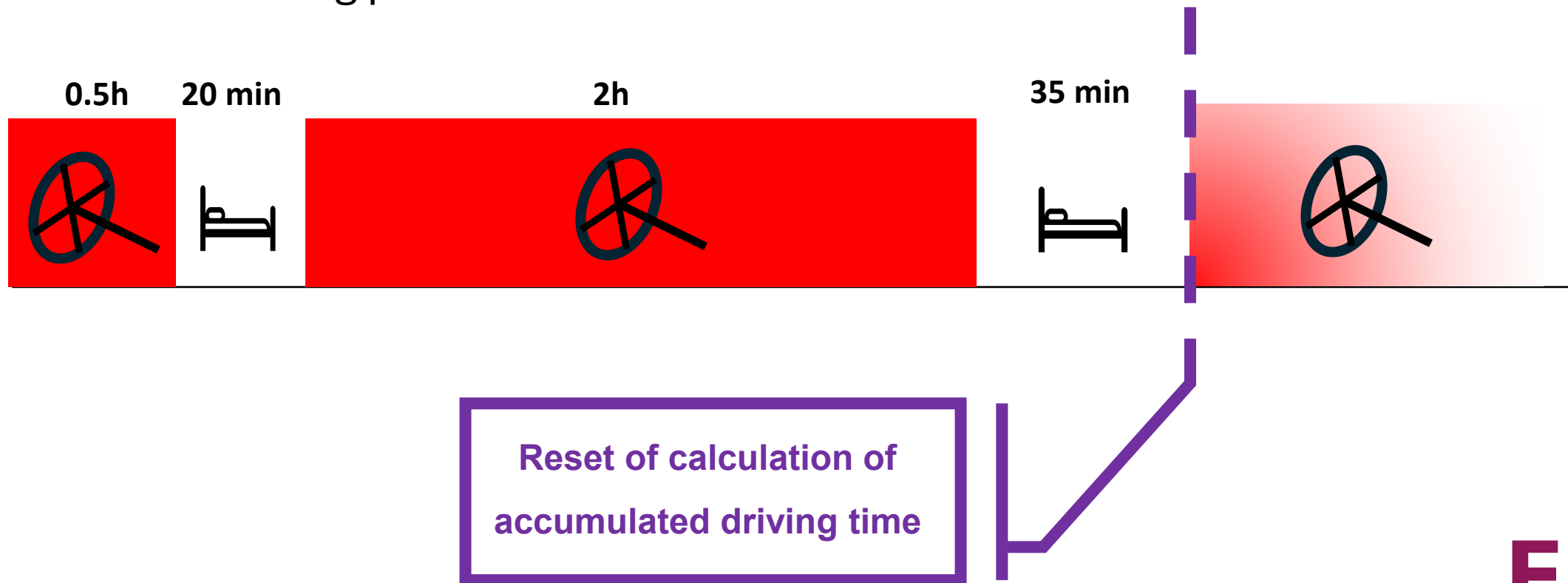
Breaks from driving



This example would not be deemed an infringement in occasional passenger transport.

Breaks from driving

Where a break (at least 45 minutes or 15+30) is taken before 4.5 hours of driving is accumulated this resets the calculation for the following 4.5 hour driving period.



Daily driving time

The daily driving time shall not exceed nine hours. However, the daily driving time may be extended to at most 10 hours not more than twice during the week.

Daily driving time – up to 9h



Extended daily driving time – up to 10h (max. twice a week)




Weekly / Fortnightly driving time

The weekly driving time shall not exceed **56 hours**.

Fortnightly driving time means accumulated driving time in any two consecutive weeks and shall not exceed **90 hours**.

	WEEK 1	56 h	}	90 h
79 h {	WEEK 2	34 h		
	WEEK 3	45 h	}	90 h
	WEEK 4	45 h		
95 h {	WEEK 5	50 h	}	90 h
	WEEK 6	40 h		

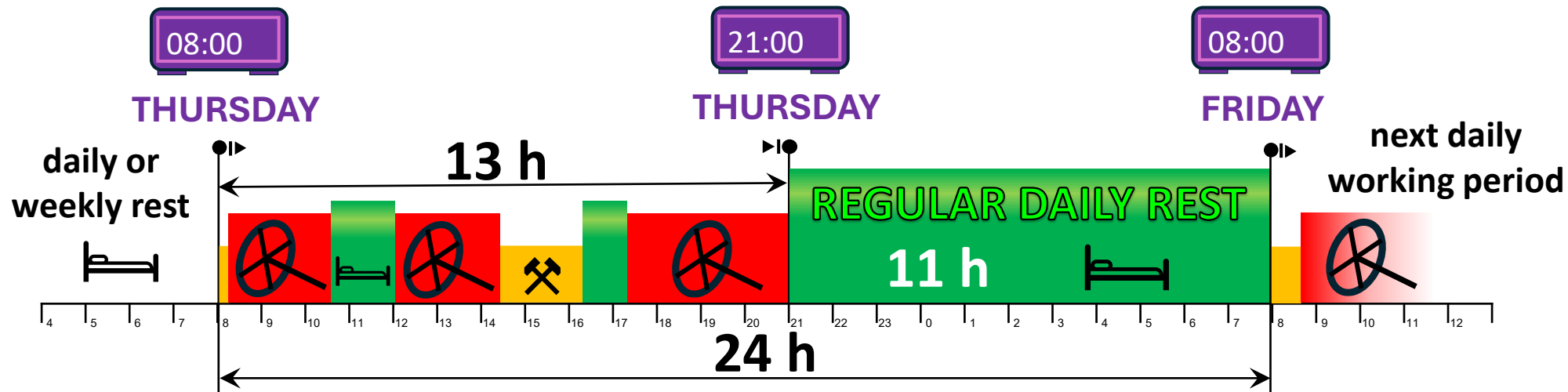
 **infringement**

DAILY REST

‘regular daily rest period’ means any period of rest of at least 11 hours (...)

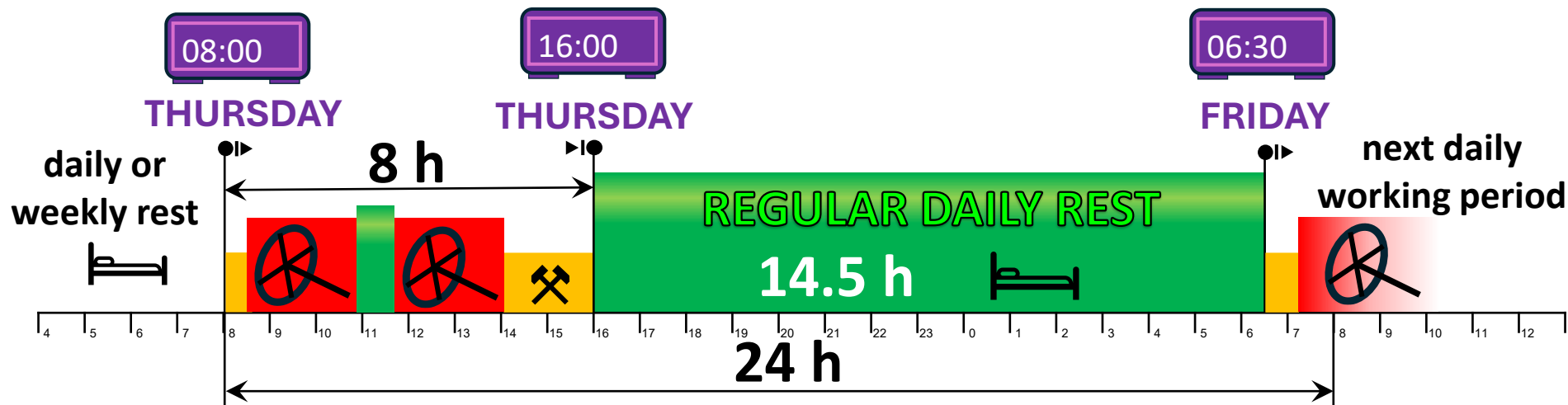
‘reduced daily rest period’ means any period of rest of at least nine hours but less than 11 hours

REGULAR DAILY REST



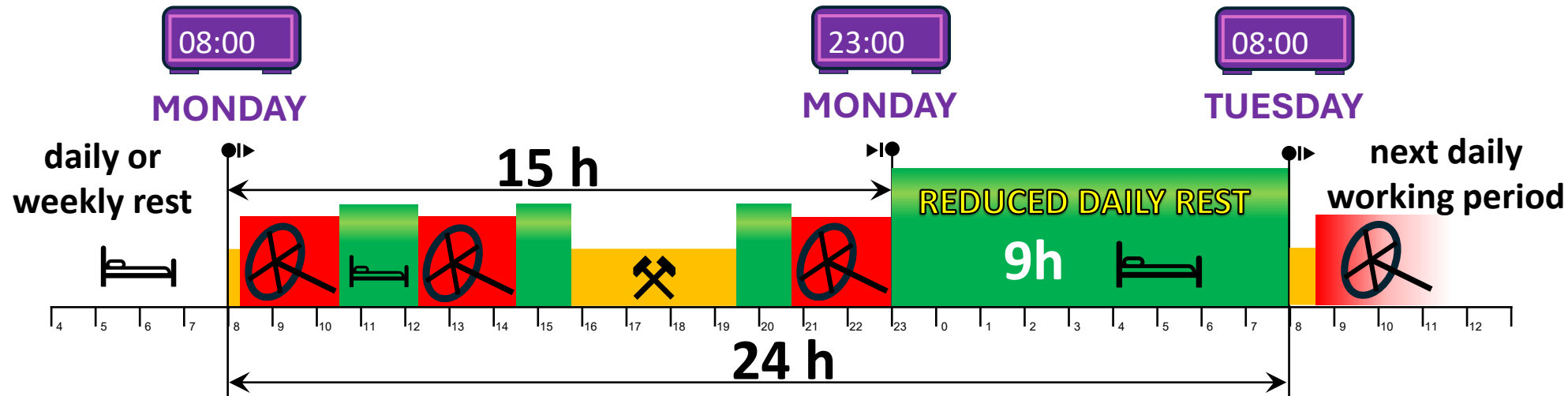
The minimum rest requirements must fall within the 24 hours since resumption of activities after the previous daily or weekly rest period.

REGULAR DAILY REST



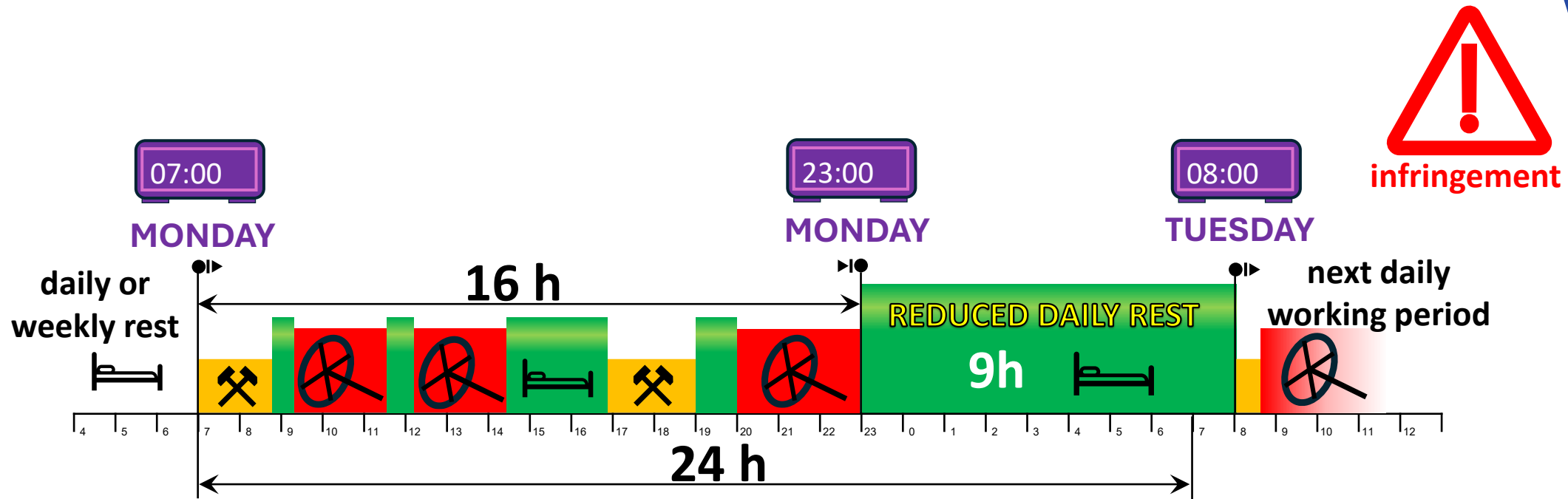
The minimum rest requirements must fall within the 24 hours since resumption of activities after the previous daily or weekly rest period.

REDUCED DAILY REST



A driver may have at most three reduced daily rest periods between any two weekly rest periods.

REDUCED DAILY REST



The minimum rest requirements must fall within the 24 hours since resumption of activities after the previous daily or weekly rest period.







WEEKLY REST

‘regular weekly rest period’ means any period of rest of at least 45 hours

‘reduced weekly rest period’ means any period of rest of less than 45 hours, which may be shortened to a minimum of 24 consecutive hours.

FREQUENCY OF WEEKLY RESTS

A driver is required to start a weekly rest period no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

Week #	Mo	Tu	We	Th	Fr	Sa	Su
1				REGULAR WR 45h 		←	---
2	---	---	---	→	REDUCED WR 24h 		←
3	---	→	REGULAR WR 45h 		←	---	---
4	---	→	REDUCED WR 24h 		←	max. 6x24h	
5	---	→	REDUCED WR 24h 		←	---	---
6	→	REGULAR WR 45h 					



2-WEEK RULE

In any two consecutive weeks a driver shall take at least:

- ❖ two regular weekly rests (minimum of 45 hours); or
- ❖ one regular weekly rest (minimum of 45 hours) and one reduced weekly rest (minimum 24 hours).

2-WEEK RULE

Week #	Mo	Tu	We	Th	Fr	Sa	Su	
1				REGULAR WR 45h				✓
2					REDUCED WR 24h			✓
3		REGULAR WR 45h						✓
4			REDUCED WR 24h					✓
5			REDUCED WR 24h					✓
6		REGULAR WR 45h						✓



 * infringement

The table illustrates the 2-week rule for weekly rest periods. Weeks 1, 2, 3, 4, 5, and 6 are shown. Weeks 1 and 2 are grouped together with a bracket and a green checkmark. Weeks 3 and 4 are grouped together with a bracket and a green checkmark. Weeks 5 and 6 are grouped together with a bracket and a green checkmark. A red X icon with an asterisk and the word 'infringement' is placed next to week 5, indicating that having two consecutive weeks with reduced rest periods (24h) is a violation of the rule.


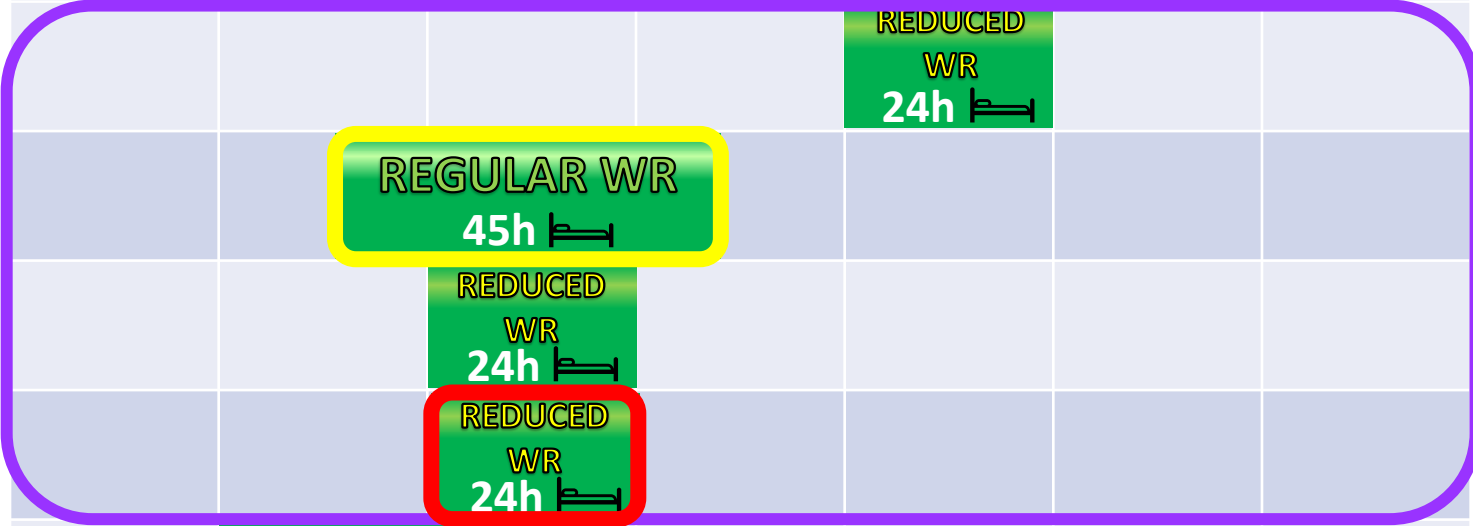

Make sure that in every two consecutive weeks there are at least two weekly rest periods and that at least one of them is regular.


2-WEEK RULE DEROGATION

A driver engaged in **international transport of goods** may, outside the Member State of establishment, take **two consecutive reduced weekly rest periods** provided that:

- ❖ the driver in any four consecutive weeks takes at least four weekly rest periods
- ❖ of which at least two shall be regular weekly rest periods.

DEROGATION NOT ALLOWED

Week #	Mo	Tu	We	Th	Fr	Sa	Su
1				REGULAR WR 45h 			
2							
3							
4							
5							
6		REGULAR WR 45h 					





infringement

The driver had taken only one regular weekly rest in four consecutive weeks starting from week number two.

A close-up photograph of two hands shaking in a firm grip. The hand on the left belongs to a person wearing a blue and black checkered shirt and an orange safety vest with reflective yellow-green stripes. The hand on the right belongs to a person wearing a dark suit jacket over a light-colored shirt. The background is a bright, out-of-focus outdoor scene, possibly a construction site at sunrise or sunset. A large blue diagonal shape is on the right side of the image, containing a red banner with the text 'THANK YOU!' and the ELA logo at the bottom right.

THANK YOU!

A man with a beard, wearing a dark cap and a high-visibility orange and grey vest over a dark jacket, is sitting and looking down at a tablet computer. He is in a warehouse or storage area, with many cardboard boxes stacked in the background. The image is partially overlaid by a blue and red graphic on the right side.

Posting of drivers

Iwona KASPRZYK-SOWA,
Team Leader Transport&Digital,
ELA

European legislation applicable to posted drivers (1/3)

Posted Workers
Directive
(*Directive 96/71/EC
with subsequent
revision*)

- Terms & conditions of employment applicable to posted workers

Enforcement
Directive
(*Directive
2014/67/EU*)

- Framework for the control of posted workers

Lex Specialis
(*Directive (EU)
2020/1057*)

- Detailed rules applicable to certain posted drivers

European legislation applicable to posted drivers (2/3)

DIRECTIVE 96/71/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 16 December 1996
concerning the posting of workers in the framework of the provision of services
(OJ L 18, 21.1.1997, p. 1)

A posted worker is “*a worker who, for a limited period, carries out his work in the territory of a Member State other than the State in which he normally works*”

Art 2.1 Directive 96/71/EC

European legislation applicable to posted drivers (3/3)

31.7.2020

EN

Official Journal of the European Union

L 249/49

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

Article 1

Specific rules on the posting of drivers

Posted worker – possibly higher remuneration










Why might you be entitled to higher pay when you are a posted driver?

If you are a posted driver, specific rules apply. If the overall remuneration and working conditions are better in the country you are posted to than in the country where your employer is established, then you are entitled to the higher level of remuneration and better working conditions. If the level is not higher, then the rules of the country of establishment apply.

Posting rules based on type of transport operations

BILATERAL international transport operation	Operation from the Member State where the operator is established to another Member State or third country, or from another Member State or third country to the Member State of establishment
TRANSIT	Crossing a Member State without any loading or unloading
CROSS-TRADE (non-bilateral international transport operation)	Transport operations between two Member States or Member State and third country, none of which is the country of establishment of the operator carrying out these operations.
CABOTAGE	Domestic transport operations fully carried out on a territory of a Member State by an operator established in another Member State
UNLADEN journey	An empty run (no more goods on board the vehicle). An unladen journey is to be considered in conjunction with another, laden, journey.

Description of the symbols used

	laden journey
	unladen journey
	sea leg of the journey
	loading during transport no. 1
	unloading during transport no. 3
	indication of operator's MS of establishment
	roadside check

When is a driver not considered posted?

Bilateral international transport operations

Operations based on a transport contract from the Member State where the operator is established to another Member State or third country, or from another Member State or third country to the Member State of establishment.*

** MS have the right to introduce a posting requirement for bilateral transport carried out by entities based in third countries.*

MS of
establishment

IT

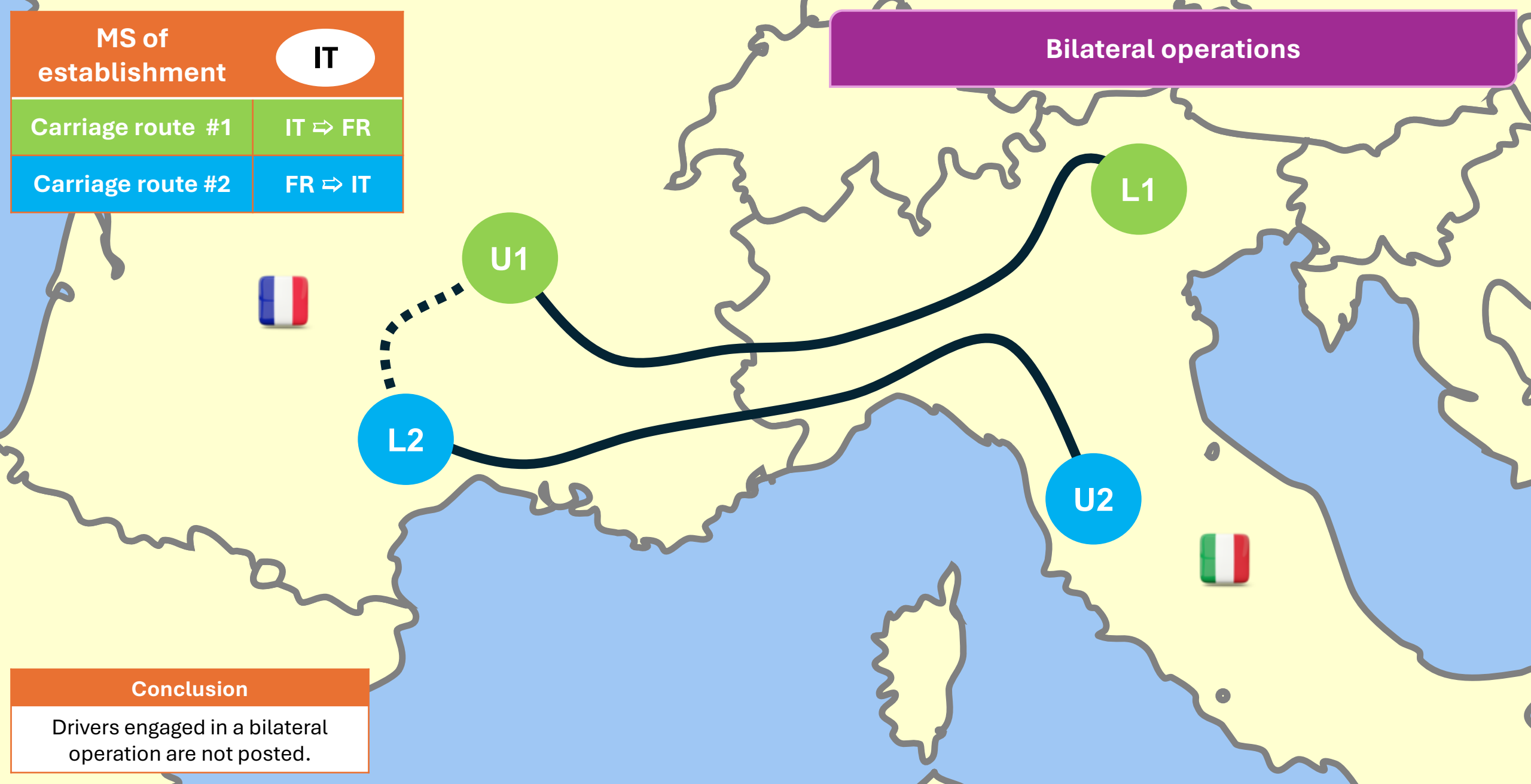
Carriage route #1

IT ⇌ FR

Carriage route #2

FR ⇌ IT

Bilateral operations



Conclusion

Drivers engaged in a bilateral operation are not posted.

When is a driver not considered posted?

Transit

Crossing a Member State without any loading or unloading.

MS of
establishment

SI

Carriage route

SI ⇌ FR

Bilateral operation with a transit leg

U



L



Conclusion

Drivers engaged in **bilateral**
and **transit** operations are
not posted.

When is a driver considered posted?

Cross-trade operations

Transport operations between two Member States or Member State and third country, none of which is the country of establishment of the operator carrying out these operations.

MS of
establishment

PT

Carriage route #1

ES ⇌ FR

Carriage route #2

FR ⇌ ES

Cross-trade operations

BEGINNING OF
THE OBLIGATION
TO POST A
DRIVER



L1

U1

L2

U2

Conclusion

As a rule, drivers engaged in
cross-trade operations are
posted.

END OF THE
OBLIGATION TO
POST A DRIVER

When is a driver considered posted?

Cabotage operations

Domestic transport operations carried out on a territory of a Member State by an operator established in another Member State.

MS of establishment

IT

Carriage route #1

IT ⇌ FR

Carriage route #2

FR ⇌ FR

Carriage route #3

FR ⇌ FR

Carriage route #4

FR ⇌ FR

Conclusion

If a journey with a load is subject to the obligation to post a driver, the obligation also occurs during the preceding journey without a load.

Bilateral, unladen and cabotage operations

END OF THE OBLIGATION TO POST A DRIVER


BEGINNING OF THE OBLIGATION TO POST A DRIVER

LABOUR

Roadside control – three documents



Road Transport - Posting Declaration



Posting Information		Company Information	
1.1 Country of posting	Netherlands	1.1 Name	Interforce
1.2 Period of posting	01/08/2022 - 31/08/2022	1.1 Email Address	joeri.groenewald@interforce.eu
1.3 Type of operation	International carriage	1.1 National company register number	0405022
1.4 Type of cargo	Carriage of goods	1.1 Country of registration	Belgium

Declaration Details		Driver Information	
1.1 Number of the declaration	04/2021-001-0000076	1.1 Name	Joeri
1.2 Last update	21/08/2022	1.2 Driving license	BE
1.3 Submission date	04/08/2022 15:20	1.3 Address of residence	BE

Transport Manager Information		Driver Identification Document	
1.1 Start date of employment contract	01/08/2022	1.1 Document type	01 Card
1.2 Applies law employment contract	Belgium	1.1 Number	BE
1.3 Applies law employment contract	Belgium	1.2 Issuing country	Belgium

Contact Person	
1.1 Name	Joeri Groenewald
1.2 Email address	joeri.groenewald@interforce.eu
1.3 Phone number	+3246444444
1.4 Address	Grand Place 1000 Brussels Belgium

Number plate(s) of the motor vehicle(s)

Roadside control – three documents



Tachograph records

“obligation to make available at the roadside the tachograph records and in particular the country symbols of the Member States in which the driver was present when carrying out international road transport operations or cabotage operations, in accordance with registration and record-keeping requirements under Regulations (EC) No 561/2006 and (EU) No 165/2014;

Roadside control – three documents



Consignment notes

Obligation to make available at the roadside the evidence of the transport operations taking place in the host Member State, such as an electronic consignment note (e-CMR) or evidence referred to in Article 8(3) of Regulation (EC) No 1072/2009; *authorisation/journey form for passengers transport




Roadside control – three documents

Posting declaration

An obligation to make available at the roadside the copy of the posting declaration submitted via IMI (Road Transport Posting Declaration Portal – RTPD portal)

Road Transport - Posting Declaration



Posting information	Company information
a.1 Country of posting: Netherlands	a.1 Name: Greenhorse
a.2 Period of posting: 07/08/2022 - 11/08/2022	a.2 Email Address: pierre.vercheval@ec.europa.eu
a.3 Type of operation(s): International carriage Cabotage operations	a.4 National company register number: GH2022
a.4 Type of carriage(s): Carriage of goods	a.6 Country of registration: Belgium
Declaration Details	a.7 Address: Grand Place 1000 brussels Belgium
b.1 Number of the declaration: ae2c7351-dc01-4c05-9784-21e786672c77	
b.2 Last update: 04/08/2022 15:20	
b.3 Submission date: 04/08/2022 15:20	
Driver Information	Transport Manager Information
c.1 Name: xx xx	1.1 Name: peter greenhorse
c.3 Driving licence: xx	1.2 Email Address: pierre.vercheval@ec.europa.eu
c.5 Address of residence: xx xx Belgium	1.3 Phone number: +32494444444
c.6 Start date of employment contract: 01/08/2022	1.4 Professional Address: Grand Place 1000 brussels Belgium
c.7 Applicable law: Belgium employment contract	
Driver Identification Document	Contact Person
d.1 Document type: ID Card	g.1 Name: peter greenhorse
d.2 Number: xx	g.2 Email Address: pierre.vercheval@ec.europa.eu
d.5 Issuing country: Belgium	g.3 Phone number: +32494444444
	g.4 Address: Grand Place 1000 brussels Belgium
Number plate(s) of the motor vehicle(s)	
XX	

Road Transport Posting declaration PORTAL



European
Commission

Road Transport - Posting Declaration



Welcome

Welcome to the Road transport posting declaration portal.

This portal is designed for road transport operators who have to comply with the EU rules on posting of drivers established in Directive (EU) 2020/1057. It will allow you, as a road transport operator, to submit the following:

- Posting declarations to the Member State(s) where your drivers will be posted;
- Documents to the authorities of the Member States where your drivers have been posted, when those authorities request such an action.

Instructions for use

You are now on the landing page of this portal. If you have not yet created your account, you will have to do so by clicking on "Create account". If you or another person in your company has already created an account, please click on "Go to account".

Once your account is created, you will be able to register drivers' profiles and to create and manage posting declarations.

Please note that this portal, provided by the European Commission, is the one and only official portal where you can submit posting declarations and respond to requests for documents by the national authorities.

For help on registration, click here [Help](#)

If you don't have a company account

Create an account

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A close-up photograph of two hands shaking in a firm grip. The hand on the left belongs to a person wearing a blue and black checkered shirt and an orange safety vest with reflective yellow-green stripes. The hand on the right belongs to a person wearing a dark suit jacket and a white shirt cuff. The background is a bright, out-of-focus outdoor scene, possibly a construction site at sunrise or sunset. A large, dark blue diagonal shape covers the right side of the image, containing a magenta banner with the text 'THANK YOU!' and the ELA logo at the bottom right.

THANK YOU!



ELA information activities in the road transport sector

Tonio BOER
*Senior Labour Mobility
Information Officer,
Information and EURES Unit,
ELA*



European labour mobility is complicated and beaurocratic!



Availability of accurate, up-to-date, and easily understandable information!

European Labour Authority (ELA)

- › EU agency (since 2019)
- › seat in Bratislava (Slovakia)
- › facilitation of European labour mobility



ELA Information Activities in the Road Transport Sector

Campaigns

More information:
[Road to fair transport \(europa.eu\)](https://www.europa.eu)



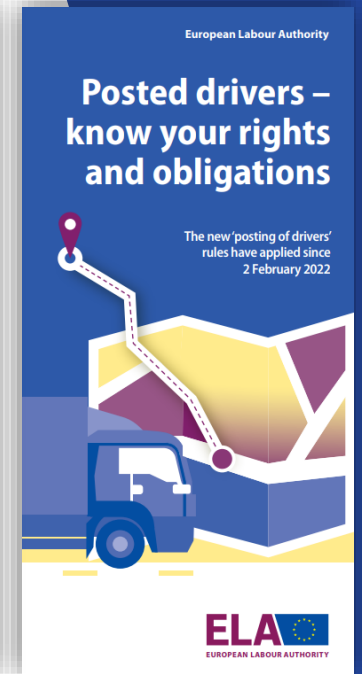
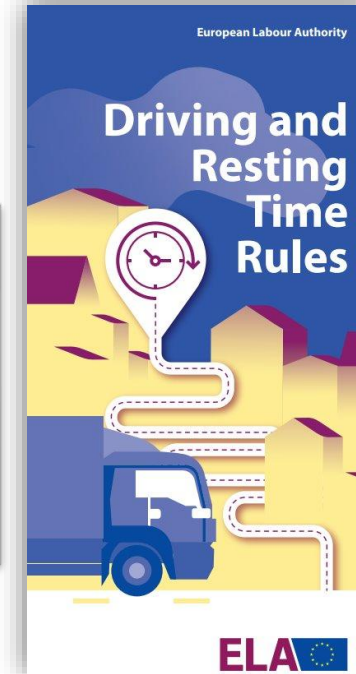
Local Information Events Roadshows Online Information Sessions

More information:
<https://www.ela.europa.eu/en/events>



Website Reviews for Institutions

More information:
[ELA website reviews](#)



Practical tools

Remuneration tool



ELA LCV Campaign

Campaign for light commercial vehicles



Webinars on new LCV rules:

- Driving and rest time rules (including tachograph rules)
- Posting
- Online! Coming up in April and July!

<https://www.ela.europa.eu/assets/lcv2026/index.html>



Information Resources for Road Transport



EN English

Choose country

Search

Search

Life and travel

Doing business

Contact assistance services

Report an obstacle

Your Europe > Citizens > Work and retirement > Working abroad > EU rules for working in road transport

EU rules for working in road transport

On this page

How long can I drive?

How long should I rest?

Always use the tachograph

Are you a posted driver?

What is the minimum wage for posted drivers?

Допомога ЄС Україні

EU assistance to Ukraine

As a transportation driver you must follow certain EU rules on **driving times, rest times, and how to register them**. These rules apply if you drive a heavy goods vehicle over 3.5 tonnes, or a bus or coach with 10 or more seats (including the driver). You must follow these rules if you are driving long-haul or making deliveries domestically or abroad, regardless of where your vehicle is registered, and whether you are self-employed or an employee.

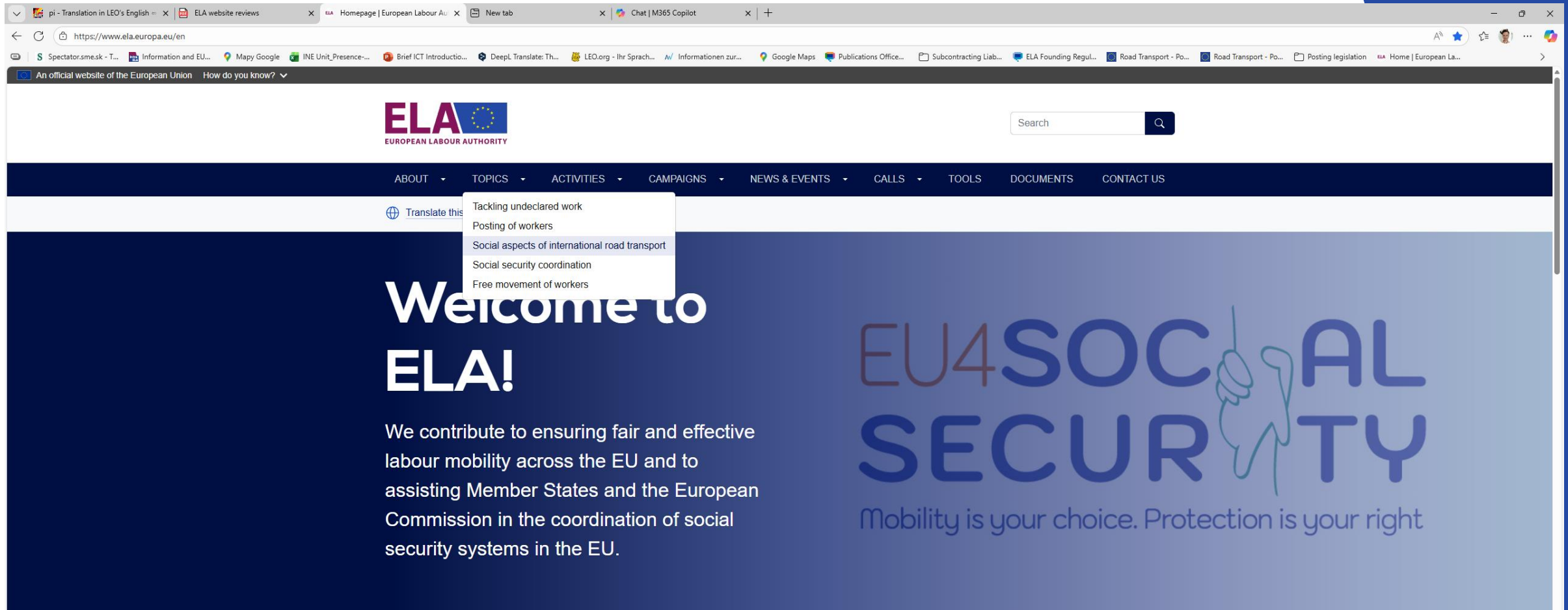
The [EU rules on driving times](#) do not apply to all types of transport. Read the exceptions below.

Exceptions



https://europa.eu/youreurope/citizens/work/work-abroad/rules-working-road-transport/index_en.htm

Information Resources for Road Transport



The screenshot shows the ELA (European Labour Authority) website. The browser's address bar displays <https://www.ela.europa.eu/en>. The website header includes the ELA logo and a search bar. A dark blue navigation bar contains the following menu items: ABOUT, TOPICS, ACTIVITIES, CAMPAIGNS, NEWS & EVENTS, CALLS, TOOLS, DOCUMENTS, and CONTACT US. The 'TOPICS' menu is open, showing a list of options: Tackling undeclared work, Posting of workers, Social aspects of international road transport (highlighted), Social security coordination, and Free movement of workers. The main content area features a large 'Welcome to ELA!' heading, a paragraph about contributing to fair labour mobility, and a graphic with the text 'EU4SOCIAL SECURITY' and 'Mobility is your choice. Protection is your right'.

<https://www.ela.europa.eu/en>

ELA EUROPEAN LABOUR AUTHORITY

ABOUT TOPICS ACTIVITIES CAMPAIGNS NEWS & EVENTS CALLS TOOLS DOCUMENTS CONTACT US

Translate this

- Tackling undeclared work
- Posting of workers
- Social aspects of international road transport
- Social security coordination
- Free movement of workers

Welcome to ELA!

We contribute to ensuring fair and effective labour mobility across the EU and to assisting Member States and the European Commission in the coordination of social security systems in the EU.

EU4SOCIAL SECURITY

Mobility is your choice. Protection is your right

<https://www.ela.europa.eu/en/topics/social-aspects-international-road-transport>

Information Resources for Road Transport

EU Legal Framework

Relevant EU legislation in ELA's mandate:

- [Regulation \(EC\) No 561/2006](#) on rules relating to driving times and rest periods as amended by Regulation (EU) 2020/1054
- [Directive 2006/22/EC](#) on rules relating to enforcement requirements as revised by Directive (EU) 2020/1057
- [Directive \(EU\) 2020/1057](#) on rules relating to posting of drivers in the road transport sector
- [Regulation \(EC\) No 1071/2009](#) on rules relating to access to the profession as revised by Regulation (EU) 2020/1055

Resources

Training materials

- Training session on the use of the posting declaration portal for Road Transport [\[part 1\]](#) [\[part 2\]](#)
- [Training session on Road Transport](#)
- [Workshop on Passengers Transport](#)

Other videos of past events:

- YouTube playlist related to roadshow in Latvia (employers event): [Roadshow on Road Transport - Employers Event | 08 December 2022 Riga - YouTube](#)
- YouTube playlist related to roadshow in Lithuania (drivers and employers event): [Road Transport Roadshow | 29 November 2022 \(Lithuania\) - YouTube](#)
- YouTube playlist with video recordings of first and third online information sessions: [Online Information Sessions on road transport social legislation with a focus on roadside inspections - YouTube](#)

[More training materials](#) >

Communication materials

[See all](#) >

Upcoming events

DEC
09
2025

Understanding EU rules for light commercial vehicles (LCVs) in international transport of goods or cabotage applicable from 1 July 2026 - ELA live webinar session

📅 Time:

Tuesday 9 December 2025, 10.00-11.30 (CET)

📍 Location:

Online

Event

[See all events](#)

See also

- For citizens: [EU rules for working in road transport | YourEurope portal](#)
- For drivers: [Driving and rest times rules - Mobility Package I | Europe Commission](#)
- For businesses: [Employing road transport workers: driving time and rest periods | YourEurope portal](#)
- For businesses: [EU rules for employers who post drivers abroad | Your Europe](#)
- Posted drivers: [EC rules on posting of drivers | European Commission](#)
- Posted drivers: [Posting of drivers portal](#)

- ETF resource page: [ETF: European Transport Workers' Federation | Resources - ETF: European Transport Workers' Federation](#)
- IRU resource page: [News & Resources | IRU | World Road Transport Organisation](#)

Information Resources for Road Transport



EN



Mobility and Transport

[Home](#) | [Ukraine](#) | [Transport modes](#) | [Transport themes](#) | [Tourism](#) | [News & Events](#) | [Facts & Funding](#)

[Home](#) > [Transport modes](#) > [Road](#) > Mobility package I

Mobility package I

Posting rules

[Questions and Answers on posting of drivers under Directive \(EU\) 2020/1057](#)

Market rules

[Rules on cabotage as applicable from 21 February 2022](#)

Driving & rest times

[Regulation \(EU\) 2020/1054 in application from 20 August 2020](#)

TRACE 2 guidance and training materials

[Efficient and harmonised enforcement of Mobility Package 1](#)

Tachographs

[Questions and Answers on the manual recording of border crossings in tachographs under Regulation \(EU\) No 165/2014](#)

New rules for the EU road transport sector

As part of mobility package I, a new set of rules for the road transport sector became applicable across the EU.

The package is essential to ensure good implementation and enforcement of the road transport legislation, providing a balance between the social protection of drivers and the freedom of operators to provide cross-border transport services. To help the sector correctly apply these rules, the Commission services prepared a first set of guidance documents (see below), which will be gradually complemented by further guidance, where necessary.

https://transport.ec.europa.eu/transport-modes/road/mobility-package-i_en

Information Resources for Road Transport



Road Transport - Posting Declaration

Welcome

Welcome to the Road transport posting declaration portal.

This portal is designed for road transport operators who have to comply with the EU rules on posting of drivers established in Directive (EU) 2020/1057. It will allow you, as a road transport operator, to submit the following:

- Posting declarations to the Member State(s) where your drivers will be posted;
- Documents to the authorities of the Member States where your drivers have been posted, when those authorities request such an action.

Instructions for use

You are now on the landing page of this portal. If you have not yet created your account, you will have to do so by clicking on "Create account". If you or another person in your company has already created an account, please click on "Go to account".

Once your account is created, you will be able to register drivers' profiles and to create and manage posting declarations.

Please note that this portal, provided by the European Commission, is the one and only official portal where you can submit posting declarations and respond to requests for documents by the national authorities.

For help on registration, click here [Help](#)

If you don't have a company account

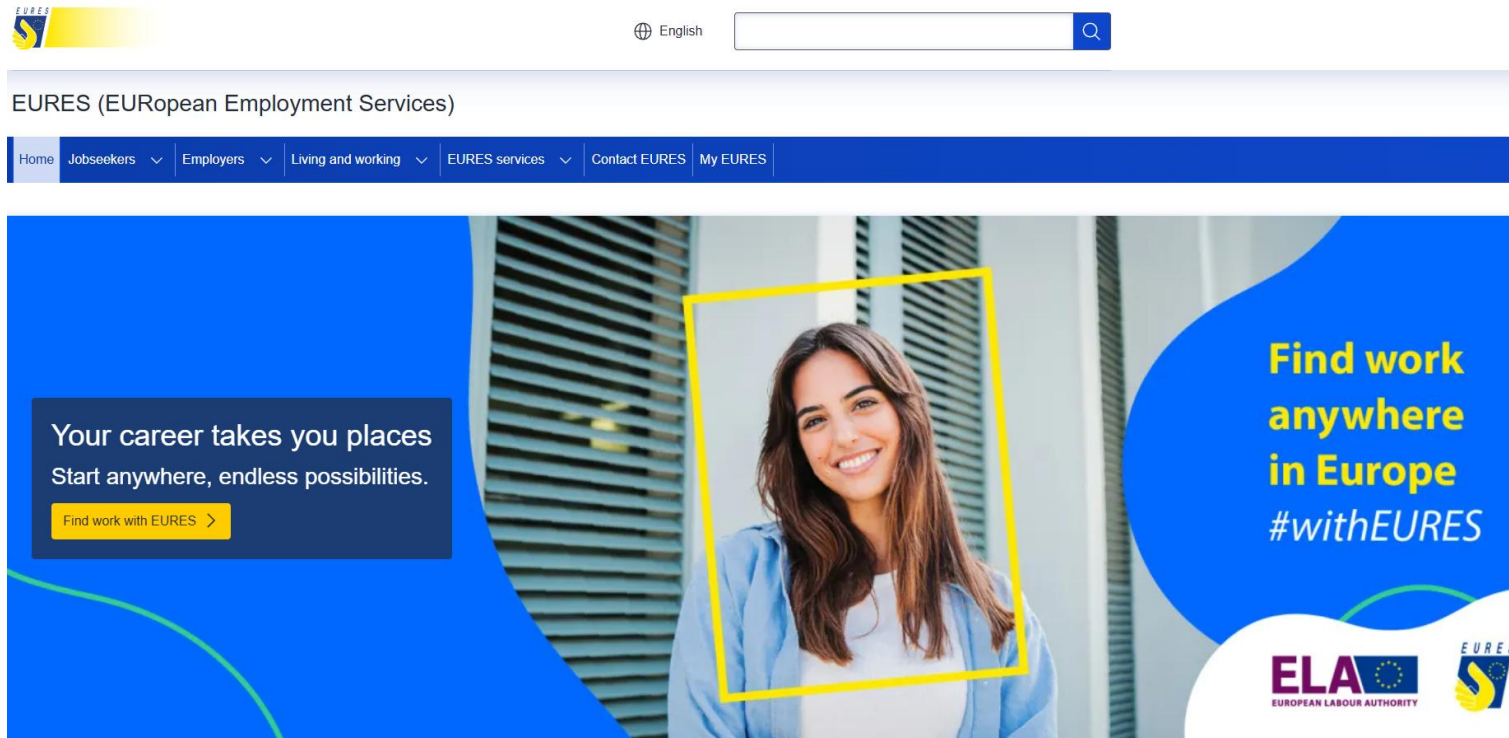
[Create an account](#)

If you already have a company account

[Go to my account](#)

<https://www.postingdeclaration.eu/landing>

Information Resources for Road Transport



- Free of charge
- Job seekers
- Employers
- Prerequisite: EU Login



Finding skilled workers in international road transport

https://eures.europa.eu/index_en

Information Resources for Road Transport



EN



Solutions to problems with your EU rights


- Homepage
- What is SOLVIT?
- How SOLVIT works
- Problems solved
- Policy documents
- Submit a problem to SOLVIT

Unfair rules or decisions and discriminatory red tape can make it hard for you to live, work or do business in another EU country.

So, if you as **an EU citizen or business** face obstacles in another country because a public authority isn't doing what is required under EU law ...

... SOLVIT can help!

SOLVIT reminds the authorities in question what your EU rights are and works with them to solve your problem.

 Submit a problem to SOLVIT

The **United Kingdom** left the SOLVIT network on 31 December 2020. As a result, SOLVIT can no longer assist UK nationals in European Union member countries or EU nationals in the UK. [\[More information\]](#)

How SOLVIT works



SOLVIT for individual citizens



SOLVIT for businesses



https://ec.europa.eu/solvit/index_en.htm

A close-up photograph of two hands shaking in a firm grip. The hand on the left belongs to a person wearing a blue and black checkered shirt and an orange safety vest with reflective yellow-green stripes. The hand on the right belongs to a person wearing a dark suit jacket and a white shirt cuff. The background is a bright, out-of-focus outdoor setting, possibly a construction site at sunrise or sunset. A large blue diagonal shape is on the right side of the image, and a red banner is at the top right.

THANK YOU!

Closing remarks

Tonio BOER

*Senior Labour Mobility
Information Officer,
Information and EURES Unit,
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Séamus LYNCH,

*Seconded National Expert,
Enforcement and
Analysis Unit,
ELA*



THANK YOU!

www.ela.europa.eu

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