

LIGHT VEHICLES BIG CHANGES

Online information session on light commercial vehicles

30 June 2026



Agenda

14:00	Start of the streaming (CEST time zone)
14:00 – 14:05	Welcome words by ELA <ul style="list-style-type: none">• Iwona Kasprzyk-Sowa, Team Leader Transport & Digital, Cooperation Support Unit, ELA
14:05 – 14:15	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
14:15 – 14:45	Extending Driving and Rest Time Rules to Light Commercial Vehicles <ul style="list-style-type: none">• Séamus Lynch, Seconded National Expert, Enforcement and Analysis Unit, ELA
14:45 – 15:05	Introduction to tachographs – a tool to enforce applicable rules <ul style="list-style-type: none">• Artur Toczko, Road Transport Inspector, Regional Road Transport Inspectorate in Białystok, Poland
15:05 – 15:35	Posting of drivers <ul style="list-style-type: none">• Iwona Kasprzyk-Sowa, Team Leader Transport & Digital, Cooperation Support Unit, ELA
15:35 – 15:55	Road Transport Posting Declaration Portal (IMI RTPD) - purpose and use <ul style="list-style-type: none">• Iwona Kasprzyk-Sowa, Team Leader Transport & Digital, Cooperation Support Unit, ELA
15:55 – 16:00	Closing remarks by ELA <ul style="list-style-type: none">• Tonio Boer, Senior Labour Mobility Information Officer, Information and EURES Unit, ELA
16:00	End of the streaming

WELCOME WORDS BY ELA



Iwona
KASPRZYK-SOWA

Team Leader Transport & Digital,
European Labour Authority



ELA INFORMATION ACTIVITIES IN THE ROAD TRANSPORT SECTOR

Tonio BOER

Senior Labour Mobility Information Officer,
European Labour Authority





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



Information | Cooperation | Enforcement



ELA Information Activities in the Road Transport Sector

Local Information Events

Roadshows

Online Information Sessions

More information:

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



Campaigns

More information:

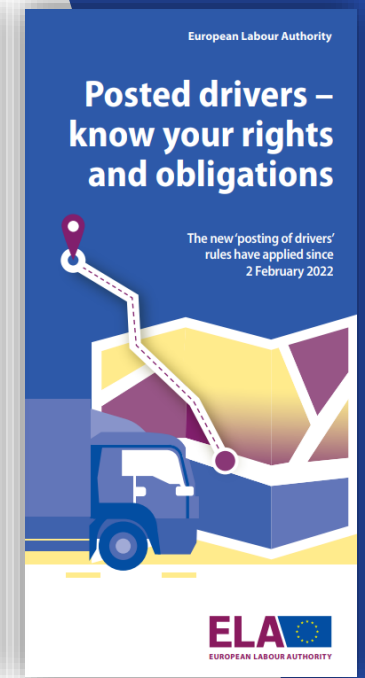
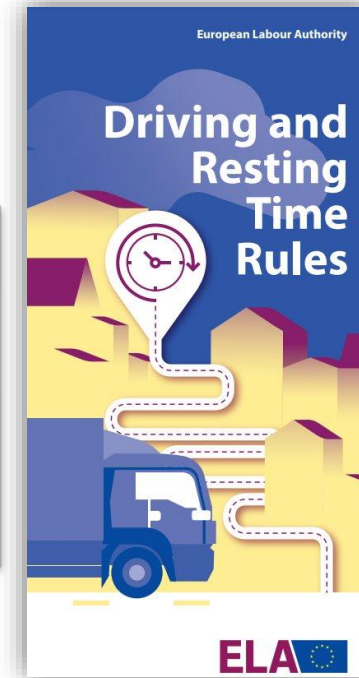
[Road to fair transport \(europa.eu\)](https://europa.eu)



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

<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.

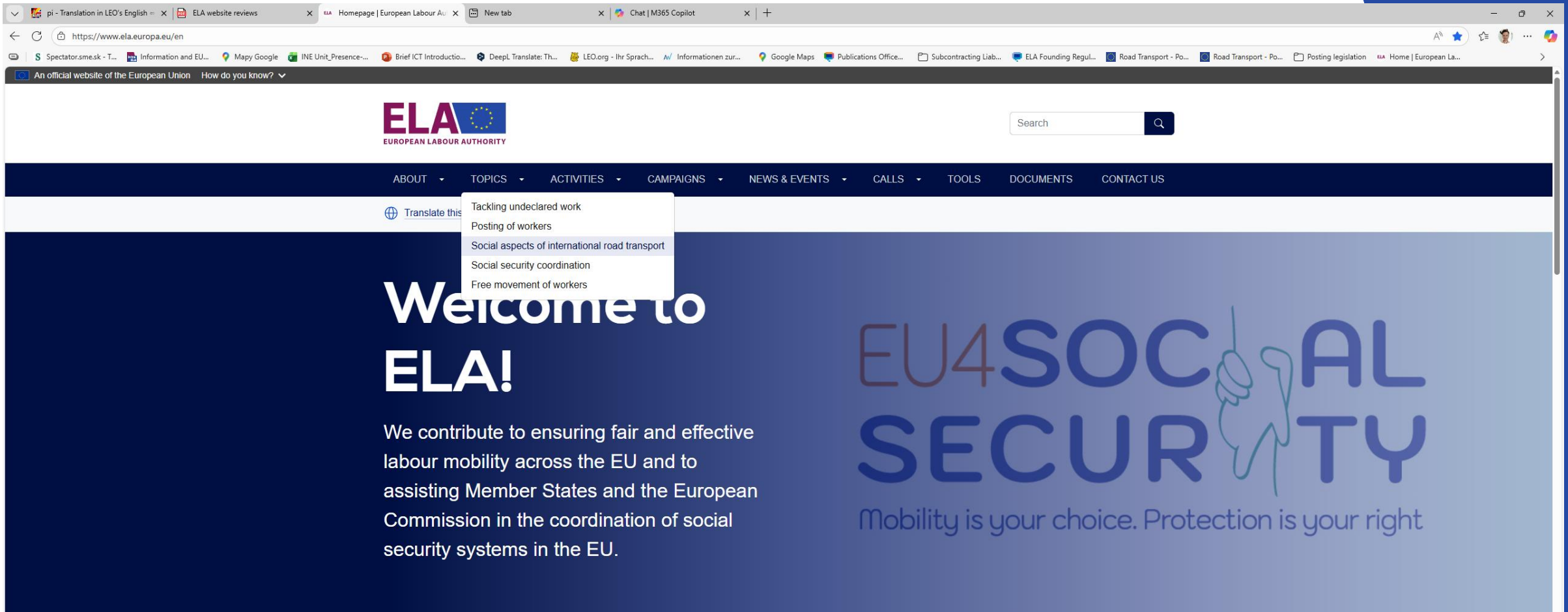
The [EU rules on driving times](#) do not apply to all types of transport. Read the exceptions below.

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 website interface. At the top, there is a search bar and a navigation menu with categories: ABOUT, TOPICS, ACTIVITIES, CAMPAIGNS, NEWS & EVENTS, CALLS, TOOLS, DOCUMENTS, and CONTACT US. A dropdown menu is open under 'TOPICS', listing: 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 and a paragraph: '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.' To the right, there is a graphic with the text 'EU4SOCIAL SECURITY' and '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	Understanding EU rules for light commercial vehicles (LCVs) in international transport of goods or cabotage applicable from 1 July 2026 - ELA live webinar session
2025	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 | 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](#)



Videos on new rules for LCVs:
[EN Understanding EU rules for LCVs in international transport of goods or cabotage - webinar session](#)

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

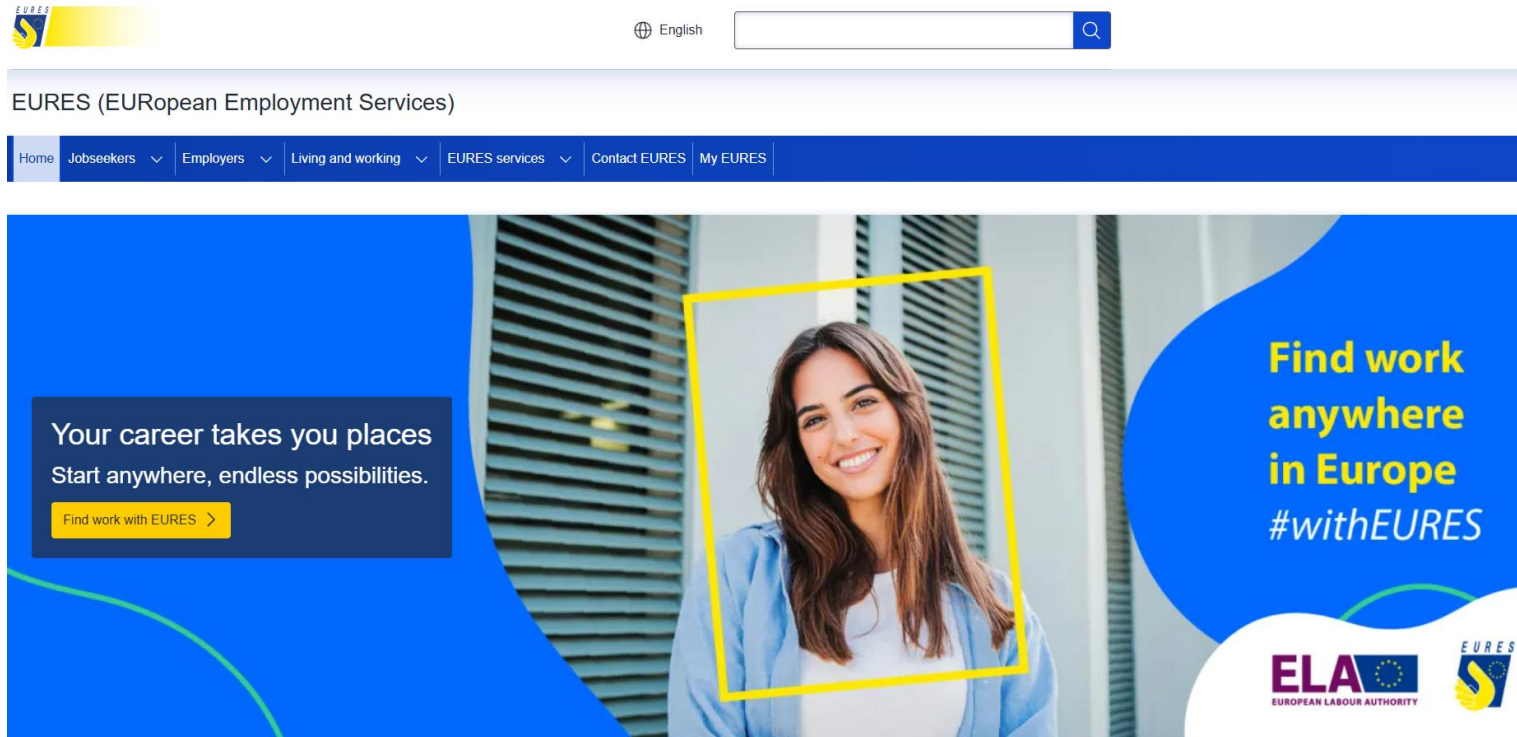
[Create an account](#)

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

**THANK YOU
FOR YOUR
ATTENTION**



EXTENDING DRIVING AND REST TIME RULES TO LIGHT COMMERCIAL VEHICLES

Séamus **LYNCH**

Seconded National Expert,
European Labour Authority



Extending Driving and Rest Time Rules to Light Commercial Vehicles

- **Mobility Package I - New Requirements**
- **Scope : Licencing Requirements**
 - Driving and Rest Times**
- **Maximum permissible mass of an LCV**
- **Commercial carriage**
- **Exemptions**
- **Examples of own account carriage**
- **Roadside check (56 days records)**
- **Mixed operations**
- **Scenarios**

Abbreviations

MP1	Mobility Package 1
LCV	Light Commercial Vehicle
MPM	Maximum permissible mass
AETR	European agreement concerning work of crews of vehicles engaged in international road transport
TCA	EU-UK Trade and Cooperation Agreement
EU	European Union
EC	European Commission
UK	United Kingdom
EEA	European Economic Area

Light Commercial Vehicles (LCVs) Mobility Package I - New Requirements

Community licence required

From 21 May 2022- the requirements and conditions to be met regarding access to the profession of road transport operator
*(*applies only to LCVs carrying goods for hire or reward)*

Tachograph required

From 01 July 2026 – certain LCVs come in scope of Regulation (EC) No 561/2006 on driving and rest times and will be required to have a tachograph fitted
*(*applies to both hire or reward and own account carriage of goods)*

Licencing Requirements – freight transport

■ APPLICABLE SINCE 21 MAY 2022:





- ✓ Must obtain a **community licence**
- ✓ Keep **certified true copy of community licence** in the vehicle
- ✓ The original of the **community licence** must be kept by the haulage undertaking



Licence must be presented at the request of any authorised inspecting officer

Driving and Rest Times – Scope

The Mobility Package I extended the scope of EU rules of **driving and rest times** to light commercial vehicles (LCVs) from 1 July 2026:

-  Maximum permissible mass (incl. any trailer or semi trailer):
> 2.5 and ≤ 3.5 tonnes
-  Transport of goods only
-  Engaged in international transport operations or cabotage
-  Registered in: EU, EEA (IS, LI, NO), Switzerland, UK

Maximum permissible mass



Maximum permissible mass (MPM) is the maximum weight that the vehicle can legally operate at when fully loaded.



Empty vehicle



Driver/Passengers



Load/tools/
equipment



Fuel

MPM can be found in the vehicle **registration certificate** and the **vehicle manufacturer's plate**.



Exceeding the MPM is illegal and unsafe, and may result in a fine and/or a prohibition on continuing the journey

Manufacturer's plate

XXXXXX GmbH
e1*2007/46*1005*06
WFOYXTTGYFU72353

2500 kg

4400 kg

1 - 1550 kg

2 - 1400 kg

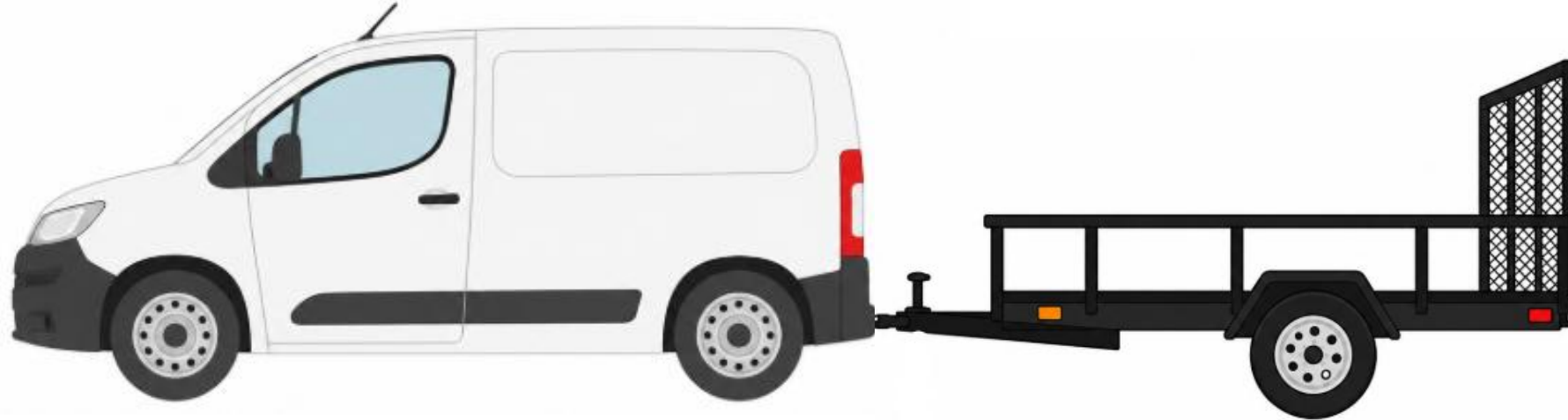
technically permissible
maximum laden mass of the vehicle

technically permissible maximum
mass of the combination of vehicles

technically permissible maximum
mass on the first axle

technically permissible maximum
mass on the second axle

Combined maximum permissible mass



 **MPM 2500 kg**

 **MPM 700 kg**

**Combination
of vehicles**

 **3200 kg**

**Determining if vehicle is in scope of
Reg. (EC) 561/2006 from 1 July 2026**

Towing vehicle (MPM=2500kg): **Not in scope**

Vehicle + trailer (combined MPM>2500kg):
Falls in scope

Combined maximum permissible mass



A motorbike service & repair business uses a vehicle and a trailer to carry spare parts and smaller motorbikes.

Towing vehicle MPM = 2.5 tonnes used on its own is out of scope of Reg.(EC) 561/2006.

Vehicle + trailer: Once a trailer is attached, the combined maximum permissible mass is taken into account.

Commercial carriage

The LCV is in scope if it performs international commercial carriage of goods by road:

- **for hire or reward**
- OR
- **on own account**

Exemption (LCV specific)

However, LCVs are exempt from driving and rest time rules as well as the installation of tachograph under **two cumulative conditions**:

1. Transport is carried out 'on own account' **and**
2. driving a vehicle is not the **main activity of the driver**

What is own account?

Article 1(5) of Regulation (EC) No 1072/2009 indicates five cumulative criteria to be met before a transport operation can be considered “own account”:

1. 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
2. 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
3. motor vehicles used for such carriage are driven by personnel employed by, or put at the disposal of, the undertaking under a contractual obligation
4. the vehicles carrying the goods are owned by the undertaking, have been bought by it on deferred terms or have been hired
5. such carriage is no more than ancillary to the overall activities of the undertaking

Own account carriage with an LCV



A company manufactures steel furniture for the food industry.

An employee uses an LCV owned by the company to transport unfinished frames to a galvanising contractor in another Member State. He brings the finished frames back to base for final assembly.

An international carriage on own account. The goods are produced and transported for the undertaking's own business needs.

What is own account?

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3. motor vehicles used for such carriage are **driven by personnel employed** by, or put at the disposal of, the undertaking under a contractual obligation
4. **the vehicles** carrying the goods **are owned by the undertaking**, have been bought by it on deferred terms or have been hired
5. such carriage is no more than ancillary to the overall activities of the undertaking

Driver's main activity

When is driving not the driver's main activity?

Directive (EU) 2022/2561 in its recital 10 explains “generally, driving is deemed **not to be** the driver's principal activity where it occupies less than 30 % of the rolling monthly working time.”

Recommendation: check with the Member States where you intend to operate what is the criteria to determine if driving is the main activity of the person driving the vehicle

LCVs

The roadside check of the preceding 56 days

- During roadside checks, drivers are required to produce data relating to their activities on the day of the control and for the preceding 56 days
- Activities until 30 June 2026 are not in scope*
- If drivers of LCVs are stopped for controls on 1 July 2026, they should not be required to provide records for the preceding 56 days.
- However, the obligation would progressively apply on a daily basis from the 1 July 2026, meaning a driver checked on 10 July 2026 would need to show records from 1 to 10 July 2026.

**this refers to drivers who did not operate an HGV before 1 July 2026*

LCVs

The roadside check of the preceding 56 days – What must the records cover?

The records should cover the following types of activities:

- Driving time (automatically recorded by the tachograph, including the driver card)
 - Other work
 - Periods of availability
 - Breaks
 - Rest.
-
- All relevant activities including **for the time the driver was away from the vehicle**, such as:
'out of-scope driving', 'out of-scope work', travelling time to or from a specific place other than the employer's operating centre, or the drivers' home to take over or to leave a vehicle in the scope of the regulation, sick leave, annual leave.

What are mixed operations? (in-scope + out-of-scope of Reg. (EC) No 561/2006 and/or TCA)

IN-SCOPE :

any international operation **performed between countries in the following geographical area: the EU, Iceland, Liechtenstein, Norway, Switzerland, and the UK**

OUT-OF-SCOPE :

any operation **that is not in scope** (e.g.: national operation)

The driver performs mixed operations (in-scope & out-of-scope) using the same vehicle (with tachograph):

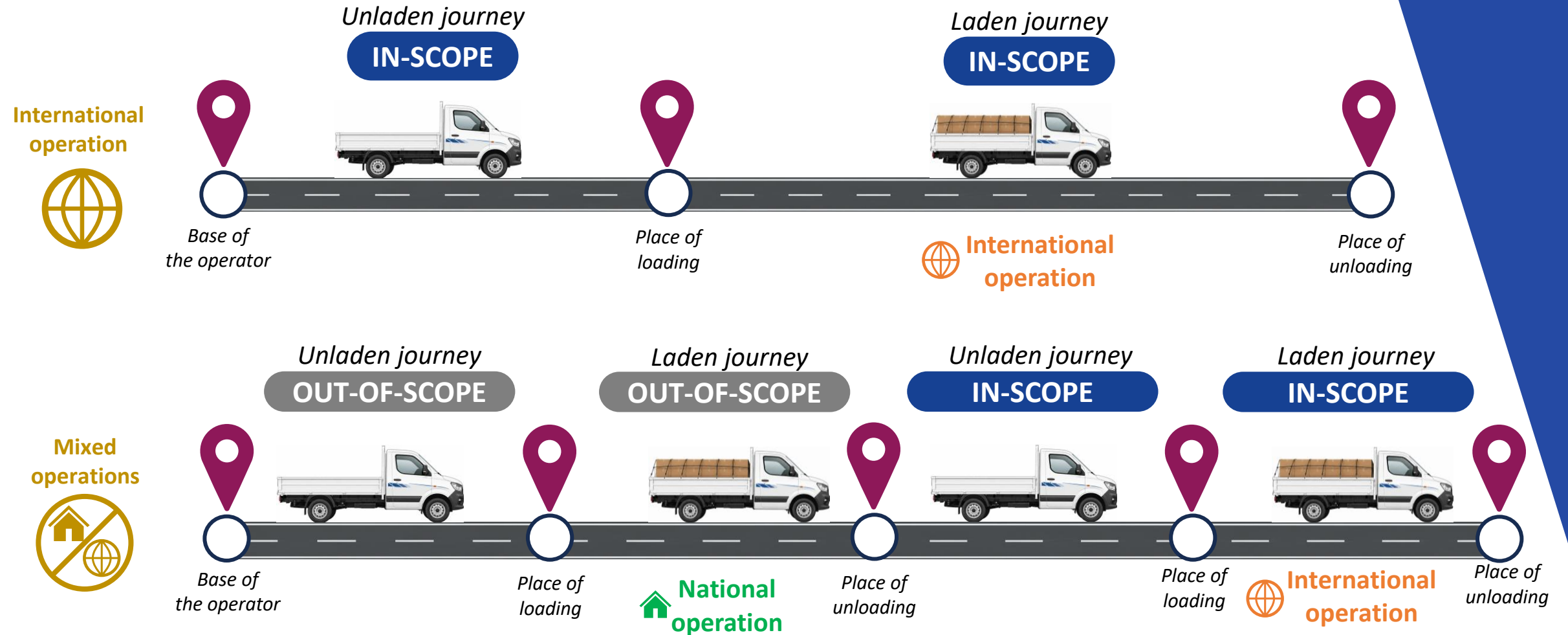
✅ For the out-of-scope operation the driver is recommended to **insert/continue using the driver card** and select **“OUT OF SCOPE” condition**. He should record breaks, rest, other work, or availability during the course of this period. Time recorded as ‘driving’ while out-of-scope is treated as ‘other work’.

The driver performs mixed operations (in-scope & out-of- scope) using a vehicle without a tachograph for the out-of-scope operation:

- ✅ Driver should record this activity the next time that he inserts his driver card into a tachograph - manual entry

Article 34 3. (b) of Reg (EU) 165/2014

What about unladen journeys?



An unladen journey is assessed in conjunction with the laden journey to determine whether it is in scope or out of scope.

Scenarios



Exclusively national carriage

National carriage does not fall in scope of Reg. (EC) No 561/2006

LCVs exclusively performing national carriage do not require a tachograph: point of departure and point of arrival are in the same country (i.e. EU Member State, Iceland, Lichtenstein, Norway or Switzerland).

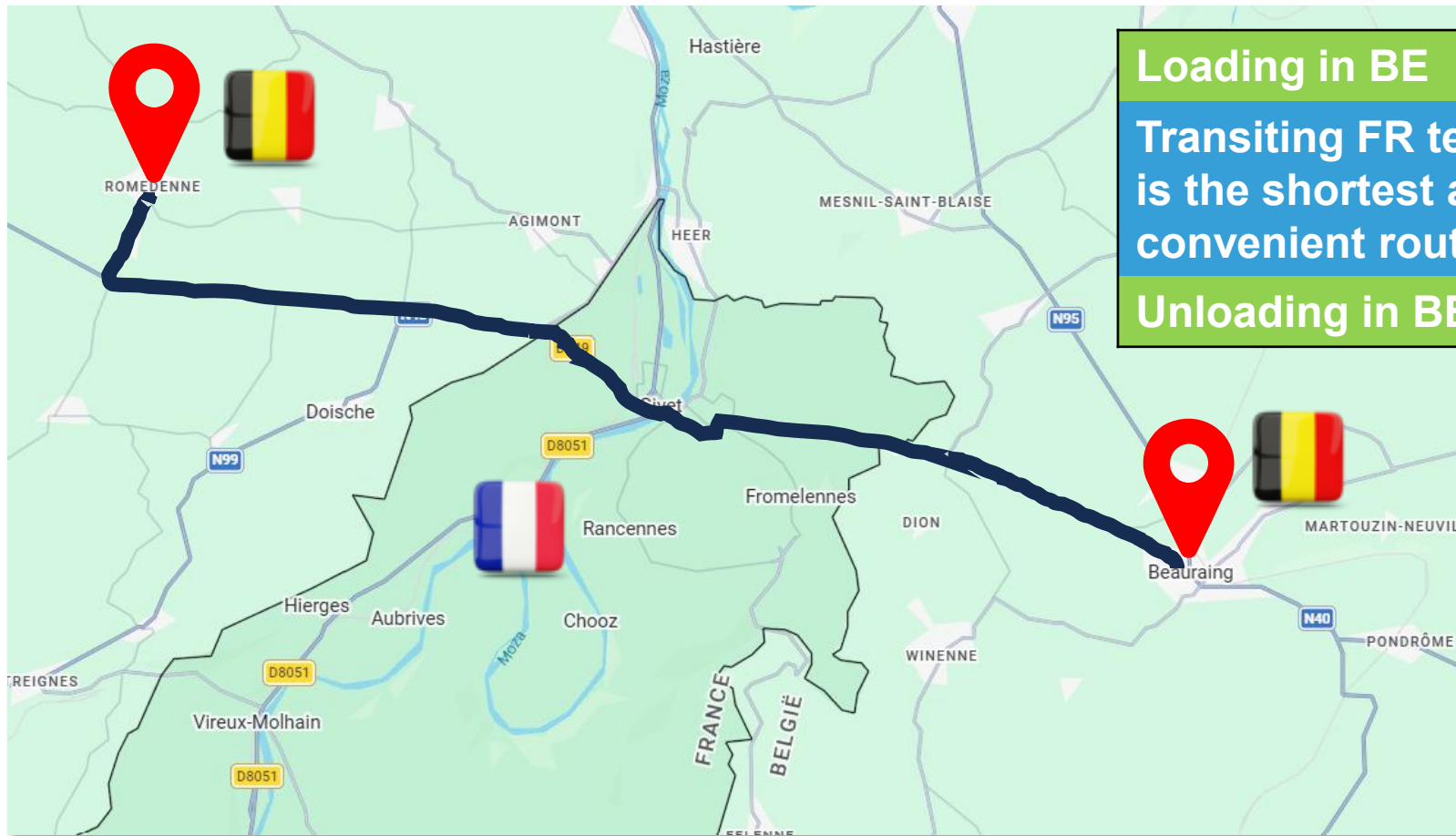
Exclusively national carriage with transit through another Member State

A vehicle engaged **exclusively in national transport** but transits another Member State (e.g. because it is the shortest route) is not operating internationally. Therefore, the obligation to fit a tachograph does not apply.

This is true even when such an operation involves transit Iceland, Liechtenstein, Norway or Switzerland. **(NOT THE UK)**

Article 2.2 (a) of Regulation (EC) No 1072/2009 where international carriage is defined as a journey 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.

National transport with transit through another EU country



Loading in BE

Transiting FR territory because it is the shortest and most convenient route (no L or U)

Unloading in BE

A vehicle engages exclusively in national transport but transits another Member State (e.g. because it is the shortest route). Such a vehicle is not considered to be engaged in international carriage.

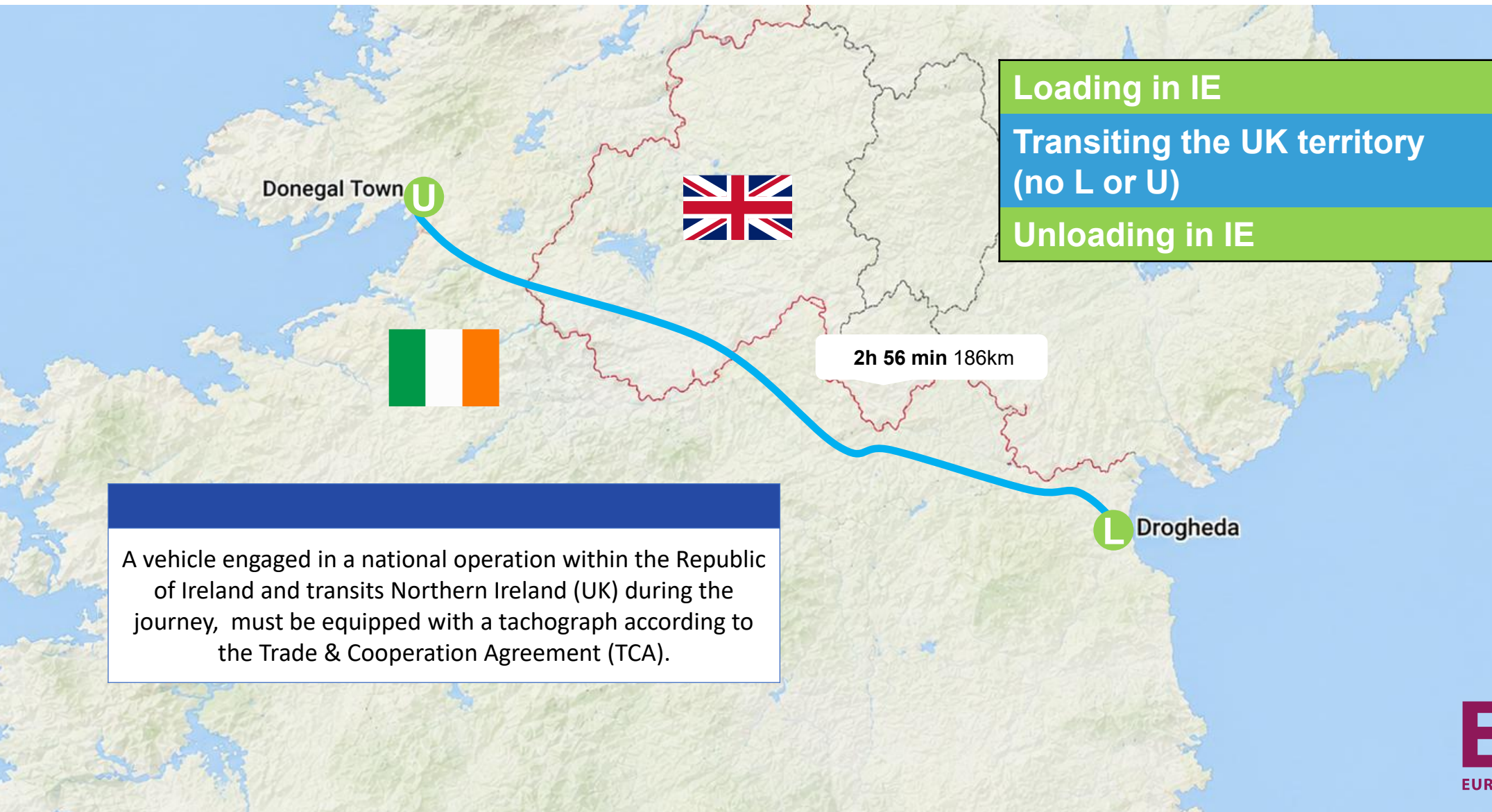
LCVs – IE-UK specific scenario

National carriage within the Republic of Ireland with transit through the UK

- LCV registered in the Republic of Ireland performing a national operation which starts/ends in the Republic of Ireland but transits the UK is **required to be fitted with a tachograph**
- The same is also true for LCVs registered in the UK performing transport operations that start and end in the UK but involve a transit through the Republic of Ireland

EU-UK Trade and Cooperation Agreement (TCA)

National transport with transit through the UK



**THANK YOU
FOR YOUR
ATTENTION**



INTRODUCTION TO TACHOGRAPHS – A TOOL TO ENFORCE APPLICABLE RULES

Artur TOCZKO

Road Transport Inspector, Regional Road
Transport Inspectorate in Białystok, Poland



Purpose of the tachograph



Road safety



Evidence for control



Fair competition



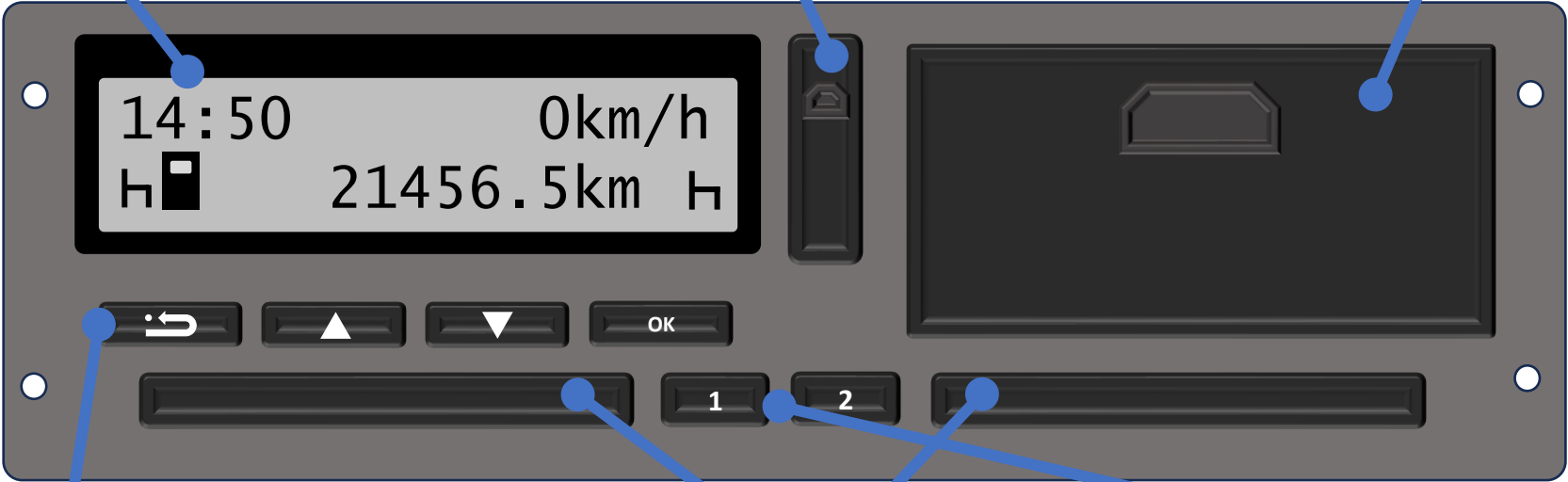
Driver protection

Vehicle Unit

DISPLAY

DOWNLOAD AND CALIBRATION SOCKET

PRINTER



MENU NAVIGATION KEYS

DRIVER CARD SLOTS

DRIVER ACTIVITY SELECTION KEYS

Main components of the tachograph and how does it work?

VEHICLE UNIT

The central unit collects data from all tachograph system components, processes it and stores it in its internal memory and on the driver card.

MOTION SENSOR

It detects the rotation of components in the gearbox and generates pulses which the tachograph converts into data on vehicle movement, speed and distance travelled.

M1N1 ADAPTER

An additional solution used where it is technically impossible to install a conventional motion sensor directly on the vehicle's gearbox.

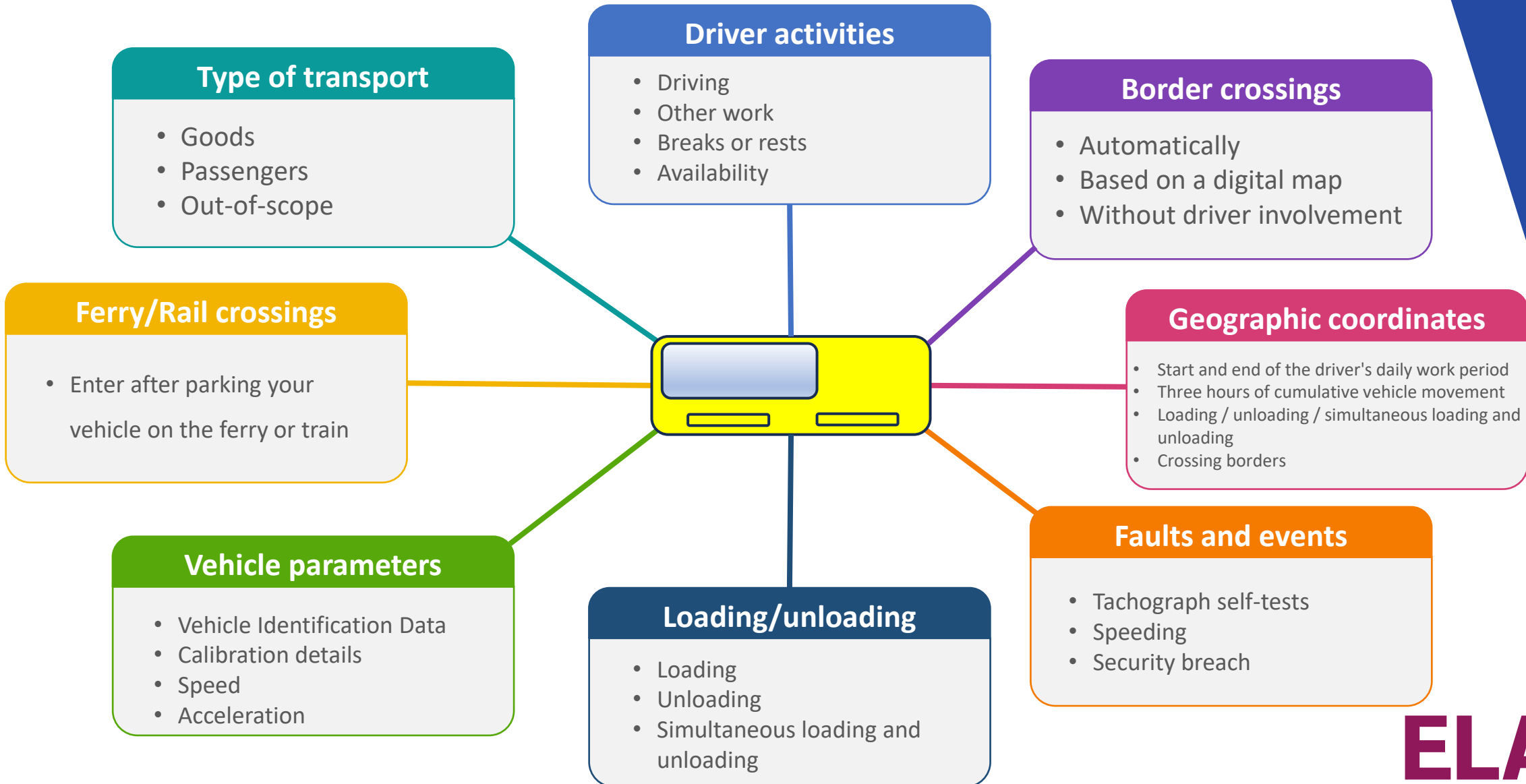
GNSS MODULE

It provides the tachograph with vehicle positioning and accurate time data.

DSRC ANTENNA

It enables selected tachograph data to be transmitted remotely to enforcement authorities without stopping the vehicle.

What data does a tachograph record?



Pictograms

Pictograms facilitate easy interpretation of data contained on the display, printouts and in data analysis software.

Driver activities



Driving



Other work

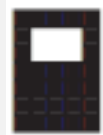


Breaks or rests



Availability

Other selected pictograms



Driver card



Ferry/Train crossing



Loading/Unloading



Unknown activity



Out-of-scope work

Printouts

Printouts provide a clear and immediately available record of data stored in the tachograph or on the driver card.

Data source for printing



Memory of
Driver Card

or



Memory of
Vehicle Unit

Examples of printouts

24h

Daily (24h) activities from card

T

Technical data

||v

Vehicle speed

! x A


Faults and events form VU



Data downloading and analysis



Driver card
Maximum interval
between downloads
28 days



Vehicle unit
Maximum interval
between downloads
90 days

Download

- Both driver card and tachograph data
- Various download methods are available



Analyse

- Use tachograph data analysis software or a fleet platform
- Verify compliance



Act

- In case of infringements, instruct drivers and correct procedures



Store

- Keep downloaded files securely
- Retain the data for at least 12 months

How to record mixed work: in-scope and out-of-scope activities of LCV driver

 **IN-SCOPE** (recorded by tachograph)

 **OUT-OF-SCOPE** (not always recorded by tachograph)



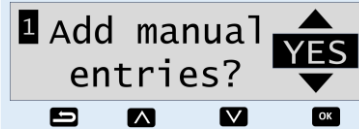
At roadside check, the driver must be able to show records for the day of control and the previous 56 days.

Types of records documenting driver activities



Driver card data

The main source of activity data, recorded by the tachograph on the driver card.



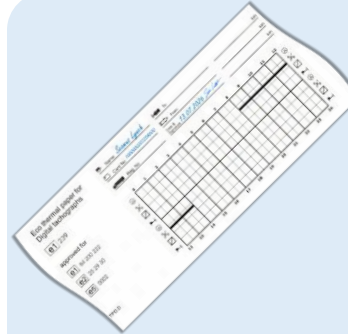
Manual entries on the driver card

Entered when the card is reinserted into the tachograph to complete missing periods.



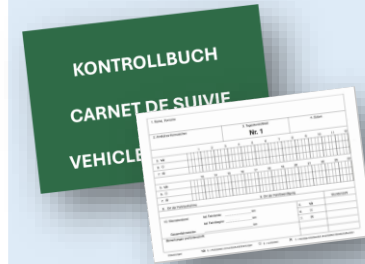
Attestation of activities

A document issued by undertaking confirming certain periods of activity or inactivity.



Handwritten records

Record made on an analogue chart or tachograph printout paper.



National law based records of activity

Manual records kept under national law of some Member States.

Summary of obligations related to the tachograph system



Undertaking and Transport Manager

- Equip vehicles with tachographs and maintain them compliant
- Organising the correct use of tachographs by drivers
- Download, retain and produce data



Driver

- Use tachograph and driver card correctly
- Complete all required entries
- Produce records and act in the event of failure

**THANK YOU
FOR YOUR
ATTENTION**



POSTING OF DRIVERS



Iwona
KASPRZYK-SOWA

Team Leader Transport & Digital,
European Labour Authority



- **Effective from 1 July 2026**
- **Posting now to be enforced to drivers driving vehicles of maximum permissible mass over 2.5t in international transport of goods or cabotage for hire or reward**
- **Covers both EU and non-EU drivers employed by EU transport companies**

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

What will change for a driver?

Higher remuneration applies

For the period of posting drivers are entitled to the remuneration of the host Member State if it is higher than the remuneration they receive in their home Member State.

Find the applicable remuneration on Your Europe

https://europa.eu/youreurope/citizens/work/work-abroad/posted-workers/index_en.htm#inline-nav-8

What will change for a driver?

More protection

*When you are a posted driver, you are entitled to the **key working conditions** of the country where you are working, if these are more favourable than your home conditions.*

→ Example: overtime rates, minimum paid annual leave

! Other rules if you are employed and posted by a temporary work agency

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.

- *operator must declare the driver's posting*
- *driver must carry three types of documents:*
 - *copy of the posting declaration*
 - *evidence of the transport operation*
 - *tachograph records*
- *after posting, if inspected, the operator must prove that the driver received the correct remuneration*

Roadside control – three documents



Road Transport - Posting Declaration

QR Code

Posting Information		Company Information	
1.1 Country of posting	Netherlands	1.1 Name	Greenhouse
1.2 Period of posting	01/06/2022 - 11/06/2022	1.2 Email Address	greenhouse@greenhouse.nl
1.3 Type of transport	International carriage Carriage of goods	1.3 Number company register number	092522
1.4 Type of contract	Carriage of goods	1.4 Country of registration	Belgium
Declaration Details		1.5 Address	Grand Place 1000 Brussels Belgium
1.1 Number of the declaration	24/2021-AD-1400196		
1.2 Last update	21/06/2022		
1.3 Submission date	04/06/2022 15:20		
1.4 Submission date	04/06/2022 15:20		
Driver Information		Transport Manager Information	
1.1 Name	de wa	1.1 Name	Johan Greenhouse
1.2 Driving license	BE	1.2 Email Address	joan@greenhouse.nl
1.3 Address of residence	BE	1.3 Phone Number	+3246666666
1.4 Start date of employment contract	01/06/2022	1.4 Professional Address	Grand Place 1000 Brussels Belgium
1.5 Applicable law employment contract	Belgium		
Driver Identification Document		Contact Person	
1.1 Document type	01 Card	1.1 Name	Johan Greenhouse
1.2 Number	BE	1.2 Email Address	joan@greenhouse.nl
1.3 Issuing country	Belgium	1.3 Phone Number	+3246666666
		1.4 Address	Grand Place 1000 Brussels Belgium
Number plate(s) of the motor vehicle(s)			
BE			



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;



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



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	pietri.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-d01-4c05-9784-21e786672c77		
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	l.1 Name	peter greenhorse
c.3 Driving licence	xx	l.2 Email Address	pietri.vercheval@ec.europa.eu
c.5 Address of residence	xx xx Belgium	l.3 Phone number	+32494444444
c.6 Start date of employment contract	01/08/2022	l.4 Professional Address	Grand Place 1000 brussels Belgium
c.7 Applicable law employment contract	Belgium		
Driver Identification Document		Contact Person	
d.1 Document type	ID Card	g.1 Name	peter greenhorse
d.2 Number	xx	g.2 Email Address	pietri.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			

Main 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.

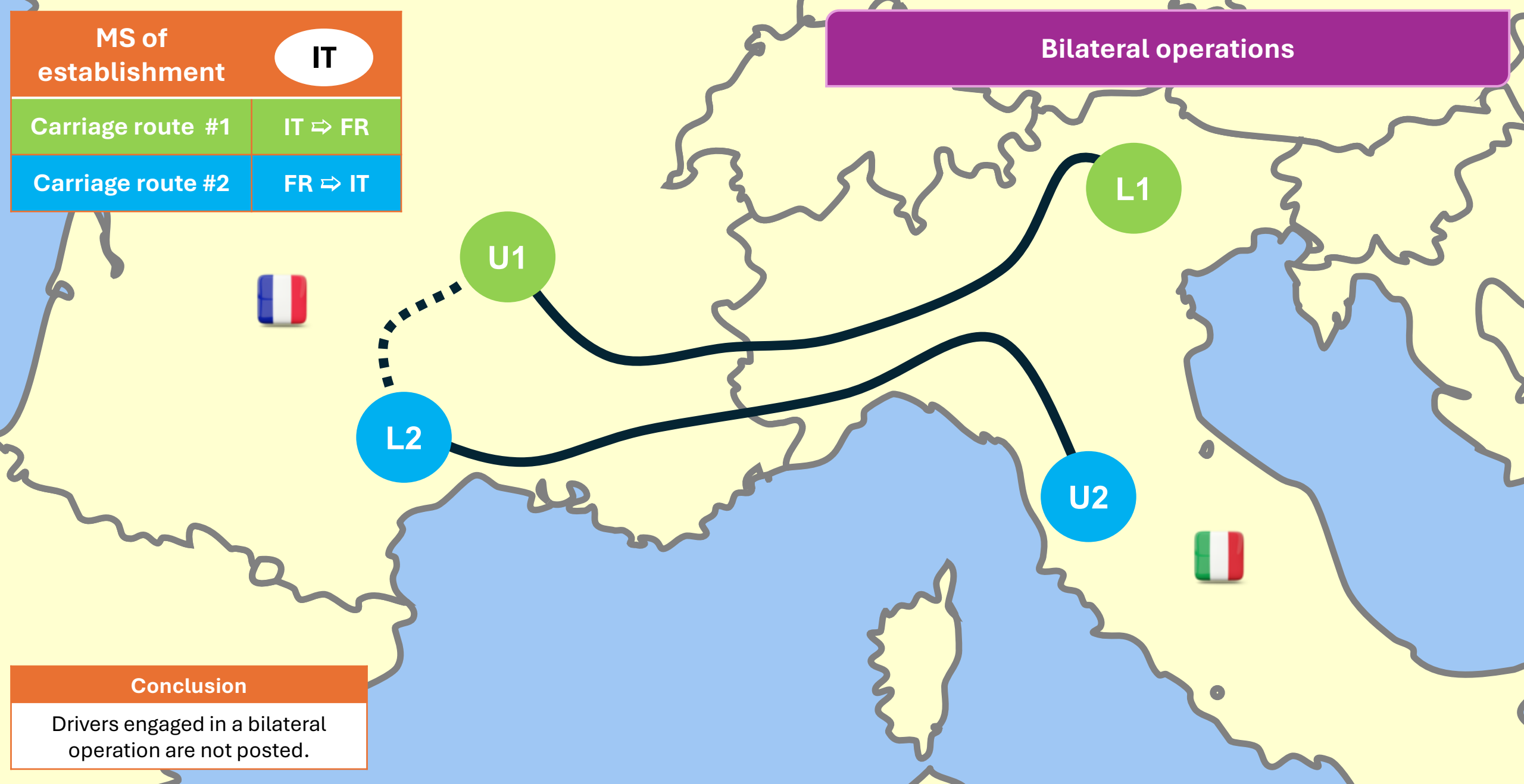
Bilateral international transport operations

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.

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.

Cross-trade operations

MS of establishment

PT

Carriage route #1

ES ⇒ FR

Carriage route #2

FR ⇒ ES

BEGINNING OF THE OBLIGATION TO POST A DRIVER



Conclusion

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

END OF THE OBLIGATION TO POST A DRIVER

U1

L2

L1

U2

MS of establishment

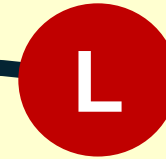
NL

Carriage route

UA ⇌ DE

Cross trade operation between 3rd country and MS

END OF THE OBLIGATION TO POST A DRIVER



Conclusion

As a rule, cross-trade transport entails the obligation to post the driver.

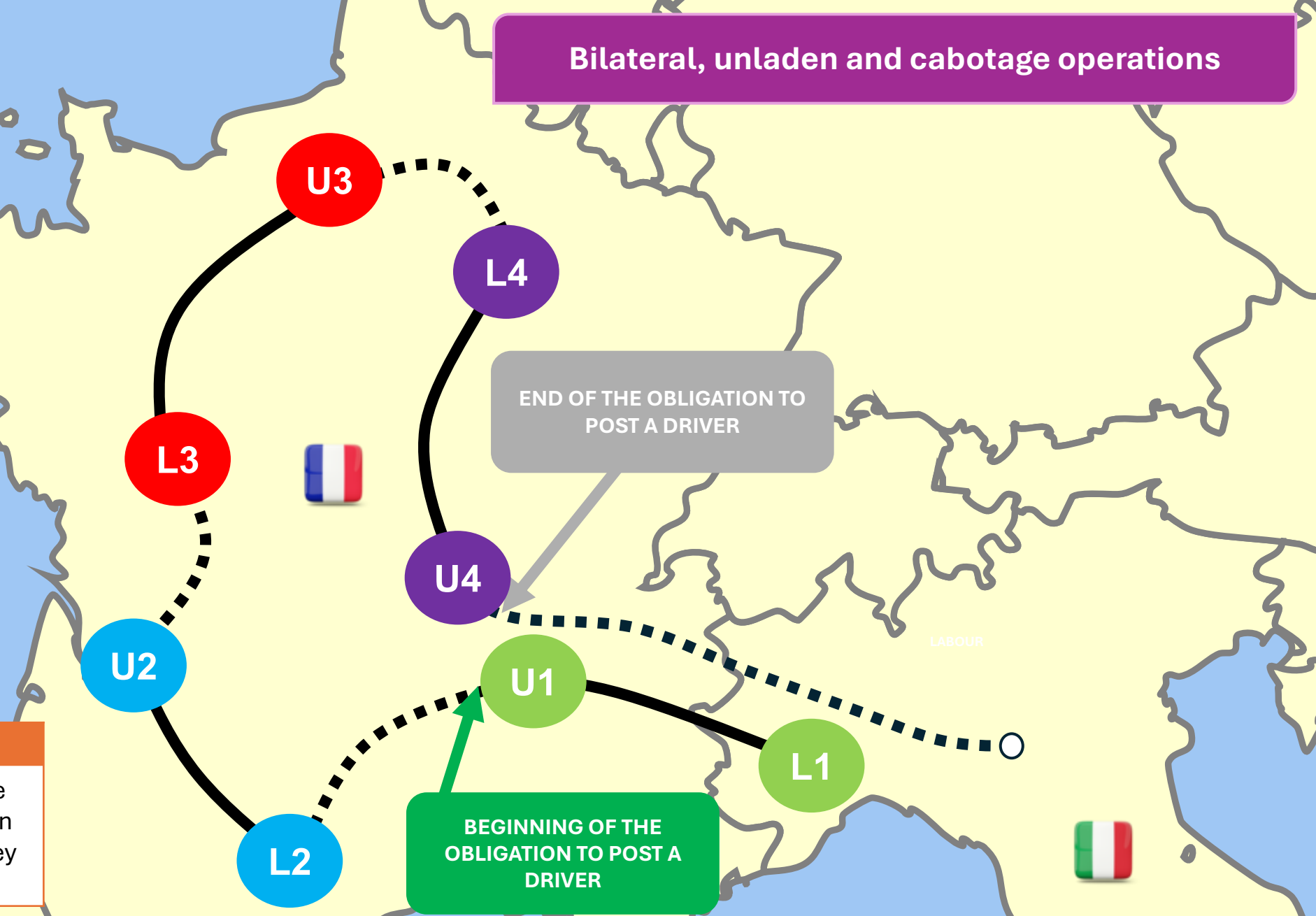
BEGINNING OF THE OBLIGATION TO POST A DRIVER

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

Bilateral, unladen and cabotage operations



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.

- ✓ [YourEurope](#)
- ✓ [Short guide on posting of workers](#)
- ✓ [Practical guide on posting](#)
- ✓ [TRACE 2 - Enforcement Guidance Document on Directive 2020/1057 – Posting of Drivers](#)
- ✓ [Scenarios in the context of transport of GOODS by road](#)

ROAD TRANSPORT POSTING DECLARATION PORTAL (IMI RTPD) - PURPOSE AND USE

Iwona
KASPRZYK-SOWA

Team Leader Transport & Digital,
European Labour Authority



Road Transport – Posting Declaration Portal

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.

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>

Posting declarations – how to start?

← ↻ <https://www.postingdeclaration.eu/help>



Road Transport - Posting Declaration

Training session at ELA

Video Tutorials

Register a new company

1. Create your EU login account (1st compulsory step to access the application) (01:27)
2. Create your Road Transport Posting Declaration account (2nd compulsory step to access the application) (02:35)

Invitation to existing account

1. Create your EU login account (1st compulsory step to access the application) (01:27)
2. Register as an invited user (02:10)

Access

[Access an existing account \(02:13\)](#)

How To Videos

[Navigate in the application \(03:45\)](#)

[Manage my company account and my users \(02:46\)](#)

[Create and manage the data of my drivers - Add drivers manually \(05:09\)](#)

[Create and manage the data of my drivers - Upload driver\(s\) from a file \(03:13\)](#)

“How to” videos - STEP 1 EU login

https://audiovisual.ec.europa.eu/en/media/video/I-216888?lg=en&sublg=en



EN

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Road Transport – Posting Declaration
How to create your EU Login account
First compulsory step to access the application

STEP 1

How to create your EU Login account

First compulsory step to access the application



“How to” videos - STEP 1 EU login

Road Transport Posting Declaration

“How to” videos – STEP 2 Creation of an account

https://audiovisual.ec.europa.eu/en/media/video/I-217042?lg=en&sublg=en

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Road Transport Posting Declaration
How to create your Road transport Posting Declaration account
Second compulsory step to access the application

STEP 2

How to create your Road Transport Posting Declaration account

Second compulsory step to access the application




Road Transport Posting Declaration

“How to” videos – drivers’ profiles

https://audiovisual.ec.europa.eu/en/media/video/I-217389?lg=en&sublg=en

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Road Transport - Posting Declaration How to create and manage the data of my drivers – Add drivers manually

How to create and manage the data of my drivers
Add drivers manually



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Road Transport - Posting Declaration How to create and manage

Content of posting declaration (1/2)

Road Transport - Posting Declaration



Posting information

a.1 Country of posting	Netherlands
a.2 Period of posting	07/08/2022 - 11/08/2022
a.3 Type of operation(s)	International carriage Cabotage operations
a.4 Type of carriage(s)	Carriage of goods

Declaration Details

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

Company information

e.1 Name	Greenhorse
e.2 Email Address	pierri.vercheval@ec.europa.eu
e.4 National company register number	GH2022
e.6 Country of registration	Belgium
e.7 Address	Grand Place 1000 bruxelles Belgium

Content of posting declaration (2/2)

Driver Information

c.1 Name xx xx
c.3 Driving licence xx
c.5 Address of residence xx
xx
xx
Belgium
c.6 Start date of employment contract 01/08/2022
c.7 Applicable law Belgium
employment contract

Driver Identification Document

d.1 Document type ID Card
d.2 Number xx
d.5 Issuing country Belgium

Transport Manager Information

f.1 Name peter greenhorse
f.2 Email Address pierri.vercheval@ec.europa.eu
f.3 Phone number +32494444444
f.4 Professional Address Grand Place
1000
brussels
Belgium

Contact Person

g.1 Name peter greenhorse
g.2 Email Address pierri.vercheval@ec.europa.eu
g.3 Phone number +32494444444
g.4 Address Grand Place
1000
brussels
Belgium

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

XX

LCVs in posting declarations

PLATE NUMBER DETAILS

Country of registration *

Belgium



A light vehicle weighs under 3.5 tons

Weight of goods



Vehicle weight  *

Select

Heavy vehicle

Light vehicle

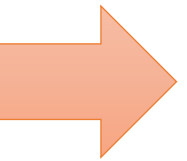
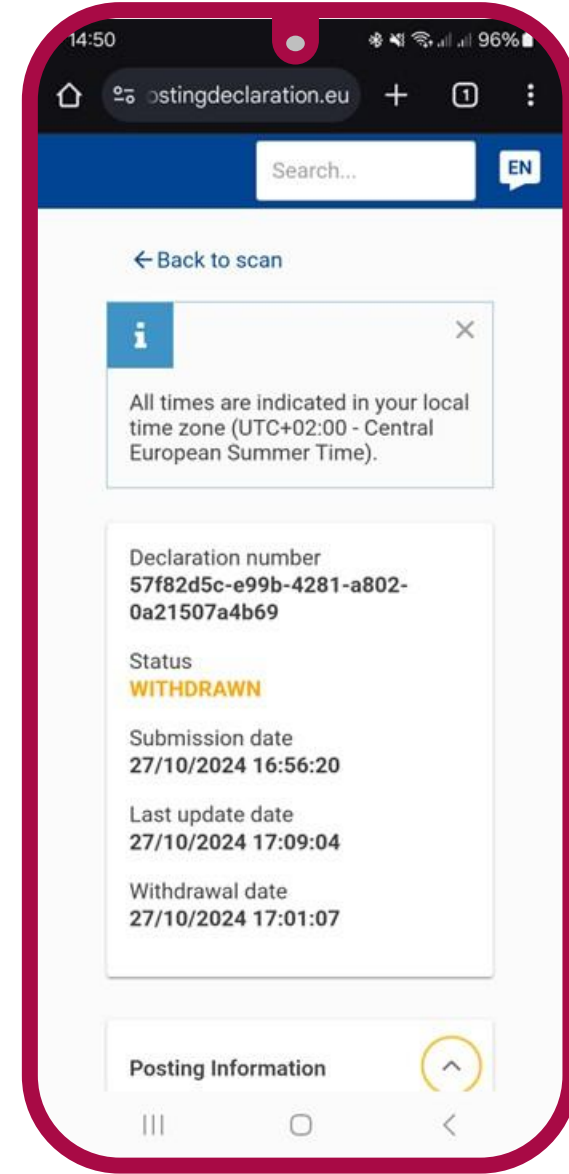
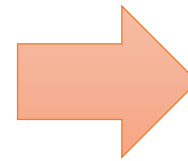
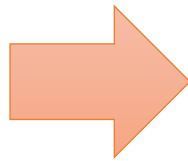
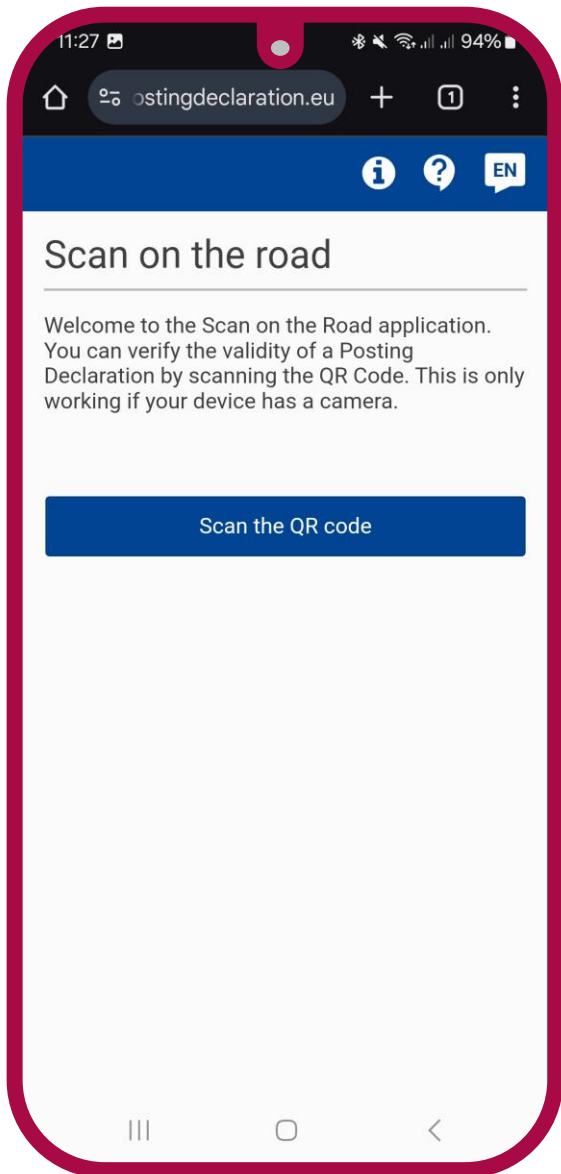
Plate number *

 This field is required

 Cancel

 Save

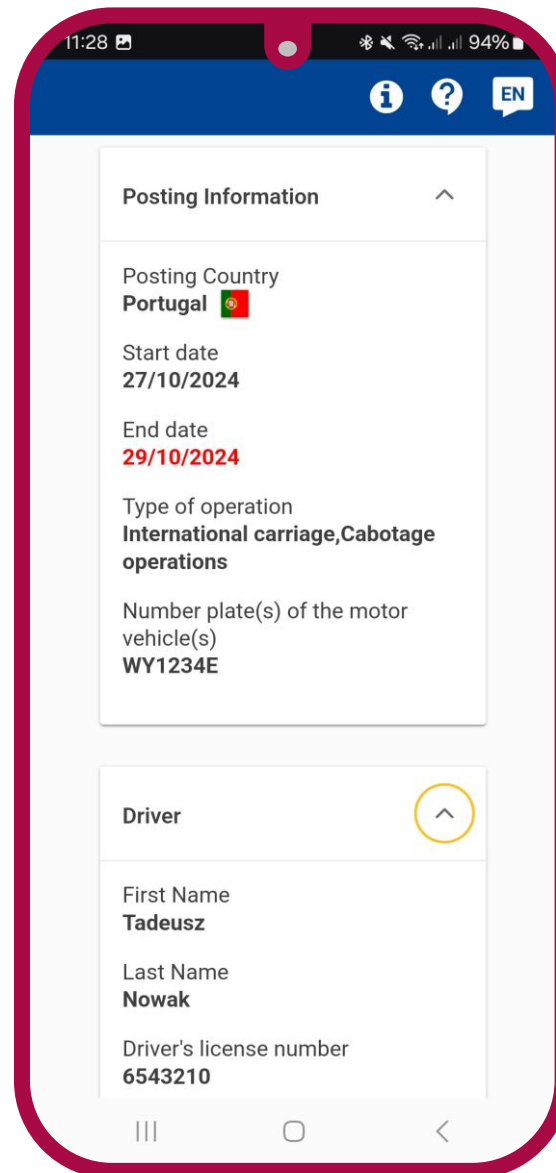
Scan on the road tool (1/2)



Scan on the road tool (2/2)

Possible posting declaration status:

- **SUBMITTED**
- **WITHDRAWN**
- **EXPIRED**



11:28 94%

Posting Information

Posting Country
Portugal 🇵🇹

Start date
27/10/2024

End date
29/10/2024

Type of operation
International carriage, Cabotage operations

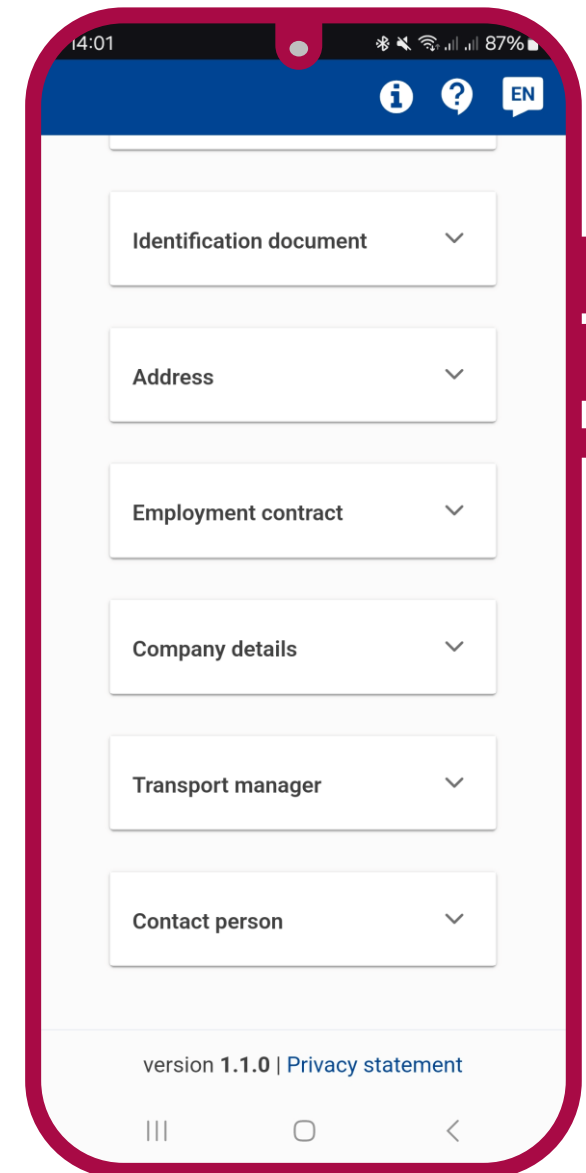
Number plate(s) of the motor vehicle(s)
WY1234E

Driver

First Name
Tadeusz

Last Name
Nowak

Driver's license number
6543210



14:01 87%

Identification document

Address

Employment contract

Company details

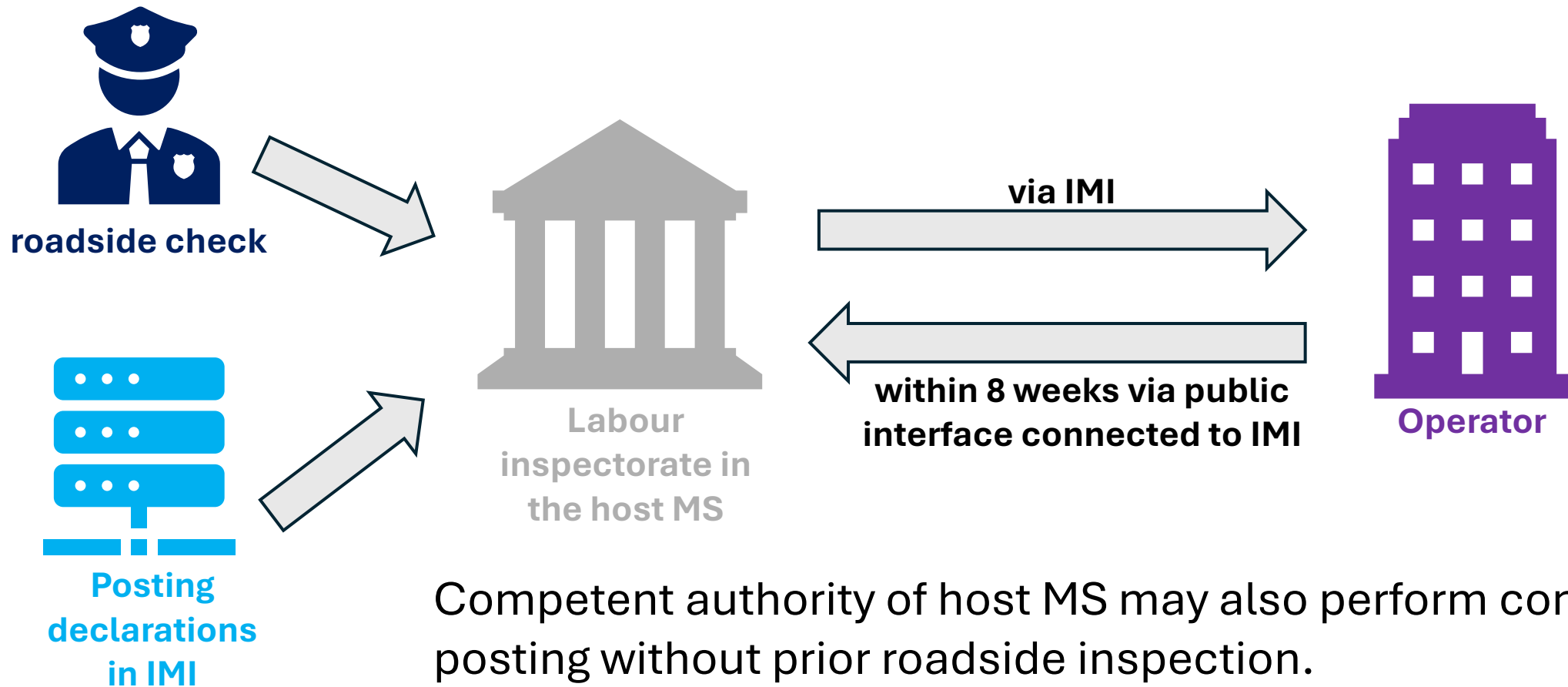
Transport manager

Contact person

version 1.1.0 | [Privacy statement](#)

What happens after a roadside inspection?

Evidence of remuneration is NOT checked during roadside inspections.
It is checked via the RTPD portal (IMI System).



What documents can be requested via IMI?

No later than **eight weeks** from receiving the request of the host Member State, operator has to send via the public interface connected to IMI the requested documents, such

- as:
- tachographs records;
 - consignment notes;
 - documentation relating to the remuneration of the driver in respect of the period of posting;
 - the employment contract;
 - time-sheets relating to the driver's work;
 - proof of payments of driver's remuneration.

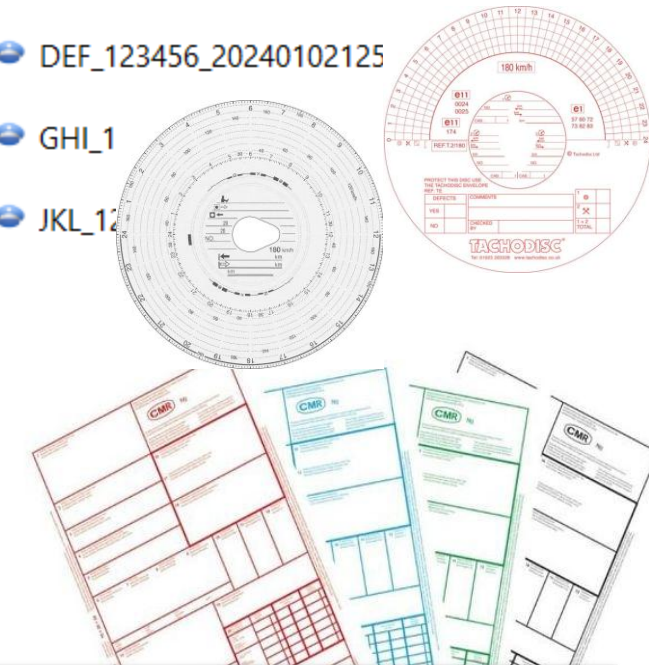
📍 Smith John 2024-01-03 14_45_54.ddd

📍 ABC_123456_20240103144150.DDD

📍 DEF_123456_20240102125

📍 GHI_1

📍 JKL_12



BANK STATEMENT

Data operacji:	2024-01-22
Data księgowania:	2024-01-22
Kwota przelewu:	12 345,67 PLN

PAY ADVICE

Description	Hours	Rate	Amount
Overtime rate [EST]	5.25	10.00	52.50
Basic Hourly rate [SLO]	32.00	10.00	320.00
Basic Hourly rate [FIN]	9.00	11.00	99.00

EMPLOYMENT CONTRACT

This employment agreement ("Agreement") is made and effective as of _____ 20... by and between:

Employer: _____ ("Employer") with a mailing address of _____ and _____

Employee: _____ ("Employee") with a mailing address of _____

WHEREAS the Employer intends to hire the Employee for the Position and the Employee desires to provide their services to the Employer for payment,

IN CONSIDERATION of promises and other good and valuable consideration, the parties agree to the following

What happens if the operator does not send the required documents?

If the operator fails to submit the requested documentation within that time period, the competent authorities of the host Member State may request, via IMI, **the assistance of the competent authorities of the Member State of establishment.**



**THANK YOU
FOR YOUR
ATTENTION**



CLOSING REMARKS BY ELA



Tonio BOER

Senior Labour Mobility Information
Officer, European Labour Authority



**THANK YOU
FOR YOUR
ATTENTION**

