

Driving light commercial vehicles?

You will want to know this!

New rules
apply from

1 July 2026



Are you a driver of a light commercial vehicle (LCV)?

Do you operate across EU borders?

Starting on 1 July 2026, rules on **driving and rest times** and **posting of drivers** will start to apply to LCVs. Key facts:

- Applies to vehicles with a maximum permissible mass greater than 2.5 tonnes and up to 3.5 tonnes (including any trailer or semi-trailer).
- Applies to vehicles which engage in international carriage of goods or cabotage.
- These vehicles must be fitted with a smart tachograph.
- Applies to drivers who are nationals of EU and non-EU countries, provided they are employed by a transport company established in the EU.

Key rules: driving and rest times

Familiarise yourself with the maximum driving times, and minimum break and rest periods:

DAILY DRIVING LIMIT



WEEKLY DRIVING LIMIT



OPTION 1



BREAK

OPTION 2



DAILY REST*

Minimum of 11 uninterrupted hours **11_h**

OPTION 1



OPTION 2



3_h

9_h

May be split into two periods:

- 1: at least 3 uninterrupted hours
- 2: at least 9 uninterrupted hours

WEEKLY REST**



45_h

Minimum 45 uninterrupted hours

* A reduced daily rest period of at least 9 hours can also be taken in accordance with specific conditions.

** May be reduced (rest period of at least 24 hours but less than 45 hours) under special conditions if compensated later.

Key rules: posting of drivers

What does it mean to be a posted driver?

If you are employed by an operator established in one EU Member State and sent to work temporarily to another Member State to perform certain types of transport operations, you are considered a posted driver under EU law.

Type of transport operation

CABOTAGE

The employer you work for is not established in the Member State where you carry out domestic transport operations.

You are considered a posted driver

CROSS-TRADE

Transport operations between two Member States, or a Member State and a non-EU country, and your employer is not established in any of these countries.

You are considered a posted driver

BILATERAL

Transporting from the Member State where your employer is established to another country (inside or outside the EU) or returning from any other country (inside or outside EU) to the Member State where your employer is established.

You are not considered a posted driver

TRANSIT

Crossing a Member State without any loading or unloading.

You are not considered a posted driver

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.

What do you need to show the inspector in a roadside check if you are posted?

Ensure you have the following documents in case of a roadside check:

- **Posting declaration:** a copy (digital or paper) of the posting declaration submitted by your employer through the Road transport posting declaration portal (RTPD portal) connected to the EU Internal Market Information System (IMI).
- **Transport documents:** such as consignment notes (CMR documents).
- **Tachograph records:** data from the vehicle's tachograph, including your driver card data.

Most relevant obligations of your employer

- **Organise work schedules** to ensure all drivers can comply with driving and rest time rules.
- **Provide clear instructions and training** to drivers regarding compliance requirements, including the use of the tachograph.
- **Prevent and disallow practices** that could incentivise drivers to violate rules, such as payment systems based only on distance or speed.
- **Monitor tachograph records**, to ensure that drivers follow the rules and retain downloaded data from both the tachograph and driver card for 12 months for the purpose of inspections.
- **Must cover any costs** for the driver's accommodation related to weekly rest of at least 45 hours, which cannot be taken in the vehicle.
- **Enable the driver to return home** (or to the operational base of the operator) within each period of either 3 or 4 consecutive weeks, based on your weekly rest pattern.
- **Ensure that all the necessary documents** required for roadside check are available in the vehicle to present on request by a control officer.
- **Submit the posting declaration** through the Road transport posting declaration portal (RTPD portal) connected to EU Internal Market Information System (IMI) on time.

Practical takeaways

- **DO** comply with maximum driving time limits and minimum break and rest requirements.
 - **DO** use the tachograph to record driving, break, rest periods and 'other work' accurately.
 - **DO** inform your employer of any delays or unforeseen circumstances affecting compliance.
 - **DO** make sure you have the posting declaration and required documents with you in case of a posting situation.
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- **DON'T** exceed daily or weekly driving limits.
 - **DON'T** falsify or tamper with tachograph records.
 - **DON'T** drive when fatigued or before completing the required rest period.
 - **DON'T** ignore minimum break times or rest periods
 - **DON'T** take your weekly rest of at least 45 hours in the vehicle.





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More information
about rest time rules



More information
about posting

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