

EU Mobility Package 2026

What every industrial shipper must know before July 1st — the regulatory shock, its operational consequences, and the steps to protect your supply chain.

-25%

Projected market capacity drop post-July

€10k+

Co-responsibility fines in Germany & France

+38%

Cross-border inspections increase via IMI

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Six Years in the Making — And July is the Turning Point

The EU Mobility Package has been reshaping European road transport since its adoption in 2020. Each phase introduced tighter rules. July 2026 is the most consequential yet: the extension of heavy-vehicle obligations to light commercial vans.

20

2020

Adoption

Core Mobility Package 1 regulations adopted by the European Parliament, establishing the framework for driver working conditions, posting rules, and tachograph requirements across the EU.

22

2022

Heavy Trucks — First Wave

Mandatory return-to-base rules, Posting of Workers declarations, and cabin rest bans enter force for vehicles above 3.5 tonnes. Seven member states filed legal challenges, arguing disproportionate harm to peripheral EU countries. On October 4, 2024, the ECJ struck down the vehicle return mandate but upheld the rest of the package.

25

2025

Enforcement Escalation

Data sharing and cross-border inspections increase by 38% via the EU's IMI platform. The regulatory apparatus becomes significantly more capable of detecting violations in real time.

26

July 1, 2026 — The Van Era

LCV Inclusion: The Moment That Changes Everything

Vans between 2.5 and 3.5 tonnes enter the Smart Tachograph V2 regime and Posting of Workers rules — the same obligations that already apply to heavy trucks. This single date effectively ends the LCV cost advantage on cross-border routes.

27

2027

Full Digitalization

Full application of the eFTI Regulation for electronic freight transport information, completing the digital transformation of EU logistics compliance.

Three Pillars — One Systemic Change

The EU Mobility Package is not a minor compliance update. It is a structural reform of the road freight market, built on three interlocking objectives.



Conformity for All Drivers

Mandatory Posting of Workers declarations through the EU IMI portal. Standardised wage benchmarks aim to eliminate the competitive advantage of carriers using underpaid cross-border labour.



Safer Roads

Smart Tachograph V2 becomes mandatory fleet-wide. The device automatically tracks border crossings, loading events, and driving time — removing ambiguity that manual records allowed.



Better Driver Conditions

Drivers must return to base every 3 to 4 weeks. Weekly rest of 45 hours is banned inside the vehicle cabin — carriers must now fund hotel accommodation.



Stronger Enforcement

Cross-border inspection data is now shared in real time across EU member states via IMI. The probability of detection for non-compliant operations has increased dramatically since 2025.

What changes on July 1st specifically: Vans between 2.5t and 3.5t that perform international transport or cabotage operations must be equipped with Smart Tachograph V2, and their drivers must be covered by Posting of Workers declarations. Purely domestic operations in the country of establishment remain exempt.

You Cannot Outsource Responsibility to Your Carrier

The most misunderstood aspect of the Mobility Package is the Co-Responsibility Clause. A contract stating that your freight forwarder must comply with EU law does not protect you.

"You can be sanctioned if you knew or should have known that a transport order was impossible to execute legally."

EU MOBILITY PACKAGE — CO-RESPONSIBILITY CLAUSE

The co-responsibility standard is objective and forward-looking. Regulators will ask whether a reasonable shipper, given the conditions of the order, should have foreseen that the transport was non-compliant. Three scenarios trigger this liability automatically:



Impossible Delivery Windows

If the requested delivery time is physically impossible to achieve within legal driving hours, you may be considered co-responsible for the resulting violation.



Non-Compliant Vehicles (No Tachograph V2)

Booking an international shipment on a vehicle that lacks mandatory Smart Tachograph V2 equipment after July 1st exposes you directly.



Cabotage During Cooling-Off Periods

Requesting a carrier to perform domestic deliveries during mandatory cooling-off periods after international operations places liability on the shipper.

RISK CATEGORY	DESCRIPTION	POTENTIAL SEVERITY
Operational Disruptions HIGH	Vehicle immobilization for serious fraud involving tachograph or cabotage violations. Your freight remains blocked until the situation is legally resolved.	Immediate supply chain halt
Financial Penalties HIGH	Severe administrative fines for co-responsibility in countries including Germany and France, reaching tens of thousands of euros per infraction.	€10,000–€50,000+ per case
Criminal Liability MEDIUM	Criminal prosecution for company directors in cases of systematic exploitation of drivers or falsified tachograph documents.	Director-level exposure
Reputational Damage MEDIUM	"Naming and shaming" by EU enforcement authorities, with direct impact on ESG compliance scores and brand perception among industrial clients.	ESG and procurement risk

⚠ DOCK LOADING WARNING

Every single minute a driver spends waiting at your loading dock consumes their legal driving and working hours. Long dock wait times directly increase the probability of hours-of-service violations — for which you may now share legal responsibility.

The Great Van Demise — and What Replaces It

When 3.5-tonne vans face the same regulatory burden as full trucks, the economic logic of the LCV category collapses. The market is being permanently restructured.

20–25%

Projected fleet operating cost increase, passing directly into contract rates



Active market capacity reduced by mandatory rest cycles and lower driver utilization

LCV

The 2.5–3.5t van segment largely disappears from international cross-border lanes

For industrial shippers running lean, time-sensitive European supply chains, three forces converge simultaneously: **less capacity in the market** as vehicles spend more time resting, **higher rates** as carriers absorb new costs, and **longer transit windows** as mandatory breaks extend previously-express routes.

"The cost-saving argument for small vans on international routes disappears. Expect widespread cargo consolidation shifting toward LTL assets and new faster flexible network solutions."

EASY4PRO MOBILITY PACKAGE ANALYSIS

How Just-in-Time Adapts — Three Operational Pathways

Small Urgent Volumes (<2.5t)

Vehicles below 2.5 tonnes remain unaffected by the new rules. When urgency is real but volumes permit it, shifting to lighter vehicles entirely avoids the regulatory burden and maintains speed.

Large Urgent Volumes

2-driver teams maintain transit speeds but are expensive and increasingly difficult to source given the structural driver shortage in Europe. This option is reserved for genuine supply chain emergencies.

Large Non-Critical Volumes

Migrate toward new fast hub-network solutions — slightly slower than direct routes but significantly faster than traditional fixed-lane groupage, and fully compliant without the 2-driver premium.

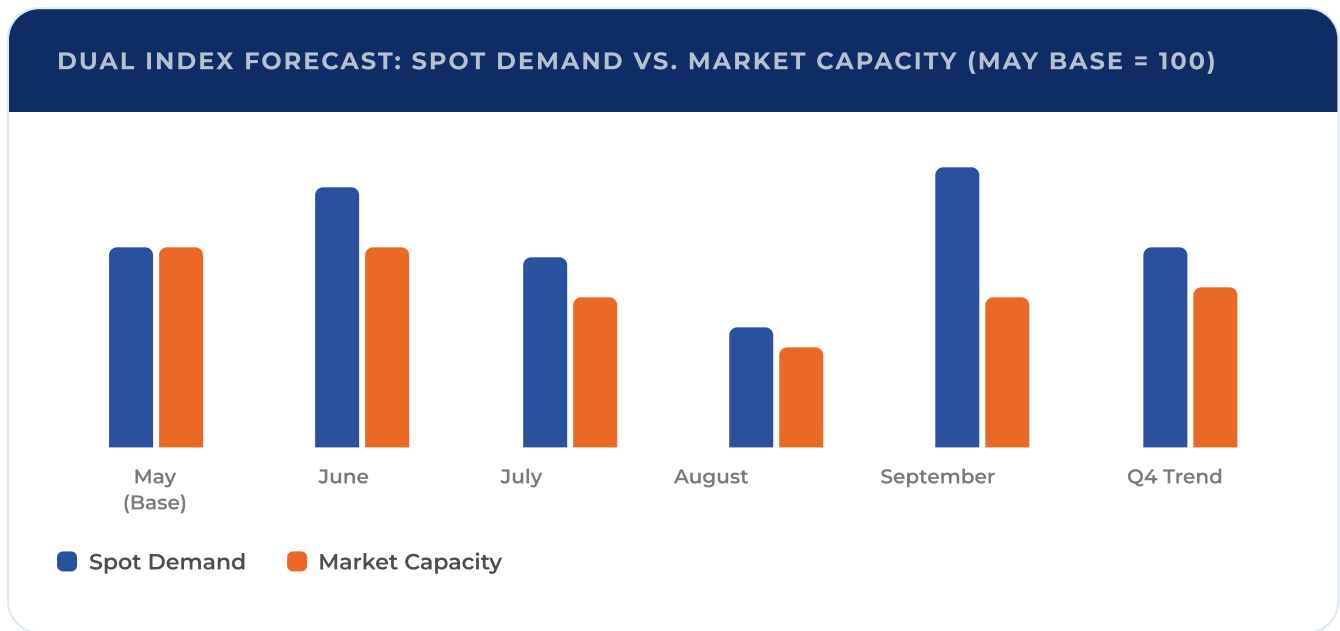
Digital & AI Empowerment

Optimisation, warehouse slot coordination, and AI-driven predictive logistics are no longer optional extras. Shippers who eliminate dock wait times recapture legally-available driver hours.

Additionally, the growing geopolitical fuel environment — entirely separate from the Mobility Package — adds further cost volatility to an already strained market. Shippers must plan for multiple simultaneous pressures.

The Summer 2026 Scenario — What the Data Projects

The 2022 Mobility Package rollout provides a reference case. Spot truck volumes in the EU spiked sharply before enforcement, collapsed during the initial shock, then stabilized at a permanently lower capacity level. 2026 repeats that pattern — with added force.



MAY — BASE
Steady-state benchmark before regulatory enforcement. Demand and capacity both indexed at 100.

JUNE — SPIKE
Shippers aggressively front-load volumes. Spot demand accelerates sharply. Capacity still fully available.

JULY — SHOCK
Consumption contracts after pre-buying. Enforcement triggers immediate structural capacity constraints.

AUG — DOUBLE BOTTOM
Factory shutdowns coincide with driver holidays and new rest cycle mandates. Compounded capacity crisis.

SEPT — NEW NORMAL
Industrial demand surges back into a permanently reduced fleet. A "new normal" gridlock projected to last 6–12 months.

The 2022 data validates this model. When the Mobility Package first hit heavy trucks in February 2022, spot truck volume indices spiked to 280 in March before collapsing. The compounding effects of the Ukraine invasion and energy crisis meant shippers who had not secured capacity in advance faced months of disruption. **The July 2026 window is narrower and the market less resilient.**

Tachograph Thresholds by Region

For multinational industrial shippers, compliance requirements vary by geography. Easy4Pro standardizes vehicle classification tables globally to ensure coverage across all major operating regions.

REGION	WEIGHT THRESHOLD	KEY TRIGGER
EU / UK	> 2.5 tonnes	International transport or cabotage operations
USA	> 4.5 tonnes	Interstate commerce
Brazil / Mexico	> 4.5 tonnes / Heavy	Federal routes / commercial operations
China	> 12 tonnes	All heavy commercial operations

Easy4Pro Is 2026-Ready. Is Your TMS?

While traditional TMS vendors were built for stable annual tenders and fixed-lane contracts, Easy4Pro was designed for exactly this kind of regulatory and market volatility. Every feature below is live today.



Tacho Flagging

Auto-detects regulated shipments above 2.5t and the route type. Compliance alerts fire before booking — not after the vehicle is immobilized at a border.



Capacity Validation

Real-time checks verify whether the chosen vehicle can legally carry the load. Automated weight thresholds enforce compliance at the moment of vehicle selection.



Posting of Workers Compliance

Mandatory declaration of second driver, nationality, and language for cross-border Posting of Workers compliance — built into the booking flow.



Hybrid Spot Fallback

Compare negotiated rate cards against live spot rates in real time. 100% capacity coverage guaranteed via automated bidding when contracted carriers are unavailable.



One Screen, Multi-Solution

Compare network, parcel, direct, transshipment, and 2-driver options simultaneously from a single interface — enabling the right mode for each urgency level.



Coordinated PU & DE + ETA

Real-time tracking alerts at pick-up and delivery reduce driver waiting times at your dock — directly protecting their legal hours and your co-responsibility exposure.



Agile Mini-Tenders

Avoid slow-moving annual tenders. Secure short-term lane capacity dynamically with mini-tenders — keeping coverage intact as market conditions shift.



Enforce Your GPC

Force carriers to accept your General Purchasing Conditions before bidding — embedding compliance requirements contractually at the moment of engagement.



Expand Your Supplier Panel

On tough lanes where your current carriers struggle, Easy4Pro helps identify and qualify compliant market players — building resilience before the capacity crunch hits.

5-Step Shipper Readiness Framework

Regardless of which TMS you operate today, these five steps represent the minimum readiness standard for July 1, 2026.

01 Update Your General Purchasing Conditions

Shippers must update GPCs to explicitly require carriers to follow all applicable local laws and to fully reimburse any penalties resulting from non-compliance. This step alone does not eliminate co-responsibility, but it creates a contractual paper trail.

02 Coordinate Pick-Up and Delivery to Reduce Dock Wait Times

Implement advanced tracking and proactive alerts at pick-up and delivery stages. Every minute saved at your dock is a minute of legal driving time returned to the carrier — reducing your exposure to hours-of-service violations.

03 Access Multi-Solution Transport Options from One Interface

Compare network solutions, parcels, direct transport, transshipment routing, and 2-driver options side by side. The right mode for each shipment is no longer a fixed decision — it must be evaluated in real time against regulatory constraints.

04 Plan a Spot Fallback from Rate Cards

Compare negotiated rate cards against live spot rates and plan a fallback mechanism for when contracted carrier capacity is unavailable. Capacity will become scarce — shippers without a fallback will face operational gaps.

05 Switch from Annual Tenders to Agile Mini-Tenders

Annual tenders lock in capacity assumptions that will be wrong by July. Short-cycle mini-tenders allow you to adjust lane coverage dynamically as market conditions shift through the summer and into Q4.

GET READY BEFORE JULY 1ST

We cannot predict the regulatory future. Easy4Pro has already built the infrastructure to navigate it.

A fully proprietary API-driven platform that plugs into existing enterprise ERP architectures in under 30 days. Pay-as-you-use model with guaranteed ROI. AI-assisted, not AI-dependent.

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