

SCHEDULE 2

Descriptions of uses which do not require permits

PART 2

Descriptions of uses pursuant to bilateral agreements

Armenia

- 6.—(1) The use of a goods vehicle by its operator on a journey to, in or through Armenia if—
- (a) the vehicle is—
 - (i) a recovery vehicle, or
 - (ii) a vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2), and
 - (b) the journey is—
 - (i) to Armenia and the origin of the journey is the United Kingdom, or vice versa, or
 - (ii) through Armenia.
- (2) The goods are—
- (a) a broken-down or damaged goods vehicle or passenger vehicle;
 - (b) goods dispatched to a country—
 - (i) to be exhausted through use for a film, radio or television production, an exhibition, a fair, or a sports event, or
 - (ii) to be used temporarily for a film, radio or television production, an exhibition, a fair, or a sports event, before being removed from the country in which they are to be used temporarily to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual;
 - (e) an abnormal indivisible load or dangerous goods if—
 - (i) the use is authorised pursuant to Article 7 of the UK-USSR Agreement, and
 - (ii) the driver is carrying that authorisation.
- (3) The use of a goods vehicle by its operator on a journey to or in Armenia if—
- (a) the journey is to Armenia and the origin of the journey is a country other than the United Kingdom, or vice versa,
 - (b) the use is authorised pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (c) the driver is carrying that authorisation.
- (4) In this paragraph—
- “abnormal indivisible load” has the meaning given in paragraph 2 of Schedule 1 to the Road Vehicles (Authorisation of Special Types) (General) Order 2003⁽¹⁾;
- “dangerous goods” means goods the carriage of which is within scope of the Agreement concerning the International Carriage of Dangerous Goods by Road done at Geneva on 30th September 1957⁽²⁾;

(1) S.I. 2003/1998.

(2) Treaty Series No. 83 (1968).

“passenger vehicle” means a motor vehicle⁽³⁾ designed for the transport of eight or more persons, not including the driver, with or without a trailer for carrying baggage;

“the UK-USSR Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Union of Soviet Socialist Republics concerning International Road Transport with Administrative Memorandum done at London on 22nd January 1988.

Azerbaijan

7.—(1) The use of a goods vehicle by its operator on a journey to, in or through Azerbaijan if the vehicle is any of the following—

- (a) a livestock vehicle;
- (b) a medium-weight vehicle;
- (c) a recovery vehicle;
- (d) a newly-acquired unladen vehicle being delivered to its final destination;
- (e) any other vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2).

(2) The goods are—

- (a) a broken-down or damaged goods vehicle;
- (b) goods carried on a non-commercial basis for—
 - (i) a cinematographic, circus, musical or theatrical performance;
 - (ii) an exhibition or sports event;
 - (iii) a fair, fête or other event;
 - (iv) a film, radio or television production;
- (c) goods carried from or to an airport in support of an air service that has been diverted;
- (d) goods carried on own account;
- (e) goods transported during resettlement;
- (f) medical supplies, or goods for humanitarian aid, for use in the event of a natural disaster or other emergency;
- (g) postal packets;
- (h) the remains of a deceased individual;
- (i) spare parts to repair an aircraft or ocean-going ship.

Belarus

8.—(1) The use of a goods vehicle by its operator on a journey to, in or through Belarus if the vehicle is any of the following—

- (a) a medium-weight vehicle;
- (b) a moving vehicle;
- (c) any other vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2).

(2) The goods are—

(3) Section 1(5) of the 2018 Act defines “motor vehicle” as “a mechanically-propelled vehicle which is intended or adapted for use on roads”.

- (a) a broken-down or damaged vehicle;
- (b) goods dispatched to a country—
 - (i) to be exhausted through use for a film, radio or television production, a cinematographic, circus, musical or theatrical performance, an exhibition, a funfair or a sports event, or
 - (ii) to be used temporarily for a film, radio or television production, a cinematographic, circus, musical or theatrical performance, an exhibition, a funfair or a sports event before being removed from the country in which they are to be used temporarily to any other country,;
- (c) goods for humanitarian aid;
- (d) postal packets;
- (e) the remains of a deceased individual.

Georgia

9.—(1) The use of a goods vehicle by its operator on a journey to, in or through Georgia if the vehicle is on a journey for the carriage of only—

- (a) one or more of the goods listed in sub-paragraph (2);
 - (b) goods carried on own account, but not if the origin or destination is a country other than the United Kingdom or Georgia.
- (2) The goods are—
- (a) a broken-down or damaged vehicle;
 - (b) goods for—
 - (i) a cinematographic, circus, musical or theatrical performance;
 - (ii) an exhibition, fair or sports event;
 - (iii) a film, radio or television production;
 - (c) medical supplies for use in the event of a natural disaster or other emergency;
 - (d) an object or artwork for exhibition;
 - (e) postal packets;
 - (f) samples of objects and materials the carriage of which is—
 - (i) occasional, and
 - (ii) exclusively for information or publicity purposes.

Kazakhstan

10.—(1) The use of a goods vehicle by its operator on a journey to, in or through Kazakhstan if the vehicle is—

- (a) a medium-weight vehicle,
 - (b) an unladen vehicle on delivery from its place of manufacture in the United Kingdom to a business in Kazakhstan, or
 - (c) any other vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2).
- (2) The goods are—
- (a) a broken-down or damaged vehicle;

- (b) goods dispatched to a country—
 - (i) to be exhausted through use for educational or publicity purposes, a film, radio or television production, a cinematographic, circus, musical or theatrical performance, an exhibition, a fair or a religious or sports event, or
 - (ii) to be used temporarily for educational or publicity purposes, a film, radio or television production, a cinematographic, circus, musical or theatrical performance, an exhibition, a fair or a religious or sports event before being removed from the country in which they are to be used temporarily to any other country;
- (c) goods for humanitarian aid;
- (d) medical supplies for use in the event of a natural disaster or other emergency;
- (e) postal packets;
- (f) the remains of a deceased individual.

Kyrgyzstan

11. Paragraph 6 (Armenia) applies in relation to the use of a goods vehicle on a journey to, in or through Kyrgyzstan as if its references to Armenia were references to Kyrgyzstan.

Morocco

- 12.—(1) The use of a goods vehicle by its operator on a journey to, in or through Morocco if—
- (a) the vehicle is—
 - (i) a livestock vehicle, or
 - (ii) any other vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2), and
 - (b) the journey is—
 - (i) to Morocco and the origin of the journey is the United Kingdom, or vice versa, or
 - (ii) through Morocco.
- (2) The goods are—
- (a) an animal;
 - (b) goods carried from or to an airport in support of an air service that has been diverted;
 - (c) medical supplies for use in the event of a natural disaster or other emergency.
- (3) The use of a goods vehicle by its operator on a journey to or in Morocco if—
- (a) the journey is to Morocco and the origin of the journey is a country other than the United Kingdom, or vice versa,
 - (b) the use is authorised pursuant to Article 7 of the UK-Morocco Agreement, and
 - (c) the driver is carrying that authorisation.

(4) In this paragraph “the UK-Morocco Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Kingdom of Morocco on the International Carriage of Goods by Road with Administrative Memorandum done at Marrakesh on 15th April 1994.

Russia

13. Paragraph 6 (Armenia) applies in relation to the use of a goods vehicle on a journey to, in or through Russia as if its references to Armenia were references to Russia.

Tajikistan

14. Paragraph 6 (Armenia) applies in relation to the use of a goods vehicle on a journey to, in or through Tajikistan as if its references to Armenia were references to Tajikistan.

Tunisia

- 15.—(1) The use of a goods vehicle by its operator on a journey to, in or through Tunisia if—
- (a) the vehicle is any of the following—
 - (i) a medium-weight vehicle;
 - (ii) a moving vehicle;
 - (iii) a recovery vehicle;
 - (iv) any other vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2), and
 - (b) the journey is—
 - (i) to Tunisia and the origin of the journey is the United Kingdom, or vice versa, or
 - (ii) through Tunisia.
- (2) The goods are—
- (a) an antique or artwork;
 - (b) bees for release into a hive or other environment;
 - (c) a broken-down or damaged vehicle;
 - (d) fish for release into a lake, ocean, river or other body of water;
 - (e) goods for—
 - (i) a cinematographic, circus, musical or theatrical performance;
 - (ii) an exhibition, fair or sports event;
 - (iii) a film, radio or television production;
 - (f) goods carried from or to an airport in support of an air service that has been diverted;
 - (g) luggage from or to an airport;
 - (h) medical supplies for use in the event of a natural disaster or other emergency;
 - (i) postal packets;
 - (j) the remains of—
 - (i) an animal for disposal other than by human consumption;
 - (ii) a deceased individual;
 - (k) spare parts for an ocean-going ship.
- (3) The use of a goods vehicle by its operator on a journey to or in Tunisia if—
- (a) the journey is to Tunisia and the origin of the journey is a country other than the United Kingdom, or vice versa,
 - (b) the use is authorised pursuant to Article 1(2) of the UK-Tunisia Agreement, and
 - (c) the driver is carrying that authorisation.
- (4) In this paragraph “the UK-Tunisia agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Tunisian Republic on the International Carriage of Goods by Road done at London on 10th March 1982.

Turkey

16. The use of a goods vehicle by its operator on a journey—
- (a) to or in Turkey if the origin or destination of the journey is the United Kingdom, or
 - (b) through Turkey.

Turkmenistan

17. Paragraph 6 (Armenia) applies in relation to the use of a goods vehicle on a journey to, in or through Turkmenistan as if its references to Armenia were references to Turkmenistan.

Ukraine

18.—(1) The use of a goods vehicle by its operator on a journey to, in or through Ukraine if the vehicle is mentioned in sub-paragraph (2).

- (2) The vehicles are—
- (a) a medium-weight vehicle;
 - (b) a Euro V standards-compliant vehicle;
 - (c) a Euro VI standards-compliant vehicle;
 - (d) a zero-emission vehicle;
 - (e) any other vehicle on a journey for the carriage of only—
 - (i) one or more of the goods listed in sub-paragraph (3);
 - (ii) goods on own account, but not if the origin or destination is a country other than the United Kingdom or Ukraine.
- (3) The goods are—
- (a) an artwork or art object for use in an exhibition or for a commercial purpose;
 - (b) a broken-down or damaged vehicle;
 - (c) goods for—
 - (i) a cinematographic, circus, musical or theatrical performance;
 - (ii) an exhibition, fair or sports event;
 - (iii) a film, radio or television production;
 - (d) medical supplies for use in the event of a natural disaster or other emergency;
 - (e) postal packets;
 - (f) samples of objects and materials the carriage of which is—
 - (i) occasional, and
 - (ii) exclusively for information or publicity purposes.
- (4) In this paragraph—

“Euro V standards-compliant vehicle” means a vehicle where the engine satisfies the emissions limit values set out in row B2 and row C of each of the tables in Section 6.2.1 of Annex 1 to [Directive 2005/55/EC](#) of the European Parliament and Council of 28 September 2005⁽⁴⁾, as that law had effect on 30th December 2013;

(4) OJ No. L 275, 20.10.2005, p. 1, amended by OJ No. L 313, 29.11.2005, p. 1, OJ No. L 152, 7.6.2006, p. 11 and OJ No. L 192, 19.7.2008, p. 51. The full title of the Directive is [Directive 2005/55/EC](#) of the European Parliament and of the Council of 28 September 2005 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles.

“Euro VI standards-compliant vehicle” means a vehicle where the engine satisfies the emissions limit values set out in Annex 1 to Regulation 595/2009 of the European Parliament and Council of 18 June 2009⁽⁵⁾, as that law had effect immediately before IP completion day; “zero-emission vehicle” means a goods vehicle without an internal combustion engine, or with an internal combustion engine that emits less than 1g CO₂/kWh as determined in accordance with Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 and its implementing measures⁽⁶⁾, as that law had effect immediately before IP completion day, or that emits less than 1g CO₂/km as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007⁽⁷⁾ and its implementing measures⁽⁸⁾, as that law had effect immediately before IP completion day.

Uzbekistan

19. Paragraph 6 (Armenia) applies in relation to the use of a goods vehicle on a journey to, in or through Uzbekistan as if its references to Armenia were references to Uzbekistan.

The Directive was repealed with effect from 31 December 2013 by Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009.

- (5) OJ No. L 188, 18.7.2009, p. 1, amended by OJ No. L167, 25.6.2011, p. 1, OJ No. L 47, 18.2.2014, p. 1, OJ No. L 151, 14.6.2018, p. 1 and OJ No. 198, 15.7.2019, p. 202. The full title of the Regulation is Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC.
- (6) EUR 2011/582; EUR 2017/2400.
- (7) OJ No. L 171, 29.6.2007, p. 1, amended by OJ No. L 199, 28.7.2008, p. 1, OJ No. L 188, 18.7.2009, p. 1, OJ No. L 158, 16.6.2011, p. 1, OJ No. L 142, 1.6.2012, p. 16, OJ No. L 151, 14.6.2018, p. 1. The full title of the Regulation is Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information.
- (8) EUR 2017/1151.