
 STATUTORY INSTRUMENTS

1980 No. 637

ROAD TRAFFIC

**The Goods Vehicles (Operators' Licences) (Temporary Use in
Great Britain) Regulations 1980**

<i>Made</i> - - - -	<i>7th May 1980</i>
<i>Laid before Parliament</i>	<i>9th May 1980</i>
<i>Coming into Operation</i>	<i>31st May 1980</i>

ARRANGEMENT OF REGULATIONS

Citation and commencement	1
Revocation	2
Interpretation	3
Exemptions for Northern Ireland and foreign goods vehicles used for certain purposes	4
Exemptions for Northern Ireland and foreign goods vehicles used for the carriage of goods between Member States of the European Communities	5
Exemption for Northern Ireland and foreign goods vehicles with international authorisations or licences	6
Exemptions and modifications for Austrian goods vehicles	7
Exemption for Belgian goods vehicles	8
Exemption for Bulgarian goods vehicles	9
Exemption for Channel Islands goods vehicles	10
Exemptions and modification for Czechoslovak goods vehicles	11
Exemption for Danish goods vehicles	12
Exemptions and modifications for Finnish goods vehicles	13
Exemptions and modifications for French goods vehicles	14
Exemptions and modifications for German Democratic Republic goods vehicles	15
Exemptions and modifications for German Federal Republic goods vehicles	16
Exemption for Greek goods vehicles	17
Exemptions and modifications for Hungarian goods vehicles	18
Exemptions and modifications for Irish Republic goods vehicles	19
Exemptions and modifications for Italian goods vehicles	20
Exemption for Luxembourg goods vehicles	21
Exemption for Manx goods vehicles	22

Exemption for Netherlands goods vehicles	23
Exemption and modification for Northern Ireland goods vehicles	24
Exemption for Norwegian goods vehicles	25
Exemption for Polish goods vehicles	26
Exemptions and modifications for Portuguese goods vehicles	27
Exemption for Romanian goods vehicles	28
Exemptions and modifications for Spanish goods vehicles	29
Exemption for Swedish goods vehicles	30
Exemption for Swiss goods vehicles	31
Exemptions and modifications for Turkish goods vehicles	32
Exemptions and modifications for Yugoslav goods vehicles	33
Simplified procedure for the grant, etc, of operators' licences	34

SCHEDULES

1. Goods carriage of which is exempt under Regulations 4, 5, 7, 11, 13, 14, 16, 18, 19, 20, 27, 29, 32 and 33.
2. Vehicles to which exemptions in Regulations 7, 14, 16, 19, 20, 27 and 29 apply.
3. Modification to section 60(1) of the Transport Act 1968 for the purposes of Regulations 7, 18, 19 and 24.
4. Modification to section 60(1) of the Transport Act 1968 for the purposes of Regulations 7, 11, 13, 14, 16, 18, 19, 20, 27, 29, 32 and 33.
5. Part I Modifications to Part V of the Transport Act 1968 in relation to foreign goods vehicles.

Part II Amendments to Regulations in relation to foreign goods vehicles.

The Minister of Transport (hereinafter referred to as "the Minister") in exercise of the powers conferred by sections 89(1) and 91(1), (4) and (5) of the Transport Act 1968(a), and now vested in him(b), and of all other enabling powers, and after consultation with representative organisations in accordance with section 91(8) of the said Act of 1968, and with the Council on Tribunals in relation to Regulation 34 of, and Schedule 5 to, these Regulations in accordance with the requirements of section 10 of the Tribunals and Inquiries Act 1971(c), hereby makes the following Regulations:—

Citation and commencement

1.—These Regulations may be cited as the Goods Vehicles (Operators' Licences) (Temporary Use in Great Britain) Regulations 1980, and shall come into operation on 31st May 1980.

Revocation

2. The Goods Vehicles (Operators' Licences) (Temporary Use in Great Britain) Regulations 1975(d), the Goods Vehicles (Operators' Licences) (Temporary Use in Great Britain) (Amendment) Regulations 1975(e), the Goods Vehicles (Operators' Licences) (Temporary Use in Great Britain) (Amendment) Regulations 1977(f) and the Goods Vehicles (Operators' Licences) (Temporary Use in Great Britain) (Amendment) Regulations 1978(g) are hereby revoked.

(a) 1968 c. 73.
 (c) 1971 c. 62.
 (e) S.I. 1975/1713
 (g) S.I. 1978/1110.

(b) S.I. 1970/1681 and 1979/571.
 (d) S.I. 1975/1046.
 (f) S.I. 1977/2172.

Interpretation

3.—(1) In these Regulations—

“the Act” means the Transport Act 1968;

“foreign goods vehicle” means a goods vehicle—

- (a) which has been brought temporarily into Great Britain and does not remain in Great Britain for more than three months;
- (b) which is engaged in carrying goods by road on a journey some part of which has taken place, or will take place, outside the United Kingdom; and
- (c) which is not used at any time during the said journey for the carriage of goods loaded at one place in the United Kingdom and delivered at another place in the United Kingdom;

“loading” includes attaching to a drawing vehicle a trailer which has been loaded with goods before it is so attached, and “loaded” shall be construed accordingly;

“Northern Ireland goods vehicle” means a goods vehicle of which the operating centre is in Northern Ireland and—

- (a) which has been brought temporarily into Great Britain and does not remain in Great Britain for more than three months;
- (b) which is engaged in carrying goods by road on a journey some part of which has taken place, or will take place, outside Great Britain;
- (c) which is not used at any time during the said journey for the carriage of goods loaded at one place in Great Britain and delivered at another place in Great Britain;
- (d) which, in the case of a motor vehicle, is registered in Northern Ireland or Great Britain; and
- (e) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Northern Ireland goods vehicle; and

“relief vehicle” means a vehicle used for transporting goods which is sent to replace a vehicle which has broken down, and which continues the haul under cover of the licence, permit, or other document issued for the vehicle which has broken down.

(2) For the purposes of these Regulations—

- (a) the permissible laden weight and the permissible pay load of a vehicle shall be determined by reference to the law of the country where the vehicle is registered or, in the case of a trailer which is not registered, by reference to the law of the country where the drawing vehicle is registered; and
- (b) a combination of a motor vehicle drawing a trailer shall be treated, for the purpose of determining the permissible laden weight or the permissible pay load, as the case may be, as a single vehicle.

(3) In these Regulations, unless the context otherwise requires, a reference to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations.

Exemptions for Northern Ireland and foreign goods vehicles used for certain purposes

4. Notwithstanding anything in Regulations 7 to 33, section 60(1) of the Act (Users of certain goods vehicles to hold operators' licences) shall not apply to the use in Great Britain of a Northern Ireland or foreign goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6 and 7 of Schedule 1.

Exemptions for Northern Ireland or foreign goods vehicles used for the carriage of goods between Member States of the European Communities

5.—(1) Notwithstanding anything in Regulations 7 to 33, section 60(1) of the Act shall not apply to the use in Great Britain of a Northern Ireland or foreign goods vehicle for the carriage of goods between Member States of the European Communities—

- (a) where the vehicle is—
 - (i) loaded or unloaded at a place not more than 25 kilometres from the coast of Great Britain and unloaded or loaded (as the case may be) at a place not more than 25 kilometres from the coast of another Member State, and the distance between the place where the goods are loaded onto the vehicle and the place where they are off-loaded from the vehicle, when measured in a straight line (but disregarding so much of that distance as lies over the sea in a case where the vehicle is carried on sea transport specially constructed and equipped for the carriage of commercial vehicles and operated as a regular service) does not exceed 100 kilometres; or
 - (ii) a motor vehicle, or trailer drawn by a foreign goods vehicle, having a permissible laden weight not exceeding 6 metric tons or a permissible payload not exceeding 3.5 metric tons; or—
- (b) where the goods so carried are those specified in paragraphs 8, 15, 22 or 24 of Schedule 1; or
- (c) where the vehicle is being used on a journey for combined road/rail carriage as defined in Article 1 of Council Directive No. 130/75, and there is carried on the vehicle, or, in the case of a trailer, on the vehicle drawing it, a document which satisfies the requirements of Article 3 of that Directive, or a document issued by the competent authority of the Member State where the vehicle, or, in the case of a trailer, the vehicle drawing it, is registered certifying that the vehicle is being used on such a journey; or
- (d) where the goods are being carried for or in connection with any trade or business carried on by the carrier and each of the following conditions are fulfilled:—
 - (i) the goods carried are the property of the carrier or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by the carrier;
 - (ii) the goods are being carried to or from the premises of the carrier or otherwise for the purposes of the carrier;
 - (iii) the vehicle used for the carriage is being driven by an employee of the carrier;
 - (iv) save in the case of a vehicle replacing a vehicle which has broken down, the vehicle used for the carriage is owned by the carrier or is in his possession under a contract of hire purchase.

(2) In this Regulation "Council Directive No. 130/75" means Council Directive (EEC) No. 130/75 of the 17th February 1975(a) on the establishment of common rules for certain types of combined road/rail carriage of goods between Member States as amended by Council Directive (EEC) No. 5/79 of the 19th December 1978(b).

(a) O.J. No. L48, 22.2. 1975, p.31.

(b) O.J. No. L5, 9.1.79, p.33.

Exemption for Northern Ireland or foreign goods vehicles with international authorisations or licences

6. Notwithstanding anything in Regulations 7 to 33, section 60(1) of the Act shall not apply to the use in Great Britain of a Northern Ireland or foreign goods vehicle for the carriage of goods for hire or reward if the vehicle is being used by virtue of an authorisation granted pursuant to Council Regulation No. 3164/76, or by virtue of a licence issued pursuant to the scheme adopted by Resolution of the Council of Ministers of the European Conference of Ministers of Transport on 14th June 1973, and the authorisation or licence, as the case may be, is carried on the vehicle or, if the vehicle is a trailer, on the motor vehicle by which it is drawn.

In this Regulation "Council Regulation No. 3164/76" means Council Regulation (EEC) No. 3164/76 of 16th December 1976(a) on the Community quota for the carriage of goods by road between Member States as amended by Council Regulations (EEC) No. 3024/77 of 21st December 1977(b), 3062/78 of the 19th December 1978 (c), 2963/79 of 20th December 1979(d) and 2964/79 of 20th December 1979(e).

Exemptions and modifications for Austrian goods vehicles

7.—(1) In this Regulation "Austrian goods vehicle" means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is owned by or operated by or on behalf of a person—
 - (i) who is authorised under Austrian law to use that vehicle for the carriage of goods in the Republic of Austria; or
 - (ii) who, if Austrian law permits him so to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that country; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is an Austrian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of an Austrian goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 22 and 23 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of an Austrian goods vehicle which is a vehicle specified in Schedule 2.

(4) In relation to an Austrian goods vehicle used for the carriage of any goods, for or in connection with any trade or business carried on by the user of the vehicle, in a case to which neither of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 3.

(5) In relation to an Austrian goods vehicle used for the carriage of goods in a case to which neither of the preceding exemptions, nor the preceding modifications apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Belgian goods vehicles

8.—(1) In this Regulation and in Regulation 14 "Belgian goods vehicle" means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Kingdom of Belgium; and

(a) O.J. No. L357, 29.12. 1976, p.1.
 (c) O.J. No. L366, 28.12. 1978, p.5.
 (e) O.J. No. L336, 29.12. 1979, p.11.

(b) O.J. No. L358, 31.12. 1977, p.4.
 (d) O.J. No. L336, 29.12. 1979, p.12

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Belgian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Belgian goods vehicle for the carriage of any goods.

Exemption for Bulgarian goods vehicles

9.—(1) In this Regulation “Bulgarian goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the People’s Republic of Bulgaria; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Bulgarian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Bulgarian goods vehicle for the carriage of any goods.

Exemption for Channel Islands goods vehicles

10.—(1) In this Regulation “Channel Islands goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Channel Islands; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Channel Islands goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Channel Islands goods vehicle for the carriage of any goods.

Exemptions and modification for Czechoslovak goods vehicles

11.—(1) In this Regulation “Czechoslovak goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Czechoslovak Socialist Republic; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Czechoslovak goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Czechoslovak goods vehicle by virtue of the carriage of—

(a) such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 9, 16, 18, 19 and 20 of Schedule 1; and

(b) goods carried in circumstances such that the total laden weight of the motor vehicle and any trailer drawn thereby does not exceed 1 metric ton.

(3) In relation to a Czechoslovak goods vehicle in a case to which the preceding exemption does not apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Danish goods vehicles

12.—(1) In this Regulation “Danish goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Kingdom of Denmark; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Danish goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Danish goods vehicle for the carriage of any goods.

Exemptions and modifications for Finnish goods vehicles

13.—(1) In this Regulation “Finnish goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Republic of Finland; and
- (b) which, in the case of a trailer, is operated by a person who is authorised under Finnish law to use that vehicle for the carriage of goods in the Republic of Finland.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Finnish goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 10, 16, 17, 18, 19, 20, 25 and 27 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of a Finnish goods vehicle which is—

- (a) a motor vehicle the laden weight of which does not exceed 6 metric tons;
- (b) a trailer not drawn by a motor vehicle being a Finnish goods vehicle; or
- (c) a relief vehicle.

(4) Section 60(1) of the Act shall not apply to the use in Great Britain on a road of a Finnish goods vehicle used for the carriage of any goods, for or in connection with any trade or business carried on by the user of the vehicle.

(5) In relation to a Finnish goods vehicle used for the carriage of goods, in a case to which none of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemptions and modifications for French goods vehicles

14.—(1) In this Regulation “French goods vehicle” means a foreign goods vehicle, being either a motor vehicle or a trailer, which is owned by or operated by or on behalf of a person—

- (a) who is authorised under French law to use that vehicle for the carriage of goods in the French Republic; or
- (b) who, if French law permits him so to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that country.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a French goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 15, 22, 23, 24 and 26 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of a French goods vehicle which is a vehicle specified in Schedule 2.

(4) Section 60(1) of the Act shall not apply to the use in Great Britain of a French goods vehicle for the carriage of any goods if it is a trailer drawn by a motor vehicle being a Belgian goods vehicle or a Netherlands goods vehicle.

(5) In relation to a French goods vehicle, which belongs to or is on hire purchase to the carrier, used for the carriage of any goods, for or in connection with any trade or business carried on by the user of the vehicle, in a case to which none of the preceding exemptions apply, section 60(1) of the Act shall have effect as if for the words from “(a) for hire or reward” to the end of that subsection there were substituted the words “for or in connection with any

trade or business carried on by him unless there is carried on the vehicle a document or documents containing the following particulars:—

- (a) the place and date of issue of the document;
- (b) the name and address of the carrier and a description of the nature of his business;
- (c) where any of the goods carried are for delivery to the premises of a person other than the carrier, the name and address of that person and a description of the nature of his business;
- (d) the point or points at which the vehicle is loaded and to be unloaded;
- (e) the nature and gross weight, and other indications of the quantity of the load on the vehicle;
- (f) the signature of the carrier, or his representative, or the trade mark or stamp of the carrier.”.

(6) In relation to a French goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions, nor the preceding modification, apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemptions and modifications for German Democratic Republic goods vehicles

15.—(1) In this Regulation “German Democratic Republic goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the German Democratic Republic; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a German Democratic Republic goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a German Democratic Republic goods vehicle for the carriage of any goods.

Exemptions and modifications for German Federal Republic goods vehicles

16.—(1) In this Regulation “German Federal Republic goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is owned by or operated by or on behalf of a person—
 - (i) who is authorised under the law of the Federal Republic of Germany to use that vehicle for the carriage of goods in the Federal Republic of Germany; or
 - (ii) who, if the law of the Federal Republic of Germany permits him to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that country; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a German Federal Republic goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a German Federal Republic goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 11, 15, 16, 18, 19, 20, 22, 23 and 26 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of a German Federal Republic goods vehicle which is a vehicle specified in Schedule 2.

(4) In relation to a German Federal Republic goods vehicle used for the carriage of any goods, for or in connection with any trade or business carried

on by the user of the vehicle, in a case to which neither of the preceding paragraphs apply, section 60(1) of the Act shall have effect as if for the words from “(a) for hire or reward” to the end of that subsection there were substituted the words “for or in connection with any trade or business carried on by him unless there is carried on the vehicle a document containing the following particulars:—

- (a) the name and address of the carrier and an accurate description of the nature of his business;
- (b) the loading point or points and the name and address of the consignor;
- (c) the point or points at which the vehicle is to be unloaded and the name and address of the consignee;
- (d) the nature and gross weight, or other indication of quantity, of the load;
- (e) the index mark and registration number of the vehicle;
- (f) the point or points at which the frontier of Great Britain is to be crossed; and
- (g) the signature of the carrier or his authorised representative and the date of signing.”

(5) In relation to a German Federal Republic goods vehicle used for the carriage of goods in a case to which neither of the preceding exemptions, nor the preceding modification, apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Greek goods vehicles

17.—(1) In this Regulation “Greek goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle is registered in the Hellenic Republic; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Greek goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Greek goods vehicle for the carriage of any goods.

Exemptions and modifications for Hungarian goods vehicles

18.—(1) In this Regulation “Hungarian goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Hungarian People’s Republic; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Hungarian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Hungarian goods vehicle by virtue of the carriage of—

- (a) such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 9, 16, 18, 19 and 20 of Schedule 1; or
- (b) goods being carried in circumstances such that the total laden weight of the motor vehicle does not exceed 6 metric tons.

(3) In relation to a Hungarian goods vehicle used for the carriage of any goods, for or in connection with any trade or business carried on by the user of the vehicle, in a case to which the preceding exemption does not apply, section 60(1) of the Act shall have effect as set out in Schedule 3.

(4) In relation to a Hungarian goods vehicle used for the carriage of goods,

in a case to which neither the preceding exemptions nor the preceding modification apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemptions and modifications for Irish goods vehicles

19.—(1) In this Regulation “Irish Republic goods vehicle” means a foreign goods vehicle, being either a motor vehicle or trailer, which is owned by, or operated by or on behalf of, a person who uses that vehicle in the Irish Republic for the carriage of goods, for hire or reward or for or in connection with any trade or business carried on by him, in accordance with Irish law.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of an Irish Republic goods vehicle for the carriage of any such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 13, 15, 16, 18, 19, 22, 23, 26 and 27 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to an Irish Republic goods vehicle which is a vehicle specified in Schedule 2.

(4) In relation to an Irish Republic goods vehicle used for the carriage of any goods for or in connection with any trade or business carried on by the user of the vehicle, in a case to which neither of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 3.

(5) In relation to an Irish Republic goods vehicle being used for the carriage of goods in a case to which neither of the preceding exemptions, nor the preceding modification, apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemptions and modifications for Italian goods vehicles

20.—(1) In this Regulation “Italian goods vehicle” means a foreign goods vehicle, being either a motor vehicle or a trailer, which is owned by or operated by or operated by or on behalf of a person who is authorised under Italian law to use that vehicle for the carriage of goods in the Italian Republic.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of an Italian goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 13, 15, 16, 18, 19, 22, 23, 26 and 27 Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of an Italian goods vehicle which is a vehicle specified in Schedule 2 to these Regulations.

(4) In relation to an Italian goods vehicle being used for the carriage of goods in a case to which neither of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Luxembourg goods vehicles

21.—(1) In this Regulation “Luxembourg goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Grand Duchy of Luxembourg; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Luxembourg goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Luxembourg vehicle for the carriage of any goods.

Exemption for Manx goods vehicles

22.—(1) In this Regulation “Manx goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Isle of Man; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Manx goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Manx goods vehicle for the carriage of any goods.

Exemption for Netherlands goods vehicles

23.—(1) in this Regulation and in Regulation 14 “Netherlands goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is owned by or operated by or on behalf of a person—
 - (i) who is authorised under the law of the Kingdom of the Netherlands to use that vehicle for the carriage of goods in that Kingdom; or
 - (ii) who, if such law permits him so to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that Kingdom; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Netherlands goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Netherlands goods vehicle for the carriage of any goods.

Exemption and modification for Northern Ireland goods vehicles

24.—(1) Section 60(1) of the Act shall not apply to the use of a Northern Ireland goods vehicle for the carriage of goods for hire or reward where there is in force in relation to the use of that vehicle in Northern Ireland or, in the case of a trailer, the vehicle by which it is drawn, a licence under section 17 of the Transport Act (Northern Ireland) 1967(a).

(2) In relation to a Northern Ireland goods vehicle used for the carriage of goods otherwise than for hire or reward, section 60(1) of the Act shall have effect as set out in Schedule 3.

Exemption for Norwegian goods vehicles

25.—(1) In this Regulation “Norwegian goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Kingdom of Norway; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Norwegian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Norwegian goods vehicle for the carriage of any goods.

Exemption for Polish goods vehicles

26.—(1) In this Regulation “Polish goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Polish People's Republic; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Polish goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Polish goods vehicle for the carriage of any goods.

Exemptions and modifications for Portuguese goods vehicles

27.—(1) In this Regulation “Portuguese goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Portuguese Republic; and

(b) which, in the case of a trailer, is operated by a person who is authorised under Portuguese law to use that vehicle for the carriage of goods in the Portuguese Republic.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Portuguese goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 13, 15, 16, 18, 19, 22, 23, 24 and 27 of Schedule 1.

(3) Section 60(1) of the Act shall not apply to the use in Great Britain of a Portuguese goods vehicle which is a vehicle specified in Schedule 2.

(4) In relation to a Portuguese goods vehicle being used for the carriage of goods in a case to which neither of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Romanian goods vehicles

28.—(1) In this Regulation “Romanian goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Socialist Republic of Romania; and

(b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Romanian goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Romanian goods vehicle for the carriage of any goods.

Exemptions and modifications for Spanish goods vehicles

29.—(1) In this regulation “Spanish goods vehicle” means a foreign goods vehicle—

(a) which, in the case of a motor vehicle, is registered in the Spanish State; and

(b) which, in the case of a trailer, is operated by a person who is authorised under Spanish law to use that vehicle for the carriage of goods in the Spanish State.

(2) Section 60(1) of that Act shall not apply to the use in Great Britain of a Spanish goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 12, 15, 16, 18, 19, 22, 23 and 27 of Schedule 1.

(3) Section 60(1) of that Act shall not apply to the use in Great Britain of a Spanish goods vehicle which is a vehicle specified in Schedule 2.

(4) In relation to a Spanish goods vehicle being used for the carriage of goods in a case to which neither of the preceding exemptions apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemption for Swedish goods vehicles

30.—(1) In this Regulation “Swedish goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is owned by or operated by or on behalf of a person—
 - (i) who is authorised under Swedish law to use that vehicle for the carriage of goods in the Kingdom of Sweden; or
 - (ii) who, if Swedish law permits him so to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that country; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Swedish goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Swedish goods vehicle for the carriage of any goods.

Exemption for Swiss goods vehicles

31.—(1) In this Regulation “Swiss goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Swiss Confederation; and
- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Swiss goods vehicle.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Swiss goods vehicle for the carriage of any goods.

Exemptions and modifications for Turkish goods vehicles

32.—(1) In this Regulation “Turkish goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in the Republic of Turkey; and
- (b) which, in the case of a trailer, is owned by or operated by or on behalf of a person who is authorised under Turkish law to use that vehicle for the carriage of goods in the Turkish Republic.

(2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Turkish goods vehicle by virtue of the carriage of such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 15, 19, 22 and 23 of Schedule 1.

(3) In relation to a Turkish goods vehicle being used for the carriage of goods in a case which the preceding exemption does not apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Exemptions and modification for Yugoslav goods vehicles

33.—(1) In this Regulation “Yugoslav goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is owned by or operated by or on behalf of a person—
 - (i) who is authorised under Yugoslav law to use that vehicle for the carriage of goods in the Socialist Federal Republic of Yugoslavia; or
 - (ii) who, if Yugoslav law permits him so to use that vehicle without being so authorised, uses that vehicle primarily or substantially for that purpose in that country; and

- (b) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Yugoslav goods vehicle.
- (2) Section 60(1) of the Act shall not apply to the use in Great Britain of a Yugoslav goods vehicle by virtue of the carriage of—
- (a) such goods as are specified in paragraphs 1, 2, 3, 4, 5, 6, 7, 9, 16, 18, 19, 20, 22 and 23 of Schedule 1; and
- (b) goods carried in circumstances such that the total laden weight of the motor vehicle does not exceed 6 metric tons.
- (3) In relation to a Yugoslav goods vehicle used for the carriage of goods in a case to which the preceding exemption does not apply, section 60(1) of the Act shall have effect as set out in Schedule 4.

Simplified procedure for the grant, etc, of operators' licences

34.—(1) Part V of the Act shall have effect subject to the modifications set out in Part I of Schedule 5 in relation to foreign goods vehicles.

(2) The Goods Vehicles (Operators' Licences) Regulations 1977(a) and the Goods Vehicles (Operators' Licences) (Fees) Regulations 1979(b) shall have effect subject to the amendments set out in Part II of the said Schedule in relation to foreign goods vehicles.

7th May 1980.

Norman Fowler,
Minister of Transport.

(a) S.I. 1977/1737.

(b) S.I. 1979/1732.

SCHEDULE 1

(See Regulations 4, 5, 7, 11, 13, 14, 16, 18, 19, 20, 27, 29, 32, and 33)

1. Luggage being carried to or from an airport.
2. Goods being carried to or from an airport in a case where an air service has been diverted.
3. Postal packets (as defined by section 87 of the Post Office Act 1953(a)).
4. Damaged vehicles.
5. Animal corpses (other than those intended for human consumption) for the purpose of disposal.
6. Bees or fish stock.
7. The body of a deceased person.
8. Goods for medical or surgical care in emergency relief and in particular for relief in natural disasters.
9. Goods carried in connection with household removals by undertakings using specialised personnel and equipment for that purpose.
10. Household effects.
11. Live animals, other than animals intended for slaughter.
12. Spare parts for ocean-going ships.
13. Spare parts and provisions for ships.
14. Spare parts and provisions for ocean-going ships where such ships have been re-routed.
15. Goods which by reason of their value are carried in vehicles constructed or adapted for the carriage of goods requiring special security precautions and which are accompanied by guards.
16. Works of art.
17. Antiques.
18. Goods carried exclusively for publicity or educational purposes.
19. Properties, equipment or animals being carried to or from theatrical, musical, cinematographic or circus performances or sporting events, exhibitions or fairs, or to or from the making of radio or television broadcasts or films.
20. Goods carried for fairs and exhibitions.
21. Goods carried for international fairs and exhibitions.
22. Refuse.
23. Garbage.
24. Sewage.
25. Perishable foodstuffs in a state of refrigeration.
26. Broken down vehicles.
27. Live animals when carried in vehicles constructed or permanently adapted for such carriage.

SCHEDULE 2

(See Regulations 7, 14, 16, 19, 20, 27 and 29)

1. A vehicle having a permissible laden weight not exceeding 6 metric tons or a permissible pay load not exceeding 3.5 metric tons;
2. a goods vehicle carrying an abnormal indivisible load or other wide load provided that the requirements of the Motor Vehicles (authorisation of Special Types) General Order 1979(a), are complied with; and
3. a relief vehicle.

SCHEDULE 3

(See Regulations 7, 18, 19 and 24)

“60.—(1) Subject to subsection (2) of this section and to the other provisions of this Part of this Act, no person shall use a goods vehicle on a road for the carriage of goods for or in connection with any trade or business carried on by him except under a document carried on the vehicle, or, if that vehicle is a trailer, on the motor vehicle by which it is drawn, and containing particulars of the user of the goods vehicle, his trade or business, the goods being carried, their loading and unloading points, the vehicle, and the route.”

SCHEDULE 4

(See Regulations 7, 11, 13, 14, 16, 18, 19, 20, 27, 29, 32 and 33)

“60.—(1) Subject to subsection (2) of this section and to the other provisions of this Part of this Act, no person shall use a goods vehicle on a road for the carriage of goods—

(a) for hire or reward; or

(b) for or in connection with any trade or business carried on by him, except under a permit carried on the vehicle or, if the vehicle is a trailer, on the motor vehicle by which it is drawn, issued with the authority of the Minister, and authorising the vehicle to be used for the carriage of goods on the journey on which the goods are being carried.”

SCHEDULE 5

(See Regulation 34)

PART I

MODIFICATIONS TO PART V OF THE TRANSPORT ACT 1968 IN RELATION TO
FOREIGN GOODS VEHICLES

Part V of the Act shall have effect:—

- (a) as if in section 61(1) the words “Subject to subsection (2) of this section” and paragraph (c) were omitted, and as if for the last paragraph of the subsection there were substituted the following paragraph—

“For the purposes of paragraph (b) of this subsection different types of trailers may be distinguished in a licence and a maximum number may be specified in the licence for trailers of each type”;
- (b) as if section 61(2), (3) and (4) were omitted;
- (c) as if for section 62(1), there were substituted the following subsection—

“(1) A person applying for an operator’s licence with a view to enabling goods vehicles brought temporarily into Great Britain to be used shall apply to such licensing authority as the Minister may from time to time direct and shall not at any time hold more than one such licence”;
- (d) as if in section 62(2) the words “or (c) he intends, if the application is granted, to acquire, or to obtain possession of under such an agreement” were omitted;
- (e) as if section 62(3) were omitted;
- (f) as if at the end of section 63(2) there were added the words “or notice of any application in respect of a vehicle brought temporarily into Great Britain”;
- (g) as if in section 64(1) for the words from “whether the requirements” to the end of the subsection, there were substituted the words “whether the applicant satisfies the requirement that he is a fit and proper person to hold an operator’s licence having regard in particular to his previous known conduct”;
- (h) as if in section 64, paragraph (b) in subsection (4), and subsection (5) were omitted;
- (i) as if section 65 were omitted;
- (j) as if for section 67(2) there were substituted the following subsection—

“(2) With a view to enabling goods vehicles brought temporarily into Great Britain to be used, an operator’s licence may be granted for any period not exceeding three months”;
- (k) as if section 67(3) were omitted;
- (l) as if in section 67(4) for the words “(a) the application; and (b) any appeal under section 70 of this Act arising out of the application, are” there were substituted the words “the application is”;
- (m) as if section 67(5) were omitted;
- (n) as if in section 68(1) for paragraph (a) there were substituted the following paragraph—

- “(a) that additional vehicles be specified therein, or that the maximum number of trailers specified therein under paragraph (b) of section 61(1) of this Act be increased; or”;
- and as if paragraph (c) were omitted;
- (o) as if in section 68(4) after sub-paragraph (c) there were added the following sub-paragraph—
“or (d) where the application is in respect of a vehicle brought temporarily into Great Britain”;
- (p) as if section 68(5) were omitted;
- (q) as if in section 69, in subsection (1)(a), the words “section 65 of this Act or “and the last paragraph of subsection (5) were omitted;
- (r) as if in section 70(2) for the words “on the ground that” to the end of the subsection there were substituted the words “from the refusal of an application to grant or vary an operator’s licence in respect of a vehicle brought temporarily into Great Britain or from any direction given sections 61(6) or 69(1) or (2) or this Act in respect of such a licence;
- (s) as if at the end of section 89(1) there were added the following proviso—
“Provided that in the case of vehicles brought temporarily into Great Britain the licensing authority may waive the payment of such fees either wholly or in part”.

PART II

AMENDMENTS TO REGULATIONS IN RELATION TO FOREIGN GOODS VEHICLES

1. The Goods Vehicles (Operators’ Licences) Regulations 1977 shall have effect as if—
- (a) in Regulation 4, paragraphs (1) and (2) were omitted;
- (b) in Regulation 14(1), for the words “and may elect” onwards, there were substituted the words—
“at a place specified by the person requiring its production.”
2. The Goods Vehicles (Operators’ Licences) (Fees) Regulations 1979 shall have effect as if—
- (a) in Regulation 3, for paragraph (2) there were substituted the following paragraph—
“(2) Whenever a motor vehicle is specified in an operator’s licence the holder of the licence shall pay a fee at the rate of £1 in respect of each motor vehicle so specified”; and
- (b) paragraphs (3) and (4) of Regulation 3 and Regulation 4 were omitted.

EXPLANTORY NOTE

(This Note is not part of the Regulations.)

These Regulations modify in relation to Northern Ireland goods vehicles and certain foreign goods vehicles the requirements of Part V of the Transport Act 1968 as to operators' licences. They consolidate with amendments the Regulations specified in Regulation 2.

The principal changes are as follows—

- (a) provision is made in Regulation 5(1)(d) to exempt from the requirement of the Transport Act 1968 for an operator's licence the carriage of goods in the circumstances specified in Council Directive (EEC) No. 49/80 of 20th December 1979 (O.J. No. L18, 24.1.80, p.23);
- (b) provision is made in Regulation 14, paragraph (5), to allow certain French goods vehicles used otherwise than for hire or reward to be used in Great Britain subject to carrying documentary evidence of the consignments carried;
- (c) regulation 19 which relates to Irish Republic goods vehicles reproduces the provision made in the previous Regulations but with addition of a paragraph (paragraph (5)) allowing exemption from the requirement of the Transport Act 1968 for an operator's licence where the motor vehicle or trailer is used under an international road haulage permit;
- (d) provision is made in Regulation 24 for the exemption of Northern Ireland goods vehicles—
 - (i) where the vehicle is used for hire or reward and there is in force in relation to it a licence under section 17 of the Transport Act (Northern Ireland) 1967;
 - (ii) where the vehicle is used for or in connection with the operator's trade or business, subject to there being carried on the vehicle a document containing the particulars specified in Schedule 3.

As a consequence of these exemptions the provision made in Regulation 30 of, and Schedule 8 to, the 1975 Regulations as to short term operators' licence for Northern Ireland goods vehicles is withdrawn.

