

SCHEDULE 3

Regulation 33

CLASSES OF VEHICLES FOR WHICH A LICENCE IS NOT REQUIRED

PART I

1. Any tractor as defined in paragraph 4(3) of Part IV of Schedule 1 to the Vehicle Excise and Registration Act 1994 (as originally enacted) while being used for one or more of the purposes specified in Part II of this Schedule.

Commencement Information

I1 Sch. 3 Pt. I para. 1 in force at 1.1.1996, see [reg. 1](#)

2. A dual-purpose vehicle and any trailer drawn by it.

Commencement Information

I2 Sch. 3 Pt. I para. 2 in force at 1.1.1996, see [reg. 1](#)

3. A vehicle used on a road only in passing from private premises to other private premises in the immediate neighbourhood belonging (except in the case of a vehicle so used only in connection with excavation or demolition) to the same person, provided that the distance travelled on a road by any such vehicle does not exceed in the aggregate 9.654 kilometres, (6 miles), in any one week.

Commencement Information

I3 Sch. 3 Pt. I para. 3 in force at 1.1.1996, see [reg. 1](#)

4. A motor vehicle constructed or adapted primarily for the carriage of passengers and their effects, and any trailer drawn by it, while being so used.

Commencement Information

I4 Sch. 3 Pt. I para. 4 in force at 1.1.1996, see [reg. 1](#)

5. A vehicle which is being used for funerals.

Commencement Information

I5 Sch. 3 Pt. I para. 5 in force at 1.1.1996, see [reg. 1](#)

6. A vehicle which is being used for police, [^{F1}Scottish Fire and Rescue Service][^{F2}or, in England or Wales, fire and rescue authority] or ambulance [^{F3}or Serious Organised Crime Agency] purposes.

Textual Amendments

F1 Words in Sch. 3 Pt. 1 para. 6 substituted (1.4.2013) by [The Police and Fire Reform \(Scotland\) Act 2012 \(Consequential Provisions and Modifications\) Order 2013 \(S.I. 2013/602\)](#), art. 1(2), **Sch. 2 para. 73**

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

- F2** Words in Sch. 3 Pt. 1 para. 6 inserted (E.) (30.12.2004) by virtue of [The Fire and Rescue Services Act 2004 \(Consequential Amendments\) \(England\) Order 2004 \(S.I. 2004/3168\)](#), arts. 1(1), **35** and words in Sch. 3 para. 6 inserted (W.) (25.10.2005) by virtue of [The Fire and Rescue Services Act 2004 \(Consequential Amendments\) \(Wales\) Order 2005 \(S.I. 2005/2929\)](#), arts. 1(1), **35**
- F3** Words in Sch. 3 pt. 1 para. 6 inserted (1.4.2006) by [The Serious Organised Crime and Police Act 2005 \(Consequential and Supplementary Amendments to Secondary Legislation\) Order 2006 \(S.I. 2006/594\)](#), art. 1, **Sch. para. 12**

Commencement Information

- I6** Sch. 3 Pt. I para. 6 in force at 1.1.1996, see [reg. 1](#)

7. A vehicle which is being used for fire-fighting or rescue operations at mines.

Commencement Information

- I7** Sch. 3 Pt. I para. 7 in force at 1.1.1996, see [reg. 1](#)

8. A vehicle on which no permanent body has been constructed, which is being used only for carrying burden which either is carried solely for the purpose of test or trial, or consists of articles and equipment which will form part of the completed vehicle when the body is constructed.

Commencement Information

- I8** Sch. 3 Pt. I para. 8 in force at 1.1.1996, see [reg. 1](#)

9. A vehicle which is being used under a trade licence.

Commencement Information

- I9** Sch. 3 Pt. I para. 9 in force at 1.1.1996, see [reg. 1](#)

10. A vehicle in the service of a visiting force or of a headquarters [^{F4}within the meaning of article 8(9) of the Visiting Forces and International Headquarters (Application of Law) Order 1999].

Textual Amendments

- F4** Words in Sch. 3 Pt. 1 para. 10 inserted (5.10.2017) by [The Goods Vehicles \(Licensing of Operators\) \(Amendment\) Regulations 2017 \(S.I. 2017/874\)](#), regs. 1(1), **10**

Commencement Information

- I10** Sch. 3 Pt. I para. 10 in force at 1.1.1996, see [reg. 1](#)

11. A vehicle used by or under the control of Her Majesty's United Kingdom forces.

Commencement Information

- I11** Sch. 3 Pt. I para. 11 in force at 1.1.1996, see [reg. 1](#)

12. A trailer not constructed primarily for the carriage of goods but which is being used incidentally for that purpose in connection with the construction, maintenance or repair of roads.

Commencement Information

I12 Sch. 3 Pt. I para. 12 in force at 1.1.1996, see [reg. 1](#)

13. A road roller and any trailer drawn by it.

Commencement Information

I13 Sch. 3 Pt. I para. 13 in force at 1.1.1996, see [reg. 1](#)

14. A vehicle while being used under the direction of HM Coastguard or of the Royal National Lifeboat Institution for the carriage of life-boats, life-saving appliances or crew.

Commencement Information

I14 Sch. 3 Pt. I para. 14 in force at 1.1.1996, see [reg. 1](#)

15. A vehicle fitted with a machine, appliance, apparatus or other contrivance which is a permanent or essentially permanent fixture, provided that the only goods carried on the vehicle are—

- [^{F5}(a) water, fuel, accumulators and other equipment used for the purpose of propulsion or the running of the vehicle, loose tools and loose equipment;]
- (b) to be mixed by the machine, appliance, apparatus or contrivance with other goods not carried on the vehicle on a road in order to thrash, grade, clean or chemically treat grain;
- (c) to be mixed by the machine, appliance, apparatus or contrivance with other goods not carried on the vehicle in order to make fodder for animals; or
- (d) mud or other matter swept up from the surface of a road by the use of the machine, appliance, apparatus or other contrivance.

Textual Amendments

F5 Sch. 3 Pt. 1 para. 15(a) substituted (1.9.2018) by [The Goods and Motor Vehicles \(Miscellaneous Amendments\) Regulations 2018 \(S.I. 2018/25\)](#), regs. 1, **2(4)(a)**

Commencement Information

I15 Sch. 3 Pt. I para. 15 in force at 1.1.1996, see [reg. 1](#)

16. A vehicle while being used by a local authority for the purposes of the enactments relating to weights and measures or the sale of food and drugs.

Commencement Information

I16 Sch. 3 Pt. I para. 16 in force at 1.1.1996, see [reg. 1](#)

17. A vehicle while being used by a local authority in the discharge of any function conferred on or exercisable by that authority under Regulations made under the Civil Defence Act 1948 ^{M1}.

Commencement Information

I17 Sch. 3 Pt. I para. 17 in force at 1.1.1996, see [reg. 1](#)

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3. (See end of Document for details)*

Marginal Citations

M1 1948 c.5, (12, 13 & 14 Geo. 6).

18. A steam-propelled vehicle.

Commencement Information

I18 Sch. 3 Pt. I para. 18 in force at 1.1.1996, see [reg. 1](#)

19. A tower wagon or trailer drawn thereby, provided that the only goods carried on the trailer are goods required for use in connection with the work on which the tower wagon is ordinarily used as such.

Commencement Information

I19 Sch. 3 Pt. I para. 19 in force at 1.1.1996, see [reg. 1](#)

20. A vehicle while being used for the carriage of goods within an aerodrome within the meaning of section 105(1) of the Civil Aviation Act 1982 ^{M2}.

Commencement Information

I20 Sch. 3 Pt. I para. 20 in force at 1.1.1996, see [reg. 1](#)

Marginal Citations

M2 1982 c.16.

21. An electrically propelled vehicle [^{F6}first registered before 1st March 2015].

Textual Amendments

F6 Words in Sch. 3 Pt. 1 para. 21 inserted (1.9.2018) by [The Goods and Motor Vehicles \(Miscellaneous Amendments\) Regulations 2018 \(S.I. 2018/25\)](#), regs. 1, **2(4)(b)**

Commencement Information

I21 Sch. 3 Pt. I para. 21 in force at 1.1.1996, see [reg. 1](#)

22. A showman’s goods vehicle and any trailer drawn thereby.

Commencement Information

I22 Sch. 3 Pt. I para. 22 in force at 1.1.1996, see [reg. 1](#)

^{F7}**22A.**

Textual Amendments

F7 Sch. 3 Pt. 1 para. 22A omitted (1.10.2023) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(1)**

^{F8}**23.**

Textual Amendments

F8 Sch. 3 Pt. 1 para. 23 omitted (1.10.2023) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(1)**

^{F9}**23A.**—(1) A vehicle which is being used in Great Britain to carry out a cabotage operation—

- (a) which consists of national carriage for hire or reward by a haulier who is a holder of a Community licence and whose driver, if a national of a country which is not a member State, holds a [^{F10}EU driver attestation];
- (b) where the vehicle is being used only for the carriage of vehicles in categories M₁ and N₁, as defined in [^{F11}Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles]; and
- (c) the vehicle is being used at any time during a period beginning with—
 - (i) 22nd February and ending with 31st March; or
 - (ii) 25th August and ending with 30th September.

(2) In this paragraph “Community licence” and “[^{F12}EU driver attestation]” have the same meanings as in Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market.”]

Textual Amendments

F9 Sch. 3 Pt. 1 para. 23A inserted (15.8.2013) by [The Goods Vehicles \(Licensing of Operators\) \(Amendment\) Regulations 2013 \(S.I. 2013/1750\)](#), regs. 1, **2(2)**

F10 Words in Sch. 3 Pt. 1 para. 23A(1)(a) substituted (31.12.2020) by [The Licensing of Operators and International Road Haulage \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/708\)](#), regs. 1(1), **4(2)(b)**; 2020 c. 1, **Sch. 5 para. 1(1)**

F11 Words in Sch. 3 Pt. 1 para. 23A(1)(b) substituted (1.9.2020) by [The Road Vehicles \(Approval\) Regulations 2020 \(S.I. 2020/818\)](#), reg. 1(b), **Sch. 6 para. 10(2)** (with Sch. 4 paras. 16, 17)

F12 Words in Sch. 3 Pt. 1 para. 23A(2) substituted (31.12.2020) by [The Licensing of Operators and International Road Haulage \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/708\)](#), regs. 1(1), **4(2)(b)**; 2020 c. 1, **Sch. 5 para. 1(1)**

^{F13}**23B.**

Textual Amendments

F13 Sch. 3 Pt. 1 para. 23B omitted (1.10.2023) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(1)**

24. A goods vehicle first used before 1 January 1977 which has an unladen weight not exceeding 1525 kilograms and for which the maximum gross weight, as shown on a plate affixed to the vehicle by virtue of regulation 66 of the Motor Vehicles (Construction and Use) Regulations 1986 or any provision which that regulation replaced, exceeds 3500 kilograms but does not exceed 3556.21 kilograms (3½ tons).

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

Commencement Information

I23 Sch. 3 Pt. I para. 24 in force at 1.1.1996, see [reg. 1](#)

25. A vehicle while being used by a highway authority for the purposes of section 196 the Road Traffic Act 1988 ^{M3}.

Commencement Information

I24 Sch. 3 Pt. I para. 25 in force at 1.1.1996, see [reg. 1](#)

Marginal Citations

M3 [1988 c.52](#); to which there are amendments not relevant to this provision.

26. A vehicle being held ready for use in an emergency by an undertaking for the supply of water, electricity, gas or telephone services.

Commencement Information

I25 Sch. 3 Pt. I para. 26 in force at 1.1.1996, see [reg. 1](#)

27. A recovery vehicle.

Commencement Information

I26 Sch. 3 Pt. I para. 27 in force at 1.1.1996, see [reg. 1](#)

28. A vehicle which is being used for snow clearing, or for the distribution of grit, salt or other materials on frosted, icebound or snow-covered roads or for going to or from the place where it is to be used for the said purposes or for any other purpose directly connected with those purposes.

Commencement Information

I27 Sch. 3 Pt. I para. 28 in force at 1.1.1996, see [reg. 1](#)

29. A vehicle proceeding to or from a station provided by the Secretary of State under section 45 of the Road Traffic Act 1988 for the purposes of an examination of that vehicle under that section provided that—

- (a) the only load being carried is a load required for the purposes of the examination; and
- (b) it is being carried at the request of the Secretary of State.

Commencement Information

I28 Sch. 3 Pt. I para. 29 in force at 1.1.1996, see [reg. 1](#)

[^{F14}**30.** A vehicle in a category or sub-category listed in column 1 of Table 2 in regulation 37 of the Motor Vehicles (Driving Licences) Regulations 1999, provided that—

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

- (a) no goods are being carried on the vehicle or trailer other than any that may be carried on the vehicle for the purposes of a practical test of driving skills and behaviour, as prescribed in that regulation 37;
- (b) any goods that are being carried on the vehicle or trailer are being carried only for the purposes of driver instruction and not otherwise—
 - (i) for hire or reward, or
 - (ii) for or in connection with any trade or business; and
- (c) the vehicle is—
 - (i) being used for the instruction of a driver who has not passed a test of competence to drive that class of vehicle under section 89 of the Road Traffic Act 1988;
 - (ii) proceeding to or from a test of competence to drive that class of vehicle under section 89 of the Road Traffic Act 1988 or being used in such a test; or
 - (iii) being used in the course of—
 - (aa) a driving lesson for the purpose of enabling a person to obtain a CPC within the meaning of the Vehicle Drivers (Certificate of Professional Competence) Regulations 2007;
 - (bb) periodic training as defined in regulation 2(1) of the Vehicle Drivers (Certificate of Professional Competence) Regulations 2007; or
 - (cc) an initial CPC test as defined in regulation 2(1) of the Vehicle Drivers (Certificate of Professional Competence) Regulations 2007;]

Textual Amendments

F14 Sch. 3 Pt. 1 para. 30 inserted (15.8.2013) by [The Motor Vehicles \(Driver Testing and Vehicle Load\) Regulations 2013 \(S.I. 2013/1753\)](#), regs. 1(1), 4

[^{F15}31. A vehicle—

- (a) fuelled entirely by alternative fuel,
- (b) with a [^{F16}maximum laden weight] not exceeding 4.25 tonnes,
- (c) currently used in Great Britain for the carriage of goods, and
- (d) which has not been so used outside Great Britain.]

Textual Amendments

F15 Sch. 3 Pt. 1 para. 31 inserted (1.9.2018) by [The Goods and Motor Vehicles \(Miscellaneous Amendments\) Regulations 2018 \(S.I. 2018/25\)](#), regs. 1, 2(4)(c)

F16 Words in Sch. 3 Pt. 1 para. 31(b) substituted (17.3.2022) by [The Goods Vehicles \(Licensing of Operators\) \(Amendment\) Regulations 2022 \(S.I. 2022/293\)](#), regs. 2(1), 65

PART II

PURPOSES REFERRED TO IN PARAGRAPH 1 OF PART I OF THIS SCHEDULE

[^{F17}32]. Hauling—

- (a) threshing appliances;

Changes to legislation: There are currently no known outstanding effects for the The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3. (See end of Document for details)

- (b) farming implements;
- (c) a living van for the accommodation of persons employed to drive the tractor; or
- (d) supplies of water or fuel required for the tractor.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(2)**

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see [reg. 1](#)

[^{F17}**33**]. Hauling articles for a farm required by the keeper, being either the occupier of the farm or a contractor employed to do agricultural work on the farm by the occupier of the farm.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(2)**

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see [reg. 1](#)

[^{F17}**34**]. Hauling articles for a forestry estate required by the keeper where the keeper is the occupier of that estate or employed to do forestry work on the estate by the occupier or a contractor employed to do forestry work on the estate by the occupier.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(2)**

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see [reg. 1](#)

[^{F17}**35**]. Hauling within 24.135 kilometres, (15 miles), of a farm or a forestry estate occupied by the keeper, agricultural or woodland produce of that farm or estate.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by [The Goods Vehicles \(Licensing of Operators\) \(Exemptions and Modifications\) \(Amendment\) Regulations 2023 \(S.I. 2023/805\)](#), regs. 1, **7(2)**

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see [reg. 1](#)

Changes to legislation: There are currently no known outstanding effects for the The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3. (See end of Document for details)

[^{F17}36]. Hauling within 24.135 kilometres, (15 miles), of a farm or a forestry estate occupied by the keeper, material to be spread on roads to deal with frost, ice or snow.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by The Goods Vehicles (Licensing of Operators) (Exemptions and Modifications) (Amendment) Regulations 2023 (S.I. 2023/805), regs. 1, 7(2)

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see reg. 1

[^{F17}37]. Hauling a snow plough or a similar contrivance for the purpose of clearing snow; and

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by The Goods Vehicles (Licensing of Operators) (Exemptions and Modifications) (Amendment) Regulations 2023 (S.I. 2023/805), regs. 1, 7(2)

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see reg. 1

[^{F17}38]. Hauling—

- (a) soil for landscaping or similar works; or
- (b) a mowing machine,

where the keeper is a local authority.

Textual Amendments

F17 Sch. 3 Pt. 2 paras. 1-7 renumbered as Sch. 3 Pt. 2 paras. 32-38 (1.10.2023) by The Goods Vehicles (Licensing of Operators) (Exemptions and Modifications) (Amendment) Regulations 2023 (S.I. 2023/805), regs. 1, 7(2)

Commencement Information

I29 Sch. 3 Pt. 2 in force at 1.1.1996, see reg. 1

[^{F18}PART 3

Vehicles brought temporarily into Great Britain

Textual Amendments

F18 Sch. 3 Pt. 3 inserted (1.10.2023) by The Goods Vehicles (Licensing of Operators) (Exemptions and Modifications) (Amendment) Regulations 2023 (S.I. 2023/805), regs. 1, 7(3)

Interpretation of Part 3

39.—(1) In this Part—

“EUR 2005/1” means Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97;

“international carriage” means, except in paragraph 67, in relation to goods, the carriage of those goods by road—

- (a) from the United Kingdom to any other country, or vice versa, or
- (b) through the United Kingdom from, and to, any other country;

“kerbside weight” means the mass of a goods vehicle when it carries nothing other than—

- (a) a full supply of fuel in its fuel tank,
- (b) an adequate supply of other liquids incidental to its propulsion, and
- (c) any loose tools and equipment with which it is normally equipped;

“livestock” includes the following domesticated animals—

- (a) bovids, which includes buffalo, cattle, deer, goats, sheep and yaks;
- (b) camelids, which includes alpacas and llamas;
- (c) cervids, which includes deer and elk;
- (d) equids, which includes asses, hinnies, horses and mules;
- (e) fowl, which includes chickens, ducks, geese, pheasants and turkeys;
- (f) pigs;

“livestock vehicle” means a goods vehicle—

- (a) being used for the transport of livestock, and
- (b) in respect of which a certificate of approval of means of transport by road has been granted under Article 18 of EUR 2005/1;

“maximum payload weight” means, in relation to a goods vehicle, the difference in mass between the kerbside weight of the vehicle and the maximum laden weight of the vehicle;

“medical supplies” includes—

- (a) medical appliances, equipment and products;
- (b) medicines and medicaments;

“medium-weight vehicle” means a motor vehicle or a vehicle combination with either or both—

- (a) a maximum laden weight not exceeding 6 tonnes;
- (b) a maximum payload weight not exceeding 3.5 tonnes;

“moving vehicle” means a goods vehicle—

- (a) on a journey for the relocation of furniture or other moveable effects, and
- (b) being used by a person who uses specialised equipment and personnel for carrying out relocations;

“non-commercial basis” has the meaning given in sub-paragraph (2);

“own account” has the meaning given in sub-paragraph (3);

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

“postal packet” means a letter, parcel, packet or other article transmissible by post;

“vehicle used for recovery” means a goods vehicle on a journey to remove, repair, replace, return or support a goods vehicle of another class specified in this Part that has broken-down;

“the UK-Switzerland Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Swiss Federal Council on the International Carriage of Passengers and Goods by Road done at Davos on 25th January 2019;

“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.

(2) The operator of a goods vehicle uses it for the carriage of goods on a “non-commercial basis” if—

- (a) the purpose of the carriage is not to directly or indirectly generate any profit, or
- (b) the goods will be—
 - (i) exhausted in the destination country, or
 - (ii) used temporarily before being returned to the country of origin without alteration.

(3) The person using the vehicle (“the user”) uses it for the carriage of goods on “own account” if—

- (a) the user—
 - (i) owns the goods, or
 - (ii) has bought, extracted, hired, let out on hire, processed, produced, repaired or sold the goods,
- (b) the vehicle is—
 - (i) hired, leased or owned by the user, and
 - (ii) driven by the user or a person under a contract of service with the user,
- (c) the goods are carried—
 - (i) from or to the user’s premises, or
 - (ii) between other places for the user’s own requirements, and
- (d) the carriage of the goods is no more than ancillary to the overall activities of the user.

Vehicles used by operators authorised etc. in Northern Ireland

40.—(1) A Northern Ireland vehicle—

- (a) brought temporarily into Great Britain by a Northern Ireland operator, and
- (b) used by the operator for the carriage of goods for hire or reward.

(2) A Northern Ireland vehicle—

- (a) brought temporarily into Great Britain by a Northern Ireland operator,
- (b) used by the operator for the carriage of goods other than for hire or reward, and
- (c) the driver of which carries a document that sets out the following information—
 - (i) the name and address of the driver,
 - (ii) the name and address of the Northern Ireland operator,
 - (iii) the nature of the trade or business of the operator,
 - (iv) a description of the goods being carried,
 - (v) the loading and unloading locations for the goods being carried,

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

- (vi) the number plate of the vehicle, and
- (vii) the route of the Northern Ireland vehicle.

(3) In this paragraph—

“Northern Ireland licence” means a licence issued to an operator under the Goods Vehicles (Licensing of Operators) Act (Northern Ireland) 2010;

“Northern Ireland operator” means, in relation to a Northern Ireland vehicle—

- (a) the person who holds the Northern Ireland licence under which the vehicle is authorised to be used, or
- (b) where the vehicle is not required to be authorised to be used under a Northern Ireland licence, an operator of the vehicle who has their principal place of business in Northern Ireland;

“Northern Ireland vehicle” means—

- (a) a motor vehicle or trailer—
 - (i) the operating centre of which is in Northern Ireland,
 - (ii) not used in the manner described in section 2(2)(c) of the 1995 Act, and
 - (iii) in the case of a motor vehicle, registered in Northern Ireland or Great Britain, or
- (b) a vehicle combination—
 - (i) not used in the manner described in section 2(2)(c) of the 1995 Act, and
 - (ii) which consists of—
 - (aa) a motor vehicle registered in Northern Ireland or Great Britain, the operating centre of which is in Northern Ireland, and
 - (bb) a trailer;

“operating centre”, in relation to any motor vehicle or trailer, means the base or centre at which it is normally kept.

Vehicles used by operators authorised in Albania

41.—(1) An Albania vehicle—

- (a) brought temporarily into Great Britain by an Albania operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Albania operator” means a person who is—

- (a) authorised under the law of Albania to use a goods vehicle on a road for the international carriage of goods, and
- (b) not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Albania Agreement;

“Albania vehicle” means—

- (a) a motor vehicle registered in Albania, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Albania, and
 - (ii) a trailer;

“the UK-Albania Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Albania on International Road Transport done at Rome on 9th February 1993.

Vehicles used by operators authorised in Armenia

42.—(1) An Armenia vehicle—

- (a) brought temporarily into Great Britain by an Armenia operator,
- (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Armenia, or vice versa, and
- (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.

(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 that country to any other country;
- (c) postal packets;
- (d) the remains of a deceased individual.

(3) An Armenia vehicle—

- (a) brought temporarily into Great Britain by an Armenia operator,
- (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Armenia, or vice versa,
- (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
- (d) on which the driver of the vehicle is carrying the permit.

(4) In this paragraph—

“Armenia operator” means a person who is—

- (a) authorised under the law of Armenia to use a goods vehicle on a road for the international carriage of goods, and
- (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;

“Armenia vehicle” means—

- (a) a motor vehicle registered in Armenia, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Armenia, and
 - (ii) a trailer.

Vehicles used by operators authorised in Azerbaijan

- 43.—(1) An Azerbaijan vehicle—
- (a) brought temporarily into Great Britain by an Azerbaijan operator,
 - (b) used by the operator for the international carriage of goods, and
 - (c) which is any of the following—
 - (i) a livestock vehicle;
 - (ii) a medium-weight vehicle;
 - (iii) a vehicle used for recovery;
 - (iv) a newly-acquired unladen vehicle being delivered to its final destination;
 - (v) any other vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2);
 - (vi) any other vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 of the UK-Azerbaijan Agreement, if the driver of the vehicle is carrying the permit.
- (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;
 - (iii) 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 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.
- (3) In this paragraph—
- “Azerbaijan operator” means a person who is—
- (a) authorised under the law of Azerbaijan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to an exclusion notice issued to the person pursuant to Article 14(1)(c) of the UK-Azerbaijan Agreement;
- “Azerbaijan vehicle” means—
- (a) a motor vehicle registered in Azerbaijan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Azerbaijan, and
 - (ii) a trailer;

“the UK-Azerbaijan Agreement” means the Agreement between the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Azerbaijan on International Road Transport done at Baku on 23 February 2023.

Vehicles used by operators authorised in Belarus

44.—(1) A Belarus vehicle—

- (a) brought temporarily into Great Britain by a Belarus operator,
- (b) used by the operator for the international carriage of goods, and
- (c) which is any of the following—
 - (i) a medium-weight vehicle;
 - (ii) a moving vehicle;
 - (iii) any other vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2);
 - (iv) any other vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 of the UK-Belarus Agreement, if the driver of the vehicle is carrying the permit.

(2) The goods are—

- (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 that country to any other country;
- (c) goods for humanitarian aid;
- (d) postal packets;
- (e) the remains of a deceased individual.

(3) In this paragraph—

“Belarus operator” means a person who is—

- (a) authorised under the law of Belarus to use a goods vehicle on a road for the international carriage of goods, and
- (b) not subject to a ban issued to the person pursuant to Article 11(1)(c) of the UK-Belarus Agreement;

“Belarus vehicle” means—

- (a) a motor vehicle registered in Belarus, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Belarus, and
 - (ii) a trailer;

“the UK-Belarus Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Belarus concerning International Motor Vehicle Carriage done at Minsk on 18th March 2019.

Vehicles used by operators authorised in Bosnia and Herzegovina

45.—(1) A Bosnia and Herzegovina vehicle—

- (a) brought temporarily into Great Britain by a Bosnia and Herzegovina operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Bosnia and Herzegovina operator” means a person who—

- (a) is authorised under the law of Bosnia and Herzegovina to use a goods vehicle on a road for the international carriage of goods,
- (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Bosnia and Herzegovina Agreement, and
- (c) if carrying goods for hire or reward, holds a licence issued under the law of Bosnia and Herzegovina that is comparable to a standard licence;

“Bosnia and Herzegovina vehicle” means—

- (a) a motor vehicle registered in Bosnia and Herzegovina, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Bosnia and Herzegovina, and
 - (ii) a trailer;

“the UK-Bosnia and Herzegovina Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Council of Ministers of Bosnia and Herzegovina on International Road Transport done at Sarajevo on 1st December 2020.

Vehicles used by operators authorised in Georgia

46.—(1) A Georgia vehicle—

- (a) brought temporarily into Great Britain by a Georgia operator,
- (b) used by the operator for the international carriage of goods, and
- (c) used by the operator for—
 - (i) the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (ii) the carriage of goods under a permit issued to the operator pursuant to Article 4 of the UK-Georgia Agreement, if the driver of the vehicle is carrying the permit.

(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;
 - (g) goods carried on own account, but not if the origin or destination is a country other than the United Kingdom or Georgia.
- (3) In this paragraph—
- “Georgia operator” means a person who is—
- (a) authorised under the law of Georgia to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to an exclusion notice issued to the person pursuant to Article 10(1)(c) of the UK-Georgia Agreement;
- “Georgia vehicle” means—
- (a) a motor vehicle registered in Georgia, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Georgia, and
 - (ii) a trailer;
- “the UK-Georgia Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Georgia on International Road Transport done at London on 13th November 1997.

Vehicles used by operators authorised in Jordan

- 47.—**(1) A Jordan vehicle—
- (a) brought temporarily into Great Britain by a Jordan operator, and
 - (b) used by the operator, subject to sub-paragraph (2), for the carriage of goods—
 - (i) from the United Kingdom to Jordan, or vice versa,
 - (ii) through Great Britain from Jordan to a country other than the United Kingdom, or vice versa, or
 - (iii) from the United Kingdom to a country other than the United Kingdom or Jordan, or vice versa, only if the carriage of goods passes through Jordan.
- (2) A Jordan vehicle which enters the United Kingdom unladen on its return to Jordan from any other country and on which the Jordan operator picks up goods in Great Britain falls within sub-paragraph (1)(b) only if permission is obtained in advance pursuant to Article 3(b) of the UK-Jordan Agreement.
- (3) In this paragraph—
- “Jordan operator” means a person who is—
- (a) authorised under the law of Jordan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a prohibition issued to the person pursuant to Article 10(2)(b) of the UK-Jordan Agreement;
- “Jordan vehicle” means—
- (a) a motor vehicle registered in Jordan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Jordan, and
 - (ii) a trailer;

“the UK-Jordan Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Hashemite Kingdom of Jordan on the International Transport of Goods by Road done at Amman on 2nd February 1981.

Vehicles used by operators authorised in Kazakhstan

48.—(1) A Kazakhstan vehicle—

- (a) brought temporarily into Great Britain by a Kazakhstan operator,
- (b) used by the operator for the international carriage of goods, and
- (c) which is one of the following—
 - (i) a medium-weight vehicle;
 - (ii) an unladen vehicle on delivery from its place of manufacture in Kazakhstan to a business in Great Britain;
 - (iii) any other vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2);
 - (iv) any other vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 4 of the UK-Kazakhstan Agreement, if the driver of the vehicle is carrying the permit.

(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 that country 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.

(3) In this paragraph—

“Kazakhstan operator” means a person who is—

- (a) authorised under the law of Kazakhstan to use a goods vehicle on a road for the international carriage of goods, and
- (b) not subject to an exclusion notice issued to the person pursuant to Article 10(1)(c) of the UK-Kazakhstan Agreement;

“Kazakhstan vehicle” means—

- (a) a motor vehicle registered in Kazakhstan, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Kazakhstan, and
 - (ii) a trailer;

“the UK-Kazakhstan Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Kazakhstan on International Road Transport done at London on 22nd November 2006.

Vehicles used by operators authorised in Kosovo

49.—(1) A Kosovo vehicle—

- (a) brought temporarily into Great Britain by a Kosovo operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Kosovo operator” means a person who—

- (a) is authorised under the law of Kosovo to use a goods vehicle on a road for the international carriage of goods,
- (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Kosovo Agreement, and
- (c) if carrying goods for hire or reward, holds a licence issued under the law of Kosovo that is comparable to a standard licence;

“Kosovo vehicle” means—

- (a) a motor vehicle registered in Kosovo, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Kosovo, and
 - (ii) a trailer;

“the UK-Kosovo Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Kosovo on International Road Transport done at Pristina on 11th December 2020.

Vehicles used by operators authorised in Kyrgyzstan

50.—(1) A Kyrgyzstan vehicle—

- (a) brought temporarily into Great Britain by a Kyrgyzstan operator,
- (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Kyrgyzstan, or vice versa, and
- (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.

(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

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

- (ii) to be used temporarily for a film, radio or television production, an exhibition, a fair, or a sports event, before being removed from that country to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual.
- (3) A Kyrgyzstan vehicle—
- (a) brought temporarily into Great Britain by a Kyrgyzstan operator,
 - (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Kyrgyzstan, or vice versa,
 - (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (d) on which the driver of the vehicle is carrying the permit.
- (4) In this paragraph—
- “Kyrgyzstan operator” means a person who is—
- (a) authorised under the law of Kyrgyzstan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;
- “Kyrgyzstan vehicle” means—
- (a) a motor vehicle registered in Kyrgyzstan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Kyrgyzstan, and
 - (ii) a trailer.

Vehicles used by operators authorised in Liechtenstein

- 51.—**(1) A Liechtenstein vehicle—
- (a) brought temporarily into Great Britain by a Liechtenstein operator, and
 - (b) used by the operator for the international carriage of goods.
- (2) In this paragraph—
- “Liechtenstein operator” means a person who—
- (a) is authorised under the law of Liechtenstein to use a goods vehicle on a road for the international carriage of goods,
 - (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(2)(c) of the UK-Switzerland Agreement, and
 - (c) if carrying goods for hire or reward, holds a licence issued under the law of Liechtenstein that is comparable to a standard licence;
- “Liechtenstein vehicle” means—
- (a) a motor vehicle registered in Liechtenstein, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Liechtenstein, and
 - (ii) a trailer.

Vehicles used by operators authorised in Moldova

52.—(1) A Moldova vehicle—

- (a) brought temporarily into Great Britain by a Moldova operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Moldova operator” means a person who is—

- (a) authorised under the law of Moldova to use a goods vehicle on a road for the international carriage of goods, and
- (b) not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Moldova Agreement;

“Moldova vehicle” means—

- (a) a motor vehicle registered in Moldova, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Moldova, and
 - (ii) a trailer;

“the UK-Moldova Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Moldova on International Road Transport done at London on 15th October 1996.

Vehicles used by operators authorised in Montenegro

53.—(1) A Montenegro vehicle—

- (a) brought temporarily into Great Britain by a Montenegro operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Montenegro operator” means a person who—

- (a) is authorised under the law of Montenegro to use a goods vehicle on a road for the international carriage of goods,
- (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Montenegro Agreement, and
- (c) holds a licence issued under the law of Montenegro that is comparable to a standard licence;

“Montenegro vehicle” means—

- (a) a motor vehicle registered in Montenegro, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Montenegro, and
 - (ii) a trailer;

“the UK-Montenegro Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Montenegro on International Road Transport done at London on 3rd September 2019.

Vehicles used by operators authorised in Morocco

54.—(1) A Morocco vehicle—

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3. (See end of Document for details)*

- (a) brought temporarily into Great Britain by a Morocco operator,
 - (b) which is used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 3 or Article 7 of the UK-Morocco Agreement, and
 - (c) on which the driver of the vehicle is carrying the permit.
- (2) A Morocco vehicle—
- (a) brought temporarily into Great Britain by a Morocco operator,
 - (b) used for the carriage of goods on a journey—
 - (i) from the United Kingdom to Morocco, or vice versa, or
 - (ii) through the United Kingdom from, and to, any other country, and
 - (c) which is—
 - (i) a livestock vehicle, or
 - (ii) used for the carriage only of one or more of the goods listed in sub-paragraph (3).
- (3) The goods are—
- (a) medical supplies for use in the event of a natural disaster or other emergency;
 - (b) goods carried from or to an airport in support of an air service that has been diverted;
 - (c) an animal.
- (4) In this paragraph—
- “Morocco operator” means a person who is—
- (a) authorised under the law of Morocco to use a Morocco vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 16(1)(b) of the UK-Morocco Agreement;
- “Morocco vehicle” means—
- (a) a motor vehicle registered in Morocco, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Morocco, and
 - (ii) a trailer;
- “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.

Vehicles used by operators authorised in North Macedonia

- 55.**—(1) A North Macedonia vehicle—
- (a) brought temporarily into Great Britain by a North Macedonia operator, and
 - (b) used by the operator for the international carriage of goods.
- (2) In this paragraph—
- “North Macedonia operator” means a person who is—
- (a) authorised under the law of North Macedonia to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-North Macedonia Agreement;

“North Macedonia vehicle” means—

- (a) a motor vehicle registered in North Macedonia, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in North Macedonia, and
 - (ii) a trailer;

“the UK-North Macedonia Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Macedonian Government on International Road Transport done at Skopje on 18th June 1996.

Vehicles used by operators authorised in Norway

56.—(1) A Norway vehicle—

- (a) brought temporarily into Great Britain by a Norway operator who holds a Community licence,
- (b) on which the driver of the vehicle is carrying the licence, and
- (c) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Community licence” means a licence issued pursuant to Article 4 of Regulation [\(EC\) No 1072/2009](#) of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (Community licence) as incorporated into the EEA Agreement;

“Norway operator” means an operator who—

- (a) is authorised under the law of Norway to use a goods vehicle on a road for the international carriage of goods, and
- (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(1)(c) of the UK-Norway Agreement;

“Norway vehicle” means—

- (a) a motor vehicle registered in Norway, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Norway, and
 - (ii) a trailer;

“the UK-Norway Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Kingdom of Norway on International Road Transport, with Protocol, done at Oslo on 18th March 2019.

Vehicles used by operators authorised in Russia

57.—(1) A Russia vehicle—

- (a) brought temporarily into Great Britain by a Russia operator,
- (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Russia, or vice versa, and
- (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3*. (See end of Document for details)

- (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.
- (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 that country to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual.
- (3) A Russia vehicle—
- (a) brought temporarily into Great Britain by a Russia operator,
 - (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Russia, or vice versa,
 - (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (d) on which the driver of the vehicle is carrying the permit.
- (4) In this paragraph—
- “Russia operator” means a person who is—
- (a) authorised under the law of Russia to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;
- “Russia vehicle” means—
- (a) a motor vehicle registered in Russia, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Russia, and
 - (ii) a trailer.

Vehicles used by operators authorised in Serbia

- 58.**—(1) A Serbia vehicle—
- (a) brought temporarily into Great Britain by a Serbia operator, and
 - (b) used by the operator for the international carriage of goods.
- (2) In this paragraph—
- “Serbia operator” means a person who—
- (a) is authorised under the law of Serbia to use a goods vehicle on a road for the international carriage of goods,
 - (b) is not subject to an exclusion undertaken in accordance with Article 9(1)(b) of the UK-Serbia Agreement, and
 - (c) holds a licence issued under the law of Serbia that is comparable to a standard licence;

“Serbia vehicle” means—

- (a) a motor vehicle registered in Serbia, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Serbia, and
 - (ii) a trailer;

“the UK-Serbia Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Serbia on International Road Transport done at London on 6th February 2019.

Vehicles used by operators authorised in Switzerland

59.—(1) A Switzerland vehicle—

- (a) brought temporarily into Great Britain by a Switzerland operator, and
- (b) used by the operator for the international carriage of goods.

(2) In this paragraph—

“Switzerland operator” means a person who—

- (a) is authorised under the law of Switzerland to use a goods vehicle on a road for the international carriage of goods,
- (b) is not subject to an exclusion notice issued to the person pursuant to Article 9(2)(c) of the UK-Switzerland Agreement, and
- (c) if carrying goods for hire or reward, holds a licence issued under the law of Switzerland that is comparable to a standard licence;

“Switzerland vehicle” means—

- (a) a motor vehicle registered in Switzerland, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Switzerland, and
 - (ii) a trailer.

Vehicles used by operators authorised in Tajikistan

60.—(1) A Tajikistan vehicle—

- (a) brought temporarily into Great Britain by a Tajikistan operator,
- (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Tajikistan, or vice versa, and
- (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.

(2) The goods are—

- (a) a broken-down or damaged goods vehicle or passenger vehicle;
- (b) goods dispatched to a country—

Changes to legislation: There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3. (See end of Document for details)*

- (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 that country to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual.
- (3) A Tajikistan vehicle—
- (a) brought temporarily into Great Britain by a Tajikistan operator,
 - (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Tajikistan, or vice versa,
 - (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (d) on which the driver of the vehicle is carrying the permit.
- (4) In this paragraph—
- “Tajikistan operator” means a person who is—
- (a) authorised under the law of Tajikistan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;
- “Tajikistan vehicle” means—
- (a) a motor vehicle registered in Tajikistan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Tajikistan, and
 - (ii) a trailer.

Vehicles used by operators authorised in Tunisia

- 61.**—(1) A Tunisia vehicle—
- (a) brought temporarily into Great Britain by a Tunisia operator,
 - (b) which is any of the following—
 - (i) a medium-weight vehicle;
 - (ii) a moving vehicle;
 - (iii) a vehicle used for recovery;
 - (iv) any other vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2);
 - (v) any other vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 3 of the UK-Tunisia Agreement, if the driver of the vehicle is carrying the permit, and
 - (c) used by the operator for the carriage of goods—
 - (i) from the United Kingdom to Tunisia, or vice versa,
 - (ii) through the United Kingdom from, and to, any other country, or

- (iii) from the United Kingdom to a country other than Tunisia, or vice versa, under a permit issued to the operator pursuant to Article 1(2) of the UK-Tunisia Agreement, if the driver of the vehicle is carrying the permit.
- (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 carried 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) In this paragraph—
- “Tunisia operator” means a person who is—
- (a) authorised under the law of Tunisia to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to an exclusion notice issued to the person pursuant to Article 7(1)(c) of the UK-Tunisia Agreement;
- “Tunisia vehicle” means—
- (a) a motor vehicle registered in Tunisia, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Tunisia, and
 - (ii) a trailer;
- “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.

Vehicles used by operators authorised in Turkey

- 62.**—(1) A Turkey vehicle—
- (a) brought temporarily into Great Britain by a Turkey operator, and
 - (b) used by the operator for the carriage of goods—
 - (i) from the United Kingdom to Turkey, or vice versa,

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- (ii) through the United Kingdom from Turkey to a country other than the United Kingdom, or vice versa, or
 - (iii) from the United Kingdom to a country other than the United Kingdom or Turkey, or vice versa, under a permit issued to the operator pursuant to Article 9 of the UK-Turkey Agreement, if the driver of the vehicle is carrying the permit.
- (2) In this paragraph—
- “Turkey operator” means a person who is authorised under the law of Turkey to use a goods vehicle on a road for the international carriage of goods;
- “Turkey vehicle” means—
- (a) a motor vehicle registered in Turkey, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Turkey, and
 - (ii) a trailer;
- “the UK-Turkey Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Turkey concerning International Road Transport done at Ankara on 9th September 1977.

Vehicles used by operators authorised in Turkmenistan

- 63.**—(1) A Turkmenistan vehicle—
- (a) brought temporarily into Great Britain by a Turkmenistan operator,
 - (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Turkmenistan, or vice versa, and
 - (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.
- (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 that country to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual.
- (3) A Turkmenistan vehicle—
- (a) brought temporarily into Great Britain by a Turkmenistan operator,
 - (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Turkmenistan, or vice versa,

- (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (d) on which the driver of the vehicle is carrying the permit.
- (4) In this paragraph—
- “Turkmenistan operator” means a person who is—
- (a) authorised under the law of Turkmenistan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;
- “Turkmenistan vehicle” means—
- (a) a motor vehicle registered in Turkmenistan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Turkmenistan, and
 - (ii) a trailer.

Vehicles used by operators authorised in Ukraine

- 64.**—(1) A Ukraine vehicle—
- (a) brought temporarily into Great Britain by a Ukraine operator,
 - (b) used by a Ukraine operator for the international carriage of goods, and
 - (c) which is any of the following—
 - (i) a medium-weight vehicle;
 - (ii) a Euro V standards-compliant vehicle;
 - (iii) a Euro VI standards-compliant vehicle;
 - (iv) a zero-emission vehicle;
 - (v) a vehicle used by a Ukraine operator for the carriage of goods on own account on a journey from the United Kingdom to Ukraine, or vice versa;
 - (vi) any other vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2);
 - (vii) any other vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 of the UK-Ukraine Agreement, if the driver of the vehicle is carrying the permit.
- (2) 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

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(ii) exclusively for information or publicity purposes.

(3) 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, as that law had effect on 30 December 2013;

“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, as that law had effect immediately before IP completion day;

“Ukraine operator” means an operator who is—

- (a) authorised under the law of Ukraine to engage in the international carriage of goods, and
- (b) not subject to an exclusion notice issued by the Government of Ukraine pursuant to Article 11(1)(c) of the UK-Ukraine Agreement;

“Ukraine vehicle” means—

- (a) a motor vehicle registered in Ukraine, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Ukraine, and
 - (ii) a trailer;

“the UK-Ukraine Agreement” means the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Ukraine on International Road Transport done at London on 13th December 1995;

“zero-emission vehicle” means a 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 and its implementing measures, 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 and its implementing measures, as that law had effect immediately before IP completion day.

Vehicles used by operators authorised in Uzbekistan

65.—(1) An Uzbekistan vehicle—

- (a) brought temporarily into Great Britain by an Uzbekistan operator,
- (b) used by the operator for the international carriage of goods on a journey that is not from the United Kingdom to a country other than Uzbekistan, or vice versa, and
- (c) which is—
 - (i) a vehicle used for recovery,
 - (ii) a vehicle used by the operator for the carriage only of one or more of the goods listed in sub-paragraph (2), or
 - (iii) a vehicle used by the operator for the carriage of goods under a permit issued to the operator pursuant to Article 5 or Article 7 of the UK-USSR Agreement, if the driver of the vehicle is carrying the permit.

(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 that country to any other country;
 - (c) postal packets;
 - (d) the remains of a deceased individual.
- (3) An Uzbekistan vehicle—
- (a) brought temporarily into Great Britain by an Uzbekistan operator,
 - (b) used by the operator for the international carriage of goods on a journey that is from the United Kingdom to a country other than Uzbekistan, or vice versa,
 - (c) used by the operator for the carriage of goods under a special permit issued to the operator pursuant to Article 9(2) of the UK-USSR Agreement, and
 - (d) on which the driver of the vehicle is carrying the permit.
- (4) In this paragraph—
- “Uzbekistan operator” means a person who is—
- (a) authorised under the law of Uzbekistan to use a goods vehicle on a road for the international carriage of goods, and
 - (b) not subject to a withdrawal issued to the person pursuant to Article 20(c) of the UK-USSR Agreement;
- “Uzbekistan vehicle” means—
- (a) a motor vehicle registered in Uzbekistan, or
 - (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in Uzbekistan, and
 - (ii) a trailer.

Vehicles used by operators established in the Channel Islands, the Faroe Islands, the Isle of Man or Gibraltar

- 66.**—(1) A qualifying vehicle—
- (a) brought temporarily into Great Britain by a qualifying operator, and
 - (b) used by the operator for the international carriage of goods.
- (2) In this paragraph—
- “operator” means, in relation to a qualifying vehicle—
- (a) the driver of the vehicle, if the vehicle belongs to the driver or is in the driver’s possession under an agreement for hire or hire-purchase, or a loan;
 - (b) in any other case, the person whose employee or agent the driver is;
- “qualifying operator” means, in relation to a qualifying vehicle, an operator who has an effective and stable establishment in the country in which the qualifying vehicle is registered;
- “qualifying vehicle” means—
- (a) a motor vehicle registered in—
 - (i) the Faroe Islands,
 - (ii) Gibraltar,
 - (iii) the Bailiwick of Guernsey,

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- (iv) the Bailiwick of Jersey, or
- (v) the Isle of Man, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in a country mentioned in paragraph (a), and
 - (ii) a trailer.

Vehicles used by operators authorised in the European Union

67.—(1) An EU vehicle—

- (a) brought temporarily into Great Britain by a person who holds a Community licence,
- (b) on which the driver of the vehicle is carrying a certified true copy of the licence, and
- (c) used by the person for either or both—
 - (i) the international carriage of goods;
 - (ii) national transport operations pursuant to Chapter 3 of EUR 2009/1072 (cabotage) and in accordance with sub-paragraph (4).

(2) An EU vehicle—

- (a) brought temporarily into Great Britain by a person who carries on a trade or business in a member State, and
- (b) used by the person for either or both—
 - (i) the international carriage of goods as set out in Article 1(5) of EUR 2009/1072;
 - (ii) national transport operations, pursuant to Chapter 3 of EUR 2009/1072, for the carriage of goods as set out in Article 1(5) of EUR 2009/1072, in accordance with sub-paragraph (4).

(3) An EU vehicle—

- (a) brought temporarily into Great Britain by a person who carries on a trade or business in a member State,
- (b) which has a maximum authorised speed not exceeding 40 kilometres per hour, and
- (c) used by the person for either or both—
 - (i) the international carriage of goods;
 - (ii) cabotage, in accordance with sub-paragraph (4).

(4) The EU vehicle is within the class of vehicle set out in sub-paragraph (1) or (2), in the case of the vehicle being used for national transport operations under sub-paragraph (1)(c)(ii) or (2)(b)(ii) or the class of vehicle set out in sub-paragraph (3), in the case of the vehicle being used for cabotage under sub-paragraph (3)(c)(ii), only if—

- (a) the person using the vehicle submits a posting declaration at or before the time the journey to which the use referred to in sub-paragraph (1)(c)(ii), (2)(b)(ii) or (3)(c)(ii) (as the case may be) relates commences, and
- (b) the driver of the vehicle is carrying a copy of the posting declaration in electronic or paper form.

(5) In this paragraph—

“cabotage” means no more than two laden journeys between points in the United Kingdom, performed within seven days of the unloading of the goods carried on a journey from the European Union to the United Kingdom;

“Community licence” has the meaning given in Article 2(8) of EUR 2009/1072;

“EU Market Information System” means the Internal Market Information System mentioned in Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission [Decision 2008/49/EC](#) as it has effect in EU law;

“EU vehicle” means—

- (a) a motor vehicle registered in a member State, or
- (b) a vehicle combination consisting of—
 - (i) a motor vehicle registered in a member State, and
 - (ii) a trailer;

“EUR 2009/1072” means Regulation [\(EC\) No 1072/2009](#) of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market;

“international carriage” has the meaning given by Article 2 of EUR 2009/1072;

“posting declaration” means a declaration—

- (a) made using the EU Market Information System, and
- (b) declaring—
 - (i) the identity of the person using the vehicle;
 - (ii) the contact details of an individual located in the member State in which the motor vehicle is registered who is able to correspond with the Secretary of State on behalf of the person using the vehicle;
 - (iii) the name, residential address and driving licence number of the driver of the vehicle on the journey for which the declaration is required;
 - (iv) the expected period during which the vehicle will be used for national transport operations;
 - (v) the registration plate of the motor vehicle;
 - (vi) if the person using the vehicle is not also the driver, the start date of, and the law applicable to, the driver’s contract of service with that person;

“the person using the vehicle” is to be construed in accordance with section 58(2) of the 1995 Act.

Vehicles used by ECMT operators not established in the United Kingdom or the European Union

68.—(1) A non-UK/EU ECMT vehicle—

- (a) brought temporarily into Great Britain by a non-UK/EU ECMT operator,
- (b) used for the international carriage of goods,
- (c) which is any of the following—
 - (i) a livestock vehicle;
 - (ii) a vehicle used for recovery;
 - (iii) a newly-acquired unladen vehicle being delivered to its final destination;
 - (iv) a vehicle with a maximum laden weight not exceeding 3.5 tonnes;
 - (v) a vehicle on a journey for the carriage only of one or more of the goods listed in sub-paragraph (2), and

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- (d) in the case of a journey in Great Britain, used by the operator on a journey the origin and destination of which are ECMT countries.
- (2) The goods are—
- (a) a broken-down or damaged vehicle;
 - (b) goods carried on a non-commercial basis for—
 - (i) a cinematographic, circus, musical or theatrical performance;
 - (ii) an exhibition, but only if an artwork or art object for the exhibition;
 - (iii) a fair, fête or sports 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) medical supplies for use in the event of a natural disaster, emergency or other humanitarian need;
 - (f) postal packets;
 - (g) provisions, and spare parts, for an aircraft or ocean-going ship;
 - (h) the remains of a deceased individual.
- (3) This paragraph does not exempt the use of a non-UK/EU ECMT vehicle which is—
- (a) a Switzerland vehicle, within the meaning given by paragraph 59(2) which is a livestock vehicle;
 - (b) a Russia vehicle, within the meaning given by paragraph 57(4), which is—
 - (i) a livestock vehicle, or
 - (ii) a vehicle on a journey for the carriage only of one or more of the goods listed in subparagraph (2)(c), (d) and (h);
 - (c) a Belarus vehicle, within the meaning given by paragraph 44(5), or a Turkey vehicle, within the meaning given by paragraph 62(2), on a journey for the carriage only of goods carried on own account.
- (4) A non-UK/EU ECMT vehicle—
- (a) brought temporarily into Great Britain by a non-UK/EU ECMT operator,
 - (b) used by the operator for the international carriage of goods under a permit granting permission to carry out international removals in the form set out in Annex 2 of the ECMT Multilateral Quota User Guide published in January 2022, for use on journeys to, in or through ECMT countries, and
 - (c) on which the driver of the vehicle is carrying the permit.
- (5) In this paragraph—
- “ECMT country” means a country which is a party to the Protocol concerning the European Conference of Ministers of Transport done at Brussels on 17th October 1953;
- “non-UK/EU ECMT operator” means, in relation to a non-UK/EU ECMT vehicle, an operator who—
- (a) has an effective and stable establishment in the country in which the non-UK/EU ECMT vehicle is registered, and
 - (b) is authorised under the law of the country in which the operator is established to use a goods vehicle on a road for the international carriage of goods;

“non-UK/EU ECMT vehicle” means a goods vehicle registered in an ECMT country other than the United Kingdom or a member State;

“operator”, in relation to a non-UK/EU ECMT vehicle, means—

- (a) the driver of the vehicle, if the vehicle belongs to the driver or is in the driver’s possession under an agreement for hire or hire-purchase, or a loan;
- (b) in any other case, the person whose employee or agent the driver is.

Vehicles used for the carriage of goods under an ECMT licence

69.—(1) A motor vehicle or a vehicle combination—

- (a) used in Great Britain by an international operator for the international carriage of goods authorised under an ECMT licence, and
- (b) the driver of which carries a copy of the ECMT licence.

(2) In this paragraph—

“ECMT licence” means a licence for the carriage of goods in the United Kingdom allocated to an operator pursuant to the scheme for a multilateral quota established by Resolution No. 26 of the Council of Ministers of the European Conference of Ministers of Transport done at The Hague on 14th June 1973.]

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There are currently no known outstanding effects for the The Goods Vehicles (Licensing of Operators) Regulations 1995, SCHEDULE 3.