

## STATUTORY INSTRUMENTS

# 1996 No. 2186

## The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) Regulations 1996

### Citation and commencement

1. These Regulations may be cited as the Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) Regulations 1996 and shall come into force on 26th September 1996.

#### Commencement Information

I1 [Reg. 1](#) in force at 26.9.1996, see [reg. 1](#)

### Revocation

2. The Regulations listed in column (1) of Schedule 1 to these Regulations are hereby revoked to the extent specified in column (3) of that Schedule.

#### Commencement Information

I2 [Reg. 2](#) in force at 26.9.1996, see [reg. 1](#)

### Interpretation

3.—(1) In these Regulations—

“the Act” means the Goods Vehicles (Licensing of Operators) Act 1995;

[<sup>F1</sup>“Euro V standards on emissions” means the emissions limit values set out in row B2 and row C of each of the tables in Section 6.2.1 of Annex I to [Directive 2005/55/EC](#) of the European Parliament and Council of 28 September 2005;]

[<sup>F1</sup>“Euro VI standards on emissions” means the emissions limit values set out in Annex I to Regulation 595/2009 of the European Parliament and Council of 18 June 2009 as amended;]

<sup>F2</sup>  
...

<sup>F3</sup>  
...

“foreign goods vehicle” means a goods vehicle—

- (a) which is operated by a person who is not established in the United Kingdom and has been brought temporarily into Great Britain;
- (b) which is not being used for international carriage by a haulier who is established in a Member State other than the United Kingdom;
- (c) 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

- (d) which, [<sup>F4</sup>(except in the case of use in a cabotage operation permitted under Regulation (EC) No. 1072/2009)], 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;

[<sup>F5</sup>“international carriage” has the meaning which it bears in Article 2 of Regulation (EC) No. 1072/2009;]

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

- (a) which has been brought temporarily into Great Britain;
- (b) which is not being used for international carriage by a haulier who is established in Northern Ireland and is not established in Great Britain;
- (c) 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; and
- (d) which—
  - (i) in the case of a motor vehicle, is registered in Northern Ireland or Great Britain; or
  - (ii) in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Northern Ireland goods vehicle; <sup>F6</sup>...

[<sup>F7</sup>“Regulation (EC) No. 1072/2009” means Regulation (EC) No. 1072/2009 of the European Parliament and of the Council of 21st October 2009 on common rules for access to the international road haulage market; 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.

#### Textual Amendments

- F1** Words in [reg. 3\(1\)](#) inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(2)**
- F2** Words in [reg. 3\(1\)](#) omitted (4.12.2011) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(a)**
- F3** Words in [reg. 3\(1\)](#) omitted (4.12.2011) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(b)**

- F4** Words in [reg. 3\(1\)](#) substituted (4.12.2011) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(c)**
- F5** Words in [reg. 3\(1\)](#) substituted (4.12.2011) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(d)**
- F6** Word in [reg. 3\(1\)](#) omitted (4.12.2011) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(e)**
- F7** Words in [reg. 3\(1\)](#) inserted (4.12.2011) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2010 \(S.I. 2010/804\)](#), regs. 1(1)(c), **2(4)(f)**

**Commencement Information**

- I3** [Reg. 3](#) in force at 26.9.1996, see [reg. 1](#)

**Exemptions for foreign vehicles used for certain purposes**

4. Notwithstanding anything in [<sup>F8</sup>regulations 8 to 30N], section 2(1) of the Act (Users of certain goods vehicles to hold operators' licences) shall not apply to the use in Great Britain of a foreign goods vehicle for the carriage of any goods specified in paragraph 1, 2, 4, 5, 6, 7 or 8 of Schedule 2.

**Textual Amendments**

- F8** Words in [reg. 4](#) substituted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(3)**

**Commencement Information**

- I4** [Reg. 4](#) in force at 26.9.1996, see [reg. 1](#)

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

5. Notwithstanding anything in [<sup>F9</sup>regulations 8 to 30N], section 2(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 Community—

- (a) where the vehicle is—
  - <sup>F10</sup>(i) .....
  - (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 pay load not exceeding 3.5 metric tons; or
  - (iii) a relief vehicle; or
- (b) where the goods so carried are those specified in paragraphs 9, 16, 17, 18, 20, 21, 26 or 28 of Schedule 2; or
- <sup>F11</sup>(c) .....
- (d) where the goods are being carried for or in connection with any trade or business carried on by the undertaking carrying them and each of the following conditions are fulfilled:—

- (i) the goods are the property of the undertaking carrying them or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by that undertaking;
- (ii) the purpose of the journey is to carry the goods to or from the undertaking carrying them or to move them either inside that undertaking, or outside for that undertaking's own requirements;
- (iii) the vehicle used for such carriage is being driven by an employee of the undertaking;
- (iv) except in the case of a replacement vehicle during a short breakdown of the vehicle normally used, the vehicle used for carrying the goods is owned by the undertaking carrying them or has been bought by it on deferred terms or hired in accordance with the conditions on the use of vehicles hired without drivers for the carriage of goods by road contained in Council Directive (EEC) No. 84/647(1)

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#### Textual Amendments

- F9** Words in [reg. 5](#) substituted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(3)**
- F10** [Reg. 5\(a\)\(i\)](#) omitted (24.12.2022) by virtue of [The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators \(Amendment\) Regulations 2022 \(S.I. 2022/1260\)](#), regs. 1(1), **5(2)**
- F11** [Reg. 5\(c\)](#) omitted (24.12.2022) by virtue of [The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators \(Amendment\) Regulations 2022 \(S.I. 2022/1260\)](#), regs. 1(1), **5(2)**
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#### Commencement Information

- I5** [Reg. 5](#) in force at 26.9.1996, see [reg. 1](#)

### [<sup>F12</sup>Exemption for Northern Ireland goods vehicles, or other goods vehicles established outside the United Kingdom, with international licences]

6. Notwithstanding anything in [<sup>F13</sup>regulations 8 to 30N], section 2(1) of the Act shall not apply to the use in Great Britain of a Northern Ireland <sup>F14</sup>... goods vehicle [<sup>F15</sup>, or other goods vehicle whose operator's State of establishment is not the United Kingdom,] for the carriage of goods for hire or reward if the vehicle is being used by virtue of a licence issued pursuant to the scheme adopted by Resolution of the Council of Ministers of Transport on 14th June 1973(2) and the licence is carried on the vehicle or, if the vehicle is a trailer, on the motor vehicle by which it is drawn.

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#### Textual Amendments

- F12** [Reg. 6](#) heading substituted (24.12.2022) by [The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators \(Amendment\) Regulations 2022 \(S.I. 2022/1260\)](#), regs. 1(1), **5(3)(a)**
- F13** Words in [reg. 6](#) substituted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(3)**
- F14** Words in [reg. 6](#) omitted (24.12.2022) by virtue of [The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators \(Amendment\) Regulations 2022 \(S.I. 2022/1260\)](#), regs. 1(1), **5(3)(b)**

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(1) O.J. No. L335, 22.12.84, p.72.

(2) CM(73)5 Final, ECMT 20th Annual Report and Resolutions of the Council of Ministers (1973), pp. 64–65, ISBN 92–821.

- F15** Words in reg. 6 inserted (24.12.2022) by *The Drivers' Hours, Tachographs, International Road Haulage and Licensing of Operators (Amendment) Regulations 2022* (S.I. 2022/1260), regs. 1(1), **5(3)(c)**

#### Commencement Information

- I6** Reg. 6 in force at 26.9.1996, see **reg. 1**

### **Exemption for foreign goods vehicles [<sup>F16</sup>being used to carry out Community [<sup>F17</sup>and other] cabotage operations] and for Northern Ireland goods vehicles carrying goods in Great Britain or between Northern Ireland and Great Britain**

7.—<sup>F18</sup>(1) Notwithstanding anything in [<sup>F19</sup>regulations 8 to 30N], section 2(1) of the Act shall not apply in the case of a foreign goods vehicle being used to carry out a cabotage operation consisting of national carriage for hire or reward on a temporary basis in Great Britain in accordance with the provisions of [<sup>F20</sup>Regulation (EC) No. 1072/2009].]

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Northern Ireland goods vehicle for the carriage of goods between places of loading or unloading in Great Britain or between one such place in Northern Ireland and another such place in Great Britain.

<sup>F21</sup>(3) Section 2(1) of the Act shall not apply to the use of a foreign goods vehicle in Great Britain where that vehicle 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;
- (b) where the vehicle has entered the United Kingdom lawfully in the course of a laden international road transport and no more than 14 days has elapsed beginning with the day on which the vehicle arrived in the United Kingdom in the course of that laden journey; and
- (c) the vehicle is being used at any time during the period beginning with 28th October 2021 and ending with 30th April 2022.]

#### Textual Amendments

- F16** Words in reg. 7 heading substituted (14.5.2010) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2010* (S.I. 2010/804), regs. 1(1)(b), **2(3)(a)**
- F17** Words in reg. 7 heading inserted (28.10.2021) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2021* (S.I. 2021/1187), regs. 1(1), **3(a)**
- F18** Reg. 7(1) substituted (14.5.2010) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2010* (S.I. 2010/804), regs. 1(1)(b), **2(3)(b)**
- F19** Words in reg. 7 substituted (23.4.2019) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2019* (S.I. 2019/670), regs. 1, **2(3)**
- F20** Words in reg. 7(1) substituted (4.12.2011) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2010* (S.I. 2010/804), regs. 1(1)(c), **2(5)**
- F21** Reg. 7(3) inserted (28.10.2021) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2021* (S.I. 2021/1187), regs. 1(1), **3(b)**

#### Commencement Information

- I7** Reg. 7 in force at 26.9.1996, see **reg. 1**

### Exemption for Albanian goods vehicles

8.—(1) In this regulation “Albanian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Albania to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Albania.

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

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#### Commencement Information

**18** [Reg. 8](#) in force at 26.9.1996, see [reg. 1](#)

### Exemptions and modifications for Austrian goods vehicles

9.—(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 2(1) of the Act shall not apply to the use in Great Britain of an Austrian goods vehicle for the carriage of any goods specified in paragraph 1, 2, 4, 5, 6, 7, 8, 9, 10, 15, 17, 18, 19, 20, 21, 24, 26 or 27 of Schedule 2.

(3) Section 2(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 3.

(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 applies, section 2(1) of the Act shall have effect as set out in Schedule 4.

(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 modification apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

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#### Commencement Information

**19** [Reg. 9](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption for Bulgarian goods vehicles

10.—(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 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 2(1) of the Act shall not apply to the use in Great Britain of a Bulgarian goods vehicle for the carriage of any goods.

**Commencement Information**

**I10** [Reg. 10](#) in force at 26.9.1996, see [reg. 1](#)

**Exemption for Channel Islands goods vehicles**

**11.**—(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 2(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.

**Commencement Information**

**I11** [Reg. 11](#) in force at 26.9.1996, see [reg. 1](#)

**Exemptions and modifications for Cypriot goods vehicles**

**12.**—(1) In this regulation “Cypriot goods vehicle” means a foreign goods vehicle which is owned by, or operated by or on behalf of, a person who is authorised under the law of the Republic of Cyprus to use the vehicle in that country for the international carriage of goods, and which, in the case of a motor vehicle, is registered in the Republic of Cyprus.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Cypriot goods vehicle for the carriage of any goods specified in paragraph 1, 2, 3, 5, 9, 10, 16, 22, 23 or 24 of Schedule 2.

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

(4) Section 2(1) of the Act shall not apply to the use in Great Britain of a Cypriot goods vehicle which is a vehicle used for the recovery of a damaged vehicle.

(5) In relation to a Cypriot goods vehicle used for the carriage of 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 2(1) of the Act shall have effect as if for the words from “(a) 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 or, if that vehicle is a trailer, on the motor vehicle by which it is drawn a document containing the following particulars:—

- (a) the place at which and the date on which the document was made out;
- (b) the name and address of the carrier and a description of the nature of his business;
- (c) if the goods carried, or to be carried, or any of them, are to be collected from or delivered to, any person other than the carrier, the name and address of that person and a description of the nature of his business;
- (d) the place or places at which the vehicle is to be loaded or unloaded;
- (e) the nature and gross weight, or other indication of quantity, of the goods;
- (f) the carrying capacity of the vehicle by weight;
- (g) the index mark and registration number of the vehicle, or if the vehicle does not carry an index mark or any registration number, the chassis number of the vehicle;

- (h) the place of entry of the vehicle into, or of exit from, the United Kingdom;
- (i) the signature of the carrier or his authorised agent.”

(6) In relation to a Cypriot goods vehicle used for the carriage of goods in a case to which none of the preceding exemptions nor the preceding modification apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Commencement Information

**I12** [Reg. 12](#) in force at 26.9.1996, see [reg. 1](#)

### [<sup>F22</sup>Exemption for Czech goods vehicles

**13.**—(1) In this regulation—

“Czech goods vehicle” means a goods vehicle which—

- (a) is owned or operated by a person who is authorised under the law of the Czech Republic to engage in the international carriage of goods by road for hire or reward or on his own account;
- (b) in the case of a motor vehicle, is registered in the Czech Republic;
- (c) has been temporarily brought into Great Britain; and
- (d) 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.

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Czech Republic on international road transport signed on 27th of May 1998 comes into force.

(2) Where a Czech goods vehicle is not used at any time during the journey upon which it is engaged for the carriage of goods loaded at one place in the United Kingdom and delivered at another place in the United Kingdom—

- (a) regulations 4, 5, 6 and 7 shall apply to the Czech goods vehicle as they apply to a foreign goods vehicle; and
- (b) section 2(1) of the Act shall not apply to the use in Great Britain of the Czech goods vehicle for the carriage of any goods.

(3) On and after the relevant date, where a Czech goods vehicle is used at any time for the carriage of goods loaded at one place in the United Kingdom and delivered at another place in the United Kingdom section 2(1) of the Act shall have effect as set out in Schedule 5.]

#### Textual Amendments

**F22** [Reg. 13](#) substituted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), [regs. 1, 2\(4\)](#)

### Exemption for Faroese goods vehicles

**14.**—(1) In this regulation “Faroese goods vehicle” means a foreign goods vehicle—

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



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

**Commencement Information**

**I13** [Reg. 14](#) in force at 26.9.1996, see [reg. 1](#)

**Exemptions and modifications for Estonian goods vehicles**

**15.**—(1) In this regulation—

“Estonian goods vehicle” means a foreign goods vehicle—

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

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Republic of Estonia on international road transport signed on 16th August 1995(3) comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of an Estonian goods vehicle for the carriage of any goods specified in paragraphs 4, 5, 9, 18, 20, 21, 22, 23 or 24 of Schedule 2 and in such a case these provisions shall have effect as if the words “or broken-down” were added after “damaged” in paragraph 5.

(3) Section 2(1) of the Act shall not apply to the use in Great Britain of an Estonian goods vehicle specified in paragraph 1 of Schedule 3.

(4) In relation to an Estonian goods vehicle being used for the carriage of goods in a case to which the preceding exemptions do not apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

**Commencement Information**

**I14** [Reg. 15](#) in force at 26.9.1996, see [reg. 1](#)

**Exemption for Hungarian goods vehicles**

**16.**—(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 Republic of Hungary; 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 2(1) of the Act shall not apply to the use in Great Britain of an Hungarian goods vehicle for the carriage of any goods.

**Commencement Information**

**I15** [Reg. 16](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption for Jordanian goods vehicles

17.—(1) In this regulation “Jordanian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Hashemite Kingdom of Jordan to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Hashemite Kingdom of Jordan.

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

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#### Commencement Information

I16 [Reg. 17](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption for Latvian goods vehicles

18.—(1) In this regulation—

“Latvian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Latvia to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Latvia; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Latvia on international road transport signed on 6th December 1993(4) comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Latvian goods vehicle for the carriage of any goods.

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#### Commencement Information

I17 [Reg. 18](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption for Lithuanian goods vehicles

19.—(1) In this regulation—

“Lithuanian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Lithuania to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Lithuania; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Lithuania on international road transport signed on 2nd November 1994(5) comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Lithuanian goods vehicle for the carriage of any goods.

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#### Commencement Information

I18 [Reg. 19](#) in force at 26.9.1996, see [reg. 1](#)

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(4) Cm. 2526.

(5) Cm. 2999.

### Exemption for Manx goods vehicles

**20.**—(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 2(1) of the Act shall not apply to the use in Great Britain of a Manx goods vehicle for the carriage of any goods.

#### Commencement Information

**I19** [Reg. 20](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption and modification for Moroccan goods vehicles

**21.**—(1) In this regulation—

“Moroccan goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Kingdom of Morocco to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Kingdom of Morocco; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Kingdom of Morocco on international road transport signed on 15th April 1994<sup>(6)</sup> comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Moroccan goods vehicle for the carriage of any goods specified in paragraph 2, 9, or 31 of Schedule 2.

(3) In relation to a Moroccan goods vehicle used for the carriage of goods in a case to which the preceding exemption applies, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Commencement Information

**I20** [Reg. 21](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption and modification for Northern Ireland goods vehicles

**22.**—(1) Section 2(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<sup>(7)</sup>.

(2) In relation to a Northern Ireland goods vehicle used for the carriage of goods otherwise than for hire or reward, section 2(1) of the Act shall have effect as set out in Schedule 4.

#### Commencement Information

**I21** [Reg. 22](#) in force at 26.9.1996, see [reg. 1](#)

<sup>(6)</sup> Cmnd. 2703.

<sup>(7)</sup> 1967 c. 37(N.I.).

### Exemption for Polish goods vehicles

23.—(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 Republic of Poland; 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 2(1) of the Act shall not apply to the use in Great Britain of a Polish goods vehicle for the carriage of any goods.

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#### Commencement Information

**I22** [Reg. 23](#) in force at 26.9.1996, see [reg. 1](#)

### Exemption for Romanian goods vehicles

24.—(1) In this regulation “Romanian goods vehicle” means a foreign goods vehicle—

- (a) which, in the case of a motor vehicle, is registered in 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 2(1) of the Act shall not apply to the use in Great Britain of a Romanian goods vehicle for the carriage of any goods.

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#### Commencement Information

**I23** [Reg. 24](#) in force at 26.9.1996, see [reg. 1](#)

### [<sup>F23</sup>Exemption for Slovak goods vehicles

25.—(1) In this regulation—

“Slovak goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Slovak Republic to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Slovak Republic; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Slovak Republic on international road transport signed on 11th of January 2001 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Slovak goods vehicle for the carriage of any goods.]

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#### Textual Amendments

**F23** [Reg. 25](#) substituted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, 2(5)

### Exemptions and modification for the Republics of the former Soviet Union goods vehicles

26.—(1) In this regulation “Republic of the former Soviet Union goods vehicle” means a foreign goods vehicle which is not provided for elsewhere in these Regulations—

- (a) which is owned by, or operated on behalf of, a person who is authorised under the law of a Republic of the former Union of Soviet Socialist Republics to use the vehicle in that country for the international carriage of goods; and
- (b) which, in the case of a motor vehicle, is registered in a Republic of the former Union of Soviet Socialist Republics; and
- (c) which, in the case of a trailer, is drawn in Great Britain only by a motor vehicle which is a Republic of the former Soviet Union goods vehicle.

(2) Subject to paragraphs (6) and (7) below, section 2(1) of the Act shall not apply to the use of a Republic of the former Soviet Union goods vehicle for the carriage of any goods specified in paragraph 4, 5 or 8 of Schedule 2.

(3) Subject to paragraphs (6) and (7) below, section 2(1) of the Act shall not apply to the use of a Republic of the former Soviet Union goods vehicle for the carriage of any goods specified in paragraph 21, 22 or 23 of Schedule 2 if the goods are to be, or are being, returned to the country of origin of the vehicle or are to be, or are being, taken to another country.

(4) Subject to paragraphs (6) and (7) below, section 2(1) of the Act shall not apply to the use of a Republic of the former Soviet Union goods vehicle which is a vehicle specified in paragraph 2 or 3 of Schedule 3.

(5) Subject to paragraphs (6) and (7) below, in relation to a Republic of the former Soviet Union goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions apply, section 2(1) shall have effect as set out in Schedule 5.

(6) The foregoing exemptions and modification shall not apply unless there is carried on the vehicle or, if the vehicle is a trailer, on the motor vehicle by which it is drawn—

- (a) in the case of the carriage of goods under a contract to which the Convention on the Contract for the International Carriage of Goods by Road (as given the force of law in the United Kingdom by section 1 of the Carriage of Goods by Road Act 1965(8)) applies, a consignment note made out in accordance with that Convention and containing the particulars specified therein, or
- (b) in the case of the carriage of goods otherwise than under such a contract, a document or documents containing the following particulars:
  - (i) the date of the document and the place at which it is made out;
  - (ii) the name and address of the sender of the goods, if any;
  - (iii) the name and address of the carrier;
  - (iv) the date and place of taking over of the goods, if any, and the place designated for delivery, if any;
- (v) the name and address of the consignee, if any;
  - (vi) the description in common use of the nature of the goods and the method of packing, and, in the case of dangerous goods, their generally recognised description;
  - (vii) the number of packages and their special marks and numbers;
  - (viii) the gross weight of the goods and their quantity otherwise expressed;
  - (ix) charges relating to the carriage (carriage charges, supplementary charges, Customs duties and other charges incurred during the journey); and
- (x) the requisite instructions for Customs and other formalities.

(7) The foregoing exemptions and modification shall not apply to the use of a Republic of the former Soviet Union goods vehicle for the carriage of goods between a place in Great Britain and a

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(8) 1965 c. 37.

place in a country other than Great Britain or a Republic of the former Soviet Union, or vice versa, unless there is carried on the vehicle, or if the vehicle is a trailer, on the motor vehicle by which it is drawn, a permit for the use of the vehicle for that purpose issued with the authority of the Secretary of State.

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**Commencement Information**

**I24** [Reg. 26](#) in force at 26.9.1996, see [reg. 1](#)

**Exemption for Swiss goods vehicles**

**27.**—(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 2(1) of the Act shall not apply to the use in Great Britain of a Swiss goods vehicle for the carriage of any goods.

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**Commencement Information**

**I25** [Reg. 27](#) in force at 26.9.1996, see [reg. 1](#)

**Exemptions and modification for Tunisian goods vehicles**

**28.**—(1) In this regulation “Tunisian goods vehicle” means a foreign goods vehicle which—

- (a) in the case of a motor vehicle, is registered in the Republic of Tunisia; and
- (b) in the case of a trailer, is operated by a person who is authorised under Tunisian law to use that vehicle for the international carriage of goods for hire or reward or on his own account.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Tunisian goods vehicle for the carriage of any goods specified in paragraph 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 18, 19, 21, 24 or 30 of Schedule 2.

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

(4) In relation to a Tunisian goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

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**Commencement Information**

**I26** [Reg. 28](#) in force at 26.9.1996, see [reg. 1](#)

**[<sup>F24</sup>Exemption for Turkish goods vehicles**

**29.**—(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 2(1) of the Act shall not apply to the use in Great Britain of a Turkish goods vehicle for the carriage of any goods.]

#### Textual Amendments

**F24** Reg. 29 substituted (19.4.2010) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2010* (S.I. 2010/804), regs. 1(1)(a), **3(1)**

#### Exemptions and modification for Ukrainian goods vehicles

**30.**—(1) In this regulation—

“Ukrainian goods vehicle” means a foreign goods vehicle—

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

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Ukraine on international road transport signed on 13th December 1995<sup>(9)</sup> comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Ukrainian goods vehicle for the carriage of any goods specified in paragraphs 4, 5, 9, 18 and 20 to 24 of Schedule 2 and in such a case these provisions shall have effect as if the words “or broken-down” were added after “damaged” in paragraph 5.

(3) Section 2(1) of the Act shall not apply to the use in Great Britain of a Ukrainian goods vehicle—

- (a) specified in paragraph 1 of Schedule 3, or
- (b) where the goods are being carried for or in connection with any trade or business carried on by the undertaking carrying them and each of the following conditions are fulfilled—
  - (i) the goods are the property of the undertaking carrying them or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by that undertaking;
  - (ii) the purpose of the journey is to carry the goods to or from the undertaking carrying them or to move them either inside that undertaking or outside for that undertaking’s own requirements;
  - (iii) the vehicle used for such carriage is being driven by an employee of the undertaking;
  - (iv) except in the case of a replacement vehicle during a short breakdown of the vehicle normally used, the vehicle used for carrying the goods is owned by the undertaking carrying them or has been bought by it on deferred terms or hired in accordance with the conditions on the use of vehicles hired without drivers for the carriage of goods by road contained in Council Directive (EEC) No. 84/647;
  - (v) the carriage in Great Britain is part of a journey between Great Britain and the Ukraine [<sup>F25</sup>, or

(c) where the engine of the vehicle complies with whichever of the Euro V standards on emissions or Euro VI standards on emissions is applicable at the date of the vehicle's approval or registration in Ukraine.]

(4) In relation to a Ukrainian goods vehicle being used for the carriage of goods in a case to which the preceding exemptions do not apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Textual Amendments

**F25** Reg. 30(3)(c) and word inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(4)**

#### Commencement Information

**I27** Reg. 30 in force at 26.9.1996, see [reg. 1](#)

### [<sup>F26</sup>Exemption for Macedonian goods vehicles

**30A.**—(1) In this regulation—

“Macedonian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of Macedonia to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in Macedonia; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Macedonian Government on international road transport signed on 18th of June 1996 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Macedonian goods vehicle for the carriage of any goods.

#### Textual Amendments

**F26** Regs. 30A-30E inserted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, **2(6)**

### Exemption for Moldovan goods vehicles

**30B.**—(1) In this regulation—

“Moldovan goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Moldova to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Moldova; and

“relevant date” means the date on which 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 signed on 15th of October 1996 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Moldovan goods vehicle for the carriage of any goods.



#### Textual Amendments

**F26** Regs. 30A-30E inserted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, **2(6)**

### Exemption for Georgian goods vehicles

**30C.**—(1) In this regulation—

“Georgian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Georgia to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Georgia; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Georgia on international road transport signed on 13th of November 1997 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Georgian goods vehicle for the carriage of any goods—

- (a) specified in paragraphs 4, 5, 9, 21, 29, 30, 31 and 32 of Schedule 2; or
- (b) on the owner’s or operator’s own account between the territories of Great Britain and the Republic of Georgia.

(3) In relation to a Georgian goods vehicle used for the carriage of goods in a case to which paragraph (2) does not apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Textual Amendments

**F26** Regs. 30A-30E inserted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, **2(6)**

### Exemption for Croatian goods vehicles

**30D.**—(1) In this regulation—

“Croatian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Croatia to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Croatia; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Croatia on international road transport signed on 22nd of February 1999 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Croatian goods vehicle for the carriage of any goods.

#### Textual Amendments

**F26** Regs. 30A-30E inserted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, **2(6)**

**Exemption for Slovenian goods vehicles**

**30E.**—(1) In this regulation—

“Slovenian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Slovenia to engage in the international carriage of goods by road for hire or reward or on his own account and which, in the case of a motor vehicle, is registered in the Republic of Slovenia; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Slovenia on international road transport signed on 30th of May 2000 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Slovenian goods vehicle for the carriage of any goods.]

**Textual Amendments**

**F26** Regs. 30A-30E inserted (19.3.2004) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2004 \(S.I. 2004/462\)](#), regs. 1, **2(6)**

**[<sup>F27</sup>Exemption for Serbian goods vehicles**

**30F.**—(1) In this regulation—

“Serbian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Serbia to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Republic of Serbia.

[<sup>F28</sup>(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Serbian goods vehicle for the carriage of any goods.]

<sup>F29</sup>(3) .....]

**Textual Amendments**

**F27** Reg. 30F inserted (26.5.2017) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2017 \(S.I. 2017/577\)](#), regs. 1, **2(4)**

**F28** Reg. 30F(2) substituted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(5)(a)**

**F29** Reg. 30F(3) omitted (23.4.2019) by virtue of [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(5)(b)**

**[<sup>F30</sup>Exemption for Kazakhstani goods vehicles**

**30G.**—(1) In this regulation, “Kazakhstani goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Kazakhstan to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Republic of Kazakhstan.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Kazakhstani goods vehicle for the carriage of any goods specified in paragraph 4, 5, 8, 9, 20, 21, 22, 24 or 30 of Schedule 2.

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

(4) In relation to a Kazakhstani goods vehicle used for the carriage of goods in a case to which neither of the preceding exemptions apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

#### Exemption for Belarusian goods vehicles

**30H.**—(1) In this regulation—

“Belarusian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Belarus to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Republic of Belarus; and

“relevant date” means the date on which the Agreement between the Government of the United Kingdom and Northern Ireland and the Republic of Belarus on international road transport signed on 18th March 2019 comes into force.

(2) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Belarusian goods vehicle for the carriage of any goods specified in paragraph 4, 5, 8, 9, 20, 21, 22, 24 or 30 of Schedule 2.

(3) On and after the relevant date, section 2(1) of the Act shall not apply to the use in Great Britain of a Belarusian goods vehicle which is a vehicle specified in Schedule 3.

(4) On and after the relevant date, in relation to a Belarusian goods vehicle used for the carriage of goods in a case to which neither of the preceding exemptions apply, section 2(1) of the Act shall have effect as set out in Schedule 5.

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

#### Exemption for Bosnian and Herzegovinian goods vehicles

**30I.**—(1) In this regulation, “Bosnian and Herzegovinian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of Bosnia and Herzegovina to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in Bosnia and Herzegovina.

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

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

### Exemption for Kosovan goods vehicles

**30J.**—(1) In this regulation, “Kosovan goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Kosovo to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Republic of Kosovo.

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

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

### Exemption for Montenegrin goods vehicles

**30K.**—(1) In this regulation, “Montenegrin goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of Montenegro to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in Montenegro.

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

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

### Exemption for Norwegian goods vehicles

**30L.**—(1) In this regulation, “Norwegian goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Kingdom of Norway to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Kingdom of Norway.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Norwegian goods vehicle for the carriage of any goods specified in paragraphs 4, 5, 9 or 30 of Schedule 2.

(3) Section 2(1) of the Act shall not apply to the use in Great Britain of a Norwegian goods vehicle—

- (a) specified in paragraph 1 of Schedule 3; or
- (b) where the goods are being carried for or in connection with any trade or business carried on by the person carrying them and where each of the following conditions are fulfilled—
  - (i) the goods are the property of the person carrying them or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by that person;
  - (ii) the purpose of the journey is to carry the goods to or from premises of the person carrying them or to move them, either inside or outside those premises, for that person’s own requirements;
  - (iii) the goods vehicle used for such carriage is being driven by an employee of the person;

(iv) the goods vehicle used for carrying the goods is owned by the person carrying them or has been bought by that person on deferred terms or has been hired by that person; and

(v) the carriage is ancillary to the overall activities of the person.

(4) In relation to a Norwegian goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions apply, section 2(1) and (3) of the Act shall have effect as set out in Schedule 5A.

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2019* (S.I. 2019/670), regs. 1, **2(6)**

#### Exemption for Icelandic goods vehicles

**30M.**—(1) In this regulation, “Icelandic goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Republic of Iceland to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Republic of Iceland.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of an Icelandic goods vehicle for the carriage of any goods specified in paragraphs 4, 5, 9 or 30 of Schedule 2.

(3) Section 2(1) of the Act shall not apply to the use in Great Britain of an Icelandic goods vehicle—

(a) specified in paragraph 1 of Schedule 3; or

(b) where the goods are being carried for or in connection with any trade or business carried on by the person carrying them and where each of the following conditions are fulfilled—

(i) the goods are the property of the person carrying them or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by that person;

(ii) the purpose of the journey is to carry the goods to or from premises of the person carrying them or to move them, either inside or outside those premises, for that person’s own requirements;

(iii) the goods vehicle used for such carriage is being driven by an employee of the person;

(iv) the goods vehicle used for carrying the goods is owned by the person carrying them or has been bought by that person on deferred terms or has been hired by that person; and

(v) the carriage is ancillary to the overall activities of the person.

(4) In relation to an Icelandic goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions apply, section 2(1) and (3) of the Act shall have effect as set out in Schedule 5A.

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) (Amendment) Regulations 2019* (S.I. 2019/670), regs. 1, **2(6)**

### Exemption for Liechtenstein goods vehicles

**30N.**—(1) In this regulation, “Liechtenstein goods vehicle” means a foreign goods vehicle which is owned or operated by a person who is authorised under the law of the Principality of Liechtenstein to engage in the international carriage of goods by road for hire or reward or on that person’s own account and which, in the case of a motor vehicle, is registered in the Principality of Liechtenstein.

(2) Section 2(1) of the Act shall not apply to the use in Great Britain of a Liechtenstein goods vehicle for the carriage of any goods specified in paragraphs 4, 5, 9 or 30 of Schedule 2.

(3) Section 2(1) of the Act shall not apply to the use in Great Britain of a Liechtenstein goods vehicle—

- (a) specified in paragraph 1 of Schedule 3; or
- (b) where the goods are being carried for or in connection with any trade or business carried on by the person carrying them and where each of the following conditions are fulfilled—
  - (i) the goods are the property of the person carrying them or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by that person;
  - (ii) the purpose of the journey is to carry the goods to or from premises of the person carrying them or to move them, either inside or outside those premises, for that person’s own requirements;
  - (iii) the goods vehicle used for such carriage is being driven by an employee of the person;
  - (iv) the goods vehicle used for carrying the goods is owned by the person carrying them or has been bought by that person on deferred terms or has been hired by that person; and
  - (v) the carriage is ancillary to the overall activities of the person.

(4) In relation to a Liechtenstein goods vehicle being used for the carriage of goods in a case to which none of the preceding exemptions apply, section 2(1) and (3) of the Act shall have effect as set out in Schedule 5A.]

#### Textual Amendments

**F30** Regs. 30G-30N inserted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, **2(6)**

### Simplified procedure for the grant, etc., of operators’ licences

**31.**—(1) The Act shall have effect subject to the modifications set out in Part I of Schedule 6 in relation to any foreign goods vehicles (to which [<sup>F31</sup>regulations 4 to 30N] do not apply).

(2) The Goods Vehicles’ (Licensing of Operators) Regulations 1995(**10**) shall have effect subject to the amendments set out in Part II of the said Schedule in relation to foreign goods vehicles (to which [<sup>F31</sup>regulations 4 to 30N] do not apply).

(3) The Goods Vehicles (Licensing of Operators) Act 1995 (Commencement and Transitional Provisions) Order 1995(**11**) and The Goods Vehicles (Licensing of Operators) (Fees) Regulations 1995(**12**) shall not have effect in relation to any foreign goods vehicles.

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(10) S.I. 1995/2869.

(11) S.I. 1995/2181 (c. 44).

(12) S.I. 1995/3000.

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**Changes to legislation:** There are currently no known outstanding effects for the *The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) Regulations 1996*. (See end of Document for details)

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**Textual Amendments**

**F31** Words in [reg. 31](#) substituted (23.4.2019) by [The Goods Vehicles \(Licensing of Operators\) \(Temporary Use in Great Britain\) \(Amendment\) Regulations 2019 \(S.I. 2019/670\)](#), regs. 1, [2\(7\)](#)

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**Commencement Information**

**I28** [Reg. 31](#) in force at 26.9.1996, see [reg. 1](#)

*Sir George Young Bt*  
Secretary of State for Transport

**Changes to legislation:**

There are currently no known outstanding effects for the The Goods Vehicles (Licensing of Operators) (Temporary Use in Great Britain) Regulations 1996.