



**Access to the road haulage market for LCVs**  
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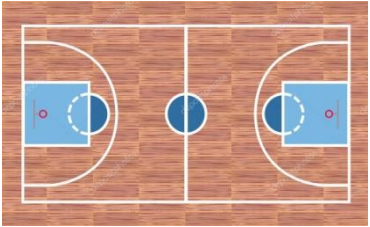
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# Different types of transport operations



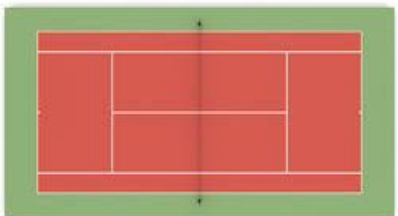
**Domestic transport:** Starts and ends within a single country. It is carried out by a transport operator established in that country. Normally a domestic licence or a Community licence is required. Transit of another country can be involved without loading or unloading in the other country.



**International transport:** Starts and ends in different countries. Bilateral international, and cross trade are sub types. These operations can include transit. Normally a Community licence or a bilateral agreement permit is required.



**Cabotage:** Domestic transport for hire or reward carried out on a temporary basis in a host country by a road goods transport operator not established in that country. Cabotage is always consecutive to a loaded international transport. Transit of another country can be involved without loading or unloading in the other country.



**A road leg of combined transport:** Combined transport must be intra-EU. It must involve at least two modes (road with rail, maritime or inland waterways). The non-road leg must be at least 100 km. The road leg not more than 150 km (maritime, inland waterway) or involving the nearest suitable terminal (rail).

## Understanding Cabotage

1. It can only be done by an EEA, EU or UK established haulier.
2. It can be done in the EEA, EU and UK. The conditions are different.
3. It should always be preceded by an international incoming loaded operation.
4. It can only start after the complete unloading of the international loaded journey.
5. Pallets and empty containers are considered a load when carried with a transport contract.
6. A domestic road leg of an intra-EU combined transport should never be called "cabotage".
7. Cabotage is done with the same motor vehicle used for the incoming journey.

## Understanding Cabotage

8. Regulation 1072/2009 applies to vehicles above 2.5 tonnes.
9. EEA countries have the possibility to apply the cabotage rules to operations with vehicles below 2.5 tonnes, but no Community licence is required.

## Two ways to do cabotage

**One country over maximum seven days:** all cabotage operations are done in one single country over a maximum of seven days.

**Several countries over maximum seven days:** the three cabotage operations are done in different countries. Up to two operations can be done in the country of last unloading of the international journey, one in others. In the latter, the country is entered empty and the operation should be done within three days of entry into the country. The three operations must be done within seven days following the last unloading of an international journey.

## When does the cabotage period start and end 3 in 1 over 7?

1. The cabotage period **starts** at midnight after the last unloading of the international incoming operation. The unloading is done in Monday afternoon, the cabotage period starts on Tuesday at midnight.
2. The cabotage period **ends** at 23:59 on the seventh day since the start of the cabotage period. So, in this case the next Monday at 23:59.
3. The cabotage period always ends when a vehicle leaves the host country.

## When does the cabotage period start and end <sup>3</sup> in several countries?

1. Where a country is entered empty, the 3-day period for the one cabotage operation **starts** at midnight after entry into that country. A vehicle enters the country empty at Tuesday lunch-time, the three-day period starts at midnight on Wednesday.
2. The cabotage period **ends** in that country at 23:59 on the third day since the start of the three-day period. So, in this case the next Friday at 23:59.
3. The cabotage period always ends when a vehicle leaves the host country.

## Cooling-off after cabotage

1. After the end of a cabotage period, the used motor vehicle cannot undertake cabotage in that host country for four days. International operations are still allowed during these four days.
2. The cooling-off period starts at midnight after the last cabotage unloading in a host country. It ends at 23:59 on the fourth day after the start of the cooling-off period.
3. The vehicle does not have to leave the host country during a cooling-off in that country.

## Weekends and public holidays

1. Where a period ends on a weekend or public holiday, the period is prolonged until 23:59 the following working day. A cabotage period ends on a Saturday, it is prolonged until 23:59 the next Monday.
2. Where the period is looked at retroactively, the weekend and public holiday rules does not apply.



## You are planning international carriage and cabotage – what cannot you not forget?

1. Keep proof of the last unloading of the incoming international journey – CMR or equivalent.
2. Acquire a good understanding of the interpretation of a cabotage operation in a host country ([IRU site](#)) – number of loading and unloading points + number of consignment notes recognised per operation.
3. Keep proof of every single cabotage operation. See Article 8.3.
4. Keep proof of operational activity during a cooling-off period – CMR or equivalent.
5. Keep tachograph records available.

## Article 8.3 of Regulation (EC) 1072/2009?

- (a) the name, address and signature of the sender;
- (b) the name, address and signature of the haulier;
- (c) the name and address of the consignee as well as his signature and the date of delivery once the goods have been delivered;
- (d) the place and the date of taking over of the goods and the place designated for delivery;
- (e) 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, as well as the number of packages and their special marks and numbers;
- (f) the gross mass of the goods or their quantity otherwise expressed;
- (g) the number plates of the motor vehicle and trailer.



## What can be checked at the roadside?

1. Tachograph records.
2. Certified true copy of the Community licence.
3. Article 8.3 information for the different operations.
4. Origin of the non-road journey of combined transport.
5. Operational activity to prove driver posting status.
6. Posting declarations.

# Examples of different infringements - 1

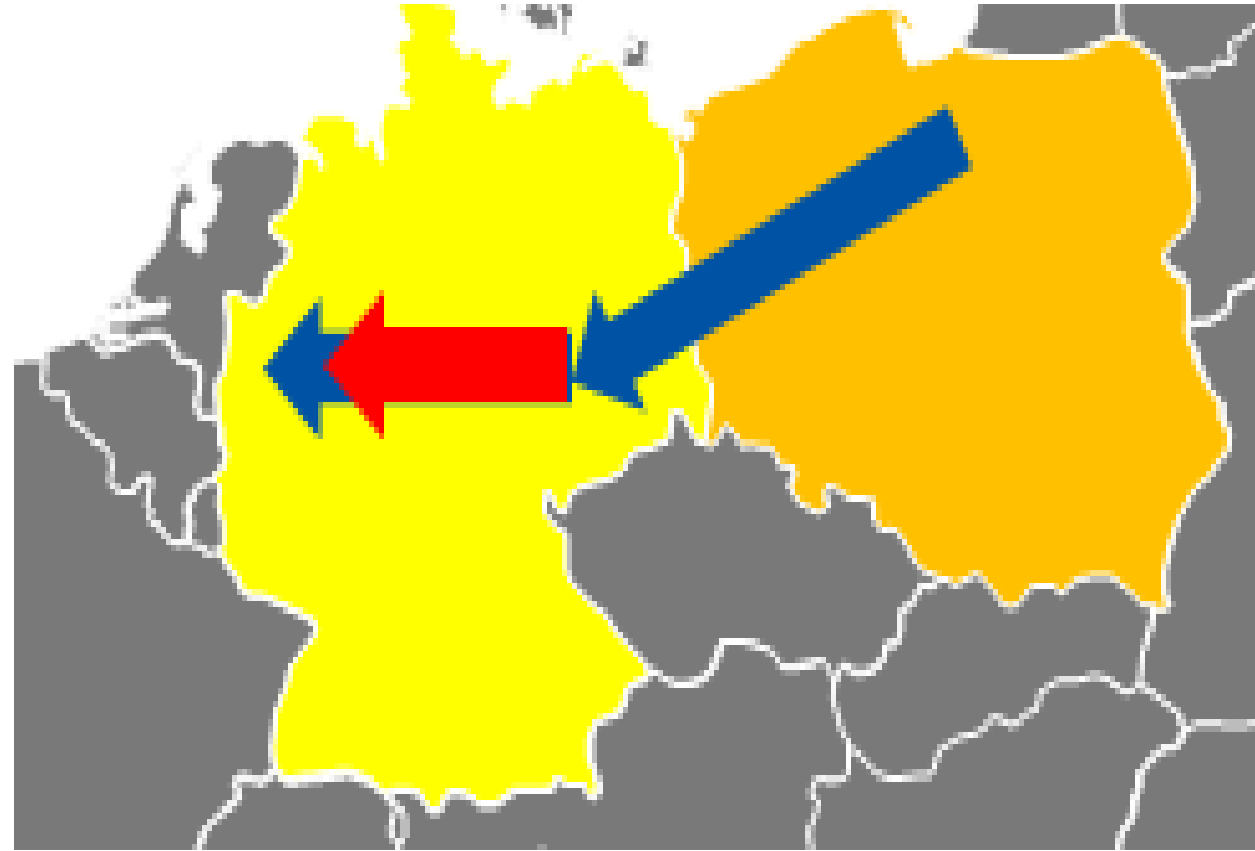


- The international incoming loaded operation was not carried out with the same motor vehicle used for the cabotage transport.
- The shipment of goods for hire and reward is not actually covered by a contract.
- The load consists of empty pallets or empty containers and the driver or transport undertaking cannot provide evidence that they are carried under contract or that they are owned by the transport undertaking.
- An EU registered vehicle combination returns from a third country empty and carries out cabotage in an EU Member State and cannot provide evidence that the third country has merely been transited.

# Examples of different infringements - 2



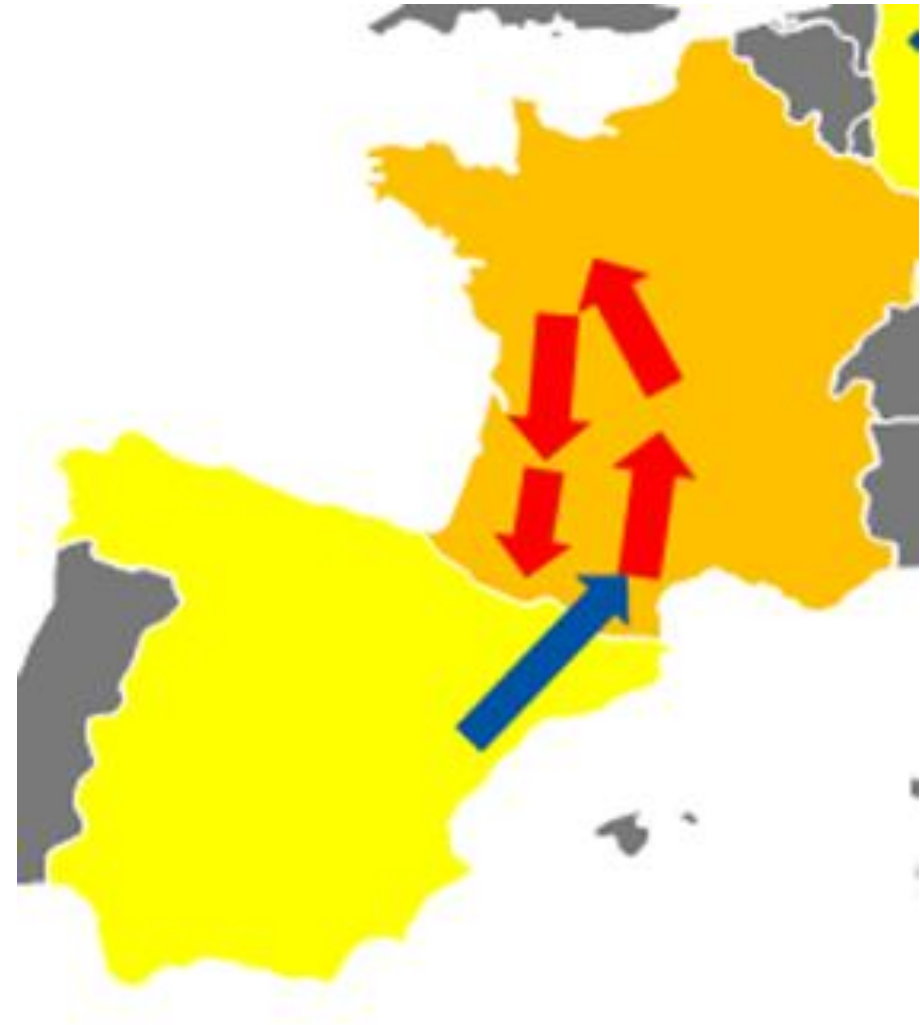
Cabotage (red arrow)  
before the complete  
unloading of the  
incoming  
international journey



# Examples of different infringements - 3



If the number of cabotage operations (red arrow) in the host Member State of the last unloading of an incoming international operation is more than three.



# Examples of different infringements - 4



The number of cabotage operations allowed is exceeded. Where the cabotage operations are carried out in several host Member States, the ones other than the one of the last unloading of the international carriage should be entered empty and two cabotage operations are done within three days of entry in a host Member State. In this case, the two cabotage operations in a single host Member State are not allowed.

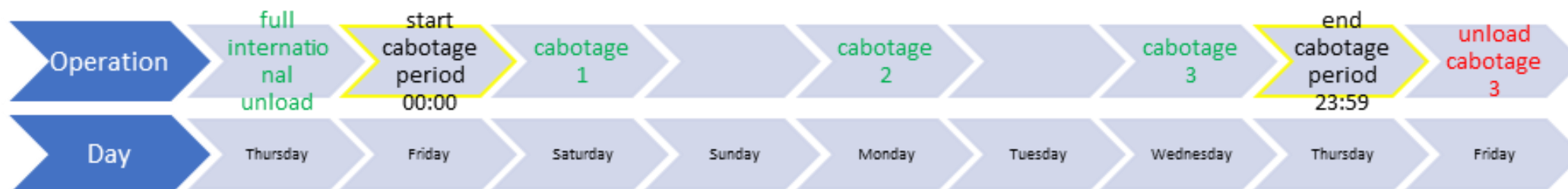


# Examples of different infringements - 5



## Exceeding Time Limits

If more than seven days have elapsed since a full unloading of goods of an incoming international transport.



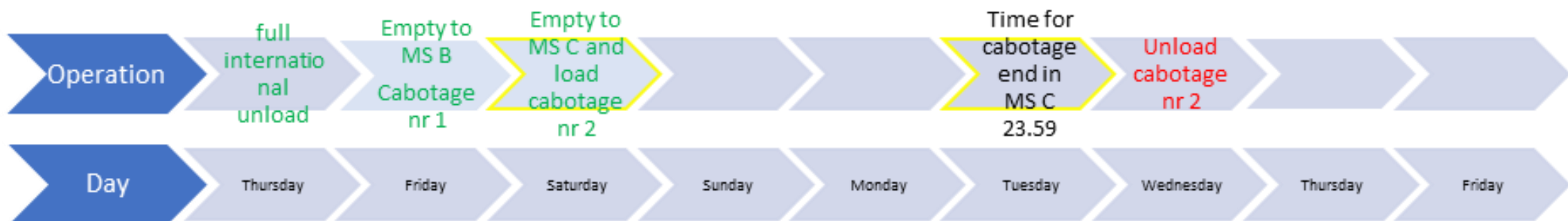
# Examples of different infringements - 6



Time limit within a host Member State is exceeded

A loaded vehicle combination enters Member State A and fully unloads on a Thursday; the vehicle combination drives empty to Member State B to do one cabotage operation. The vehicle combination continues empty into Member State C on the Saturday to load another cabotage operation but only unloads the goods on the Wednesday.

The three-day period to do one cabotage operation in the host Member State C ended later than Tuesday at midnight and is therefore not allowed.

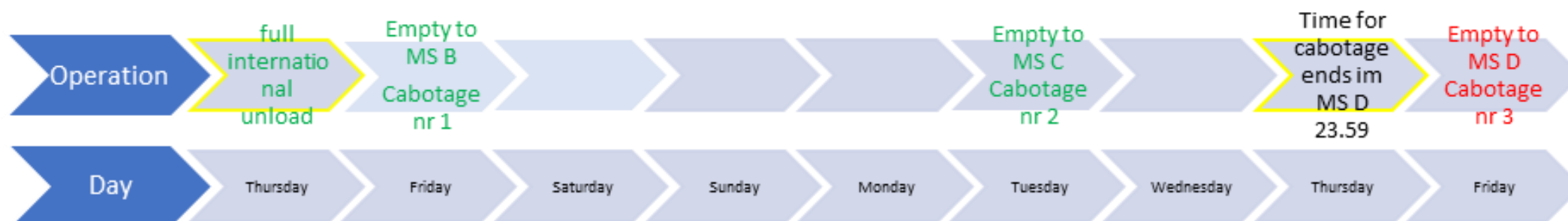


# Examples of different infringements - 7



## Exceeding Time Limits

The three cabotage operations have been spread over several Member States during the same cabotage period and more than seven days have elapsed since a full unloading of goods of an incoming international transport.





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