



ECMT MULTILATERAL QUOTA

USER GUIDE

January 2027

Contents

Documents to be onboard a Tractor Vehicle	3
Preamble	7
1. Definitions	8
2. Liberalised transport	11
3. Issuing and limits of ECMT licences	13
4. Use of ECMT licences	15
5. The logbook	17
6. Validity and withdrawal	19
7. Cancellation and replacement	20
8. Mutual assistance	21
9. The “EURO V safe” lorry scheme	22
9 bis. Requirements for “EEV safe” motor vehicles	26
10. The “EURO VI safe” lorry scheme	29
11. The “ZEV” lorry scheme	33
Annex 1. Model of an annual and short-term ECMT licence information document	37
Annex 2. Model of authorisation for international removals	41
Annex 3. Stamps which might appear on the licence	53
Annex 4. Model of Certificate of Compliance with Technical Provisions Concerning Exhaust and Noise Emissions and Safety Requirements for “EURO V safe”, “EEV safe”, “EURO VI safe” or “ZEV” Motor Vehicle	54
Annex 5. Model of Safety Certificate for a Trailer	57
Annex 6. Model of Certificate for Roadworthiness for Motor Vehicles and Trailers	59
Annex 7.1 Model of the Logbook	61
Annex 7.2 Model of the Journey Information Document	62
Annex 8. Models of stickers for “EURO V safe”, “EEV safe”, “EURO VI safe” and “ZEV” lorry	63
Annex 9. Model of Certificate of Compliance with Technical Provisions Concerning Exhaust and Noise Emissions and Safety Requirements for “EURO V/5 Safe”, “EEV Safe”, “EURO VI/6 Safe” or “ZEV” Motor Vehicle (Lorry) of TPLW above 3.5 and not exceeding 6 Tonnes (including specific cases for lorries above 6 Tonnes)	65
Annex 10. Model of Safety Certificate for a Trailer of TPLW not exceeding 3.5 Tonnes	68

Documents to be onboard a Tractor Vehicle

❖ An ECMT Licence Information Document:

- Generated by the ECMT Digital System;
- Annual or short-term (valid for 30 days);
- With information corresponding to the type of vehicle concerned (“EURO V safe”, “EURO VI safe” or “ZEV”)¹;
- Where appropriate, with markings corresponding to the non-validity in territories (A, GR, H, I, RUS);
- Stored either as a digital file on a mobile device or printed, only on the white paper.

❖ An ECMT Journey Information Document, corresponding to the ECMT licence under which the vehicle is operating:

- Generated by the ECMT Digital System;
- Updated with the latest journey’s details using the related licence;
- Stored either as a digital file on a mobile device or printed, only on the white paper.

❖ The certificate of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO V safe", "EEV safe", "EURO VI safe" or “ZEV” motor vehicle (*Annex 4 in the Guide*),¹ filled-out in one of the four languages (language of the country of registration, French, English, German), accompanied by translation into at least two other of these languages (the blank certificates). These to be numbered in such a way as to form a coherent series by Member country. The national Authority can either directly proceed with the numbering or delegate it to manufacturers, but either way the national Authority will be responsible for ensuring that the numbers of the certificates can be "traced", so that every certificate can be identified. The certificate of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for “EURO V safe”, “EEV safe”, “EURO VI safe” or “ZEV” motor vehicle shall be uploaded in the ECMT Digital System in one language, but the original paper document must be kept on board and used for control purpose.

- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO V safe" lorry (ITF/TMB/TR(2008)4) issued before 31 December 2008 remain valid.*
- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO III safe", "EURO IV safe" or "EURO V safe" motor vehicle (Annex 4 in the Guide of 2009), issued before 31 December 2013 remain valid.*²
- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO IV safe", "EURO V safe", "EEV safe" or "EURO VI safe" motor vehicle (Annex 4 in the Guide 2014) issued before 31 December 2021 remain valid.*³
- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for “EURO V safe”, “EEV safe” or “EURO VI safe” Motor Vehicle (Annex 4*

in the Guide 2022) issued before 31 December 2025 and for “EURO V safe” and “EEV safe” not retrofitted with smart tachograph remain valid.

- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for “EURO V safe”, “EEV safe” or “EURO VI safe” Motor Vehicle (Annex 4 in the Guide 2026) issued before 31 December 2026 remain valid.*
 - *Vehicles which have been registered for the first time before the amendment of the Directive or Regulation, as stated in the Guide, have to comply with the requirements of the Directive or Regulation in the version applicable at that time.*
 - *As from 1 January 2027, the certificates, as reproduced in Annex 4 of this Guide, must be used.*
- ❖ **For a Motor vehicle (lorry) of TPLW above 3.5 and not exceeding 6 tonnes** the Certificate of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO V/5 Safe", "EEV Safe", "EURO VI/6 Safe" or “ZEV” motor vehicle (Lorry) of TPLW above 3.5 and not exceeding 6 Tonnes (including specific cases for lorries above 6 Tonnes) must be used (Annex 9 in the Guide).
- *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for "EURO IV/4 Safe", "EURO V/5 Safe", "EEV Safe" or "EURO VI/6 Safe" Motor vehicle (lorry) of TPLW above 3.5 and not exceeding 6 tonnes (ITF/TMB/TR/MQ(2014)1/FINAL) issued before 31 December 2021 remain valid.⁴*
 - *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for “EURO V/5 Safe”, “EEV Safe” or “EURO VI/6 Safe” Motor vehicle (lorry) of TPLW above 3.5 and not exceeding 6 Tonnes (including specific cases for lorries above 6 Tonnes) (Annex 9 in the Guide 2022) issued before 31 December 2025 and for “EURO V safe” and “EEV safe” not retrofitted with smart tachograph remain valid.*
 - *Certificates of compliance with technical provisions concerning exhaust and noise emissions and safety requirements for “EURO V/5 Safe”, “EEV Safe” or “EURO VI/6 Safe” Motor vehicle (lorry) of TPLW above 3.5 and not exceeding 6 Tonnes (including specific cases for lorries above 6 Tonnes) (Annex 9 in the Guide 2026) issued before 31 December 2026 remain valid.*
- ❖ **The certificate of compliance with the safety requirements for the trailer or semi-trailer** (Annex 5 in the Guide), filled-out in one of the four languages (language of the country of registration, French, English, German), accompanied by translation into at least two other of these languages (the blank certificates). They all will be numbered in such a way as to form a coherent series by Member country. The national Authority can either directly proceed with the numbering or delegate it to manufacturers, but either way the national Authority will be responsible for ensuring that the numbers of the certificates can be "traced", so that every certificate can be identified. The certificate of compliance with the safety requirements for the trailer and semi-trailer may be uploaded in the ECMT Digital System in one language and the original paper document must be kept on board and used for control purpose.
- *Certificates issued before 31 December 2021 remain valid. Vehicles which have been registered for the first time before the amendment of the Directive or Regulation, as stated in the Guide, have to comply with the requirements of the Directive or Regulation in the version applicable at the time of the vehicle's first registration.*
 - *As from 1 January 2022, the certificates, as reproduced in Annex 5 of this Guide, must be used.*

- ❖ **For a Trailer of TPLW not exceeding 3.5 Tonnes** the Certificate of compliance of a trailer of TPLW not exceeding 3.5 tonnes with the technical safety requirements must be used (*Annex 10 in the Guide*).
 - *Certificates of compliance of a trailer of TPLW not exceeding 3.5 tonnes with the technical safety requirements (ITF/TMB/TR/MQ(2014)3/FINAL) issued before 31 December 2021 remain valid.*
 - *As from 1 January 2022, the certificates, as reproduced in Annex 10 of this Guide, must be used.*
- ❖ **The certificate for roadworthiness test for the motor vehicle and the trailer or semi-trailer** (*Annex 6 in the Guide*), filled-out in one of the four languages (language of the country of registration, French, English, German), accompanied by translation into at least two other of these languages (the blank certificates). The competent Body will number them all in the country of registration. The certificate for roadworthiness test for the motor vehicle shall be uploaded in the ECMT Digital System, but the original paper document must be kept on board and used for control purposes. The certificate for roadworthiness test for the trailer or semi-trailer may be uploaded in the ECMT Digital System in one language, and the original paper document must be kept on board and used for control purposes.
 - *Due to the fact that the date of first registration of the vehicle is not indicated on any ECMT certificate and is not always indicated in the registration document of the vehicle, all vehicles - no matter whether they are "new" or "old"- should carry this certificate on board to guarantee a uniform, quick and simple control system.*
 - *If the certificates of compliance referred to above have been issued before 31 December 2021, it will be certified during roadworthiness test that the vehicle has been equipped in accordance with those listed versions of the Directives which were applicable at the time of the vehicle's first registration.*

ATTENTION:

1. "EEV safe" lorries are not considered within the ECMT Multilateral Quota as a separate category. "EEV safe" lorry operating under the ECMT Multilateral licence shall be accompanied by the ECMT licence for "EURO V safe" category
2. For "EURO V Safe" lorries only.
3. For "EURO V Safe", "EEV Safe" or "EURO VI Safe" lorries only.
4. For "EURO V/5 Safe", "EEV Safe" or "EURO VI/6 Safe" lorries only.

GENERAL PRACTICE WITH REGARD TO THE "FILLING OUT" OF ALL CERTIFICATES

All the certificates have to be duly completed and signed. They will **not** be considered **valid** if information or certification is required, but missing for some points. The only exceptions to this rule are:

- *"Rear protective devices" and "lateral protection" in Annex 4, 5, 9 and 10: as indicated in the relevant footnotes, these points are not required for semi-trailer tractors.*

In such cases, it is therefore highly recommended that, rather than leave them blank, the points should be struck out.

The certificates reproduced in Annexes 4, 5, 9 and 10 may be filled-in electronically; the stamps and the signature may also be imprinted electronically or by facsimile.

Preamble

Since its creation, in 1953, the European Conference of Ministers of Transport (ECMT) has always sought to facilitate international inland transport and integrate the markets concerned.

Its multilateral quota of transport licences, introduced on 1 January 1974, was seen by the Council of Ministers as a practical step towards the gradual liberalisation of road freight transport, which could only be achieved in conjunction with the joint efforts of Member countries towards the harmonization of the terms of competition both between road hauliers from different countries and between modes of transport.

By introducing standards regarding noise and exhaust emissions for the "green" lorry and even stricter emission standards as well as safety requirements for the "greener and safe" lorry and successively, for the "EURO III safe", "EURO IV safe", "EURO V safe", "EURO VI safe", and recently "ZEV" lorry, the multilateral quota also promotes the use of environment friendly and safe vehicles and thus contributes to ensuring sustainable mobility.

The multilateral character of the licences also serves to rationalise the use of vehicles by reducing the number of empty runs.

The ECMT became the International Transport Forum (ITF) by a Declaration adopted by the ECMT Council of Ministers at the Ministerial Session held in Dublin on 17 and 18 May 2006.

However, the multilateral quota system continues to function as the ECMT Multilateral quota of licences for ECMT Member countries, as listed in Chapter 1. *Definitions*.

As from 1st January 2026, the ECMT Digital System was introduced, whereby the traditional printed licences and logbooks were replaced with a digital solution providing a seamless, and more secure operation of the Multilateral quota system, in full respect of applicable data protection regulations. For the correct functioning of the ECMT Multilateral quota of licences, the ECMT Digital System must be used by the Secretariat, the Issuing Authorities, the transport undertakings and the control Authorities. Drivers and control officers have the possibility of using the ECMT Digital System, but transport undertakings and control authorities may decide not to use this possibility.

As from 1st January 2027, "ZEV" lorries could perform journeys under the ECMT Multilateral quota.

The following guide, addressed to carriers holding ECMT licences and officials involved in managing the quota, briefly describes the main characteristics of licences and the conditions and scope for their use.

The provisions of the guide may be amended at any time by the working Group on Road Transport in order to take account, in particular, of changes in existing regulations at the international level in the areas covered by the Guide. These amendments shall enter into force at a date set by the working Group on Road Transport.

1. Definitions

The definitions of the terms in heavy type are as follows:

- **ECMT**: the European Conference of Ministers of Transport, an intergovernmental organisation set up in 1953.
- **ECMT Digital System (DS)**: the digital licencing system for the issue, cancellation, replacement, administration, use and control of ECMT licences. The ECMT DS can be accessed throughout a web portal and a mobile application.
- **Member country**: country participating in the ECMT quota system.

The following Member countries participate in the quota system at 1st January 2026: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and the United Kingdom.

- **Third country**: country which is not a Member of the ECMT quota system.
- **Country of registration**: country where the vehicle is registered. This is also mentioned on the registration plate of the vehicle.
- **Licence**: permit which is valid for a number of journeys defined under paragraph 3.13 within a specific period of time between Member countries and accompanied by a duly completed logbook.
- **Licence Information Document**: document containing information about a specific ECMT licence managed using the ECMT DS and used for control purposes.
- **Competent Authority**: the Authority, or Body, in a Member country which is authorised to carry out activities related to the present Guide.
- **Issuing Authority**: the authority within each member country which is tasked to create accounts for transport undertakings and control authorities within the ECMT DS, and to assign ECMT licences to transport undertakings over the ECMT DS.
- **Multilateral character**: the possibility of using the licence for runs between Member countries, other than the country of establishment.
- **Logbook**: digital record which is an integral part of and assigned to the licence and contains information about all transport operations performed under the respective licence in chronological order including laden and unladen journeys. This information should be used for the control of the use of licences.
- **Journey Information Document**: extract of the logbook containing information about the last ten journeys performed under a specific ECMT licence and used for control purposes.
- **International carriage**: a journey by a laden or unladen vehicle whose points of departure and arrival are in two different Member countries, with or without transit through one or more Member or non-member countries.

- **International removals:** is the transfer of furniture and other removal related contents between premises (including residential, commercial and associated grounds) located in different countries.
- **Intermodal Transport Unit (ITU):** container, swap body or semi-trailer/goods road motor vehicle suitable for intermodal transport.¹
- **Transport for hire or reward:** a transport operation performed by a transport undertaking for remuneration.
- **Transport for own account:** is when the goods carried are the property of the undertaking or have been sold, bought, let out on hire or hired, produced, extracted, processed or repaired by the undertaking. The purpose of the transport must be to carry the goods to or from the undertaking or to move them, either inside the undertaking or outside for its own requirements. The motor vehicles used for such carriage must be driven by employees of the undertaking and must be owned by the undertaking or put at its disposal through a hiring or leasing contract. The transport must be an ancillary activity of the undertaking.
- **Transport for non-commercial purposes:** is when the purpose of the carriage, as specified in items 8) and 9) of Chapter 2 of the Guide is not to directly or indirectly generate any profit, such as where the goods are provided on a charitable or philanthropic basis, or is for personal use; or

The products moved are for the purposes as specified in items 8) and 9) of Chapter 2 of the Guide and are returned to their home country of origin without alterations. Where customs procedures apply these products are admitted temporarily (consistent with World Customs Organisation's principles). Likewise, animals are returned to their country of origin.
- **Cabotage:** a road transport operation, where goods are loaded and unloaded at two separate points within one country, by a transport undertaking which is established in another country.
- **Recurring transport:** exclusive transport between two Member countries outside the country of establishment.
- **Transport undertaking (transport operator, carrier, haulier):** any individual or corporate entity exercising the profession of international carrier of goods by road, and who is duly authorised to perform international transport operations by the competent authority in the country of establishment.
- **Transit:** a journey across the territory of a country in which goods are neither loaded nor unloaded.
- **Vehicle:** a motor vehicle registered in a Member country, or a combination of coupled vehicles in which at least the motor vehicle is registered in a Member country and exclusively intended for the carriage of goods. The vehicle can be the property of the transport undertaking, or can be put at its disposal through a hiring or leasing contract.
- **Hired vehicle:** any vehicle which, for remuneration and for a given period, is held by an undertaking that engages in the carriage of goods by road, for hire or reward, or for its own account by virtue of a hiring or leasing contract with the undertaking that owns the vehicle.

1. Glossary for transport statistics, G.II-02. Eurostat, 5th edition, 2019

- **Trailer:** a non-powered vehicle for the carriage of goods, intended to be coupled to a motor vehicle, excluding semi-trailers.
- **Semi-Trailer:** a non-powered vehicle for the carriage of goods, intended to be coupled to a motor vehicle in such a way that a substantial part of its weight and of its load is borne by the motor vehicle
- **Basic quota:** quota allocated to a Member country.
- **Quota:** the number of licences made available every year to an ECMT Member country. The principles for the calculation of this quota are set up by the Group on Road Transport and approved by the Ministers.
- **Secretariat:** the Secretariat of International Transport Forum (ITF).
- **Country (State) of establishment:** Member country, where the transport undertaking is legally established.

2. Liberalised transport

In order to facilitate international transport and to achieve a better use of vehicles, the following categories of transport are *exempted from multilateral and bilateral transport permit requirements*:

- 1) The transport of goods by motor vehicles whose Total Permissible Laden Weight (TPLW), including trailers, does not exceed 3.5 tonnes.¹
- 2) The transport of goods on an occasional basis, to or from airports, in cases where services are diverted.²
- 3) The transport of vehicles, which are damaged or have broken down and the movement of breakdown repair vehicles.
- 4) Unladen runs by a goods vehicle sent to replace a vehicle which has broken down in another country, and also the return run, after repair, of the vehicle that had broken down.
- 5) Transport of livestock in vehicles purpose-built or permanently converted for the transport of livestock and recognised as such by the Member countries' Authorities concerned.³
- 6) Transport of spare parts and provisions for ocean-going ships and aircraft.⁴
- 7) Transport of medical supplies and equipment needed for emergencies, more particularly in response to natural disasters and humanitarian needs.
- 8) Transport for non-commercial purposes of works and objects of art for fairs and exhibitions.
- 9) Transport for non-commercial purposes of properties, accessories and animals to or from theatrical, musical, film, sports or circus performances, fairs or fetes, and those intended for radio recordings, or for film or television production.
- 10) The transport of goods on own account.⁵
- 11) Funeral transport.
- 12) Postal transport carried out as a public service.⁶
- 13) Transfer of newly acquired vehicles without cargo to the place of their final destination.⁷

General note: Provisions of this chapter does not affect European Union law, the provisions in the agreement on the European Economic Area or agreements between the European Union and non-EU countries that are Members of the ECMT.

Special cases: International removals

International removals are not subject to quota, but are subject to special authorisation. The ECMT model of the authorisation should be used (see Annex 2). Member countries that are issuing authorisations for international removals must send to the Secretariat the list of the authorisations issued, with the serial

1. Italy entered a reservation under item 1).

2. Germany and the Russian Federation entered a reservation under 2).

3. Austria, Bulgaria, Czechia, Estonia, France, Germany, Hungary, Italy, Poland, the Russian Federation and Switzerland entered a reservation under item 5).

4. Czechia, Germany and the Russian Federation entered a reservation under item 6).

5. Austria, Belarus, Bulgaria, Czechia, Estonia, Finland, France, Greece, Hungary, Italy, Lithuania, Poland, the Russian Federation, Sweden and Türkiye entered a reservation under item 10).

6. Austria and Italy entered a reservation under item 12).

7. Finland entered a reservation under item 13).

number of the authorisations and the validity dates. Names of the company to which the authorisations are issued can be added. The Secretariat will publish the list on the ITF website. Authorisations which are not published are deemed to be invalid.

ECMT authorisation for International Removals can be used by transport undertakings established in an ECMT Member country for transport between ECMT Member countries. There is no right of cabotage.

3. Issuing and limits of ECMT licences

3.1 ECMT licences are multilateral licences, provided by the ITF, for the international carriage of goods by road for hire or reward by transport undertakings established in an ECMT Member country, on the basis of a quota system, the transport operations being performed:

- between ECMT Member countries; and
- in transit through the territory of one or several ECMT Member country(ies) by vehicles registered in an ECMT Member country.

ECMT licences are issued, managed and checked using the ECMT DS.

3.2 The licences are not valid for transport operations between a Member country and a third country. For instance, a vehicle performing a transport between Norway (ECMT Member country involved in the quota system) and Iran as final destination (non-ECMT member country but neighbour of an ECMT Member country) cannot use an ECMT licence for such a transport.

3.3 ECMT licences are valid if transport is transiting through a third country (for instance, freight loaded in Norway to be unloaded in Russia, transiting through Iran).

3.4 If goods are transported via an ECMT country where the use of ECMT licences is restricted, the said countries may be transited with a bilateral licence, a Community licence or some other means of transport (rolling road), the ECMT licence information document remaining accessible, either as a digital file or printed, on board from the point of loading to the point of unloading.

3.5 There are annual licences valid for a calendar year (1 January - 31 December) and short-term licences, valid 30 days and marked "short-term licences".

3.6 ECMT licences are issued, depending on national criteria, to road transport undertakings duly authorised to operate by the competent Authority of the country in which they are established. Licences do not indicate the vehicle's registration number and are used together with the logbook assigned to it.

3.7 The fees paid by hauliers for ECMT licences are solely determined by Member countries in accordance with their national legislation.

Extent of and limits to the validity of licences

3.8 ECMT Member countries recognise the validity of licences issued by another Member country and used in conformity with the provisions set out herein, subject to any restrictions referred to below.

General limits

3.9 The licence is obtained from the Issuing Authority of the country where the transport undertaking is established. In case of coupled combination of vehicles, the licence covers the whole vehicle combination, even if the trailer or the semi-trailer is not registered in the name of the holder of the licence, or is registered in another Member country.

Territorial limits

3.10 Some of the licences may not be used on the territory of some Member countries. Licence Information Documents bear a stamp to this effect. In particular, licences with territorial restrictions

for Austria or Greece or Hungary or Italy or Russia (cf. Annex 3) are not valid on the territory of the respective Member country(ies).

3.11 Short-term licences are not valid on the Austrian territory.

Technical limits

3.12 Certain licences may also only be used with vehicles called either:

3.12.1 "EURO V safe" lorry (see Chapter 9 concerning the "EURO V safe" lorry scheme).

3.12.2 "EURO VI safe" lorry (see Chapter 10 concerning the "EURO VI safe" lorry scheme).

3.13 As from 1st January, 2006, ECMT licences allow transport operations under the following conditions¹:

- after the first loaded journey between the Member country of establishment and another Member country,
- the haulier may maximum perform three loaded journeys, where the Member country of establishment is not involved,
- after these three maximum loaded journeys, the vehicle, loaded or empty, must come back to its Member country of establishment.

Empty runs outside the country of establishment are not taken into account since it is not considered as a transport operation. A transport journey or empty run to, or in transit through, the state of establishment is considered a return.

3.14 For attesting the fact that return² back to the country of establishment has been under a transit journey a haulier or authorized driver shall add in the ECMT DS a transit point through the functionality "Transit" indicating the date and place of entering the territory of the country of establishment.

3.15 A haulier cannot be penalized twice for the same infringement. In order to avoid repeated penalizing for one and the same case of not observing three journeys restriction, as defined in paragraph 3.13, the controlling Authority of a Member country detecting and sanctioning the case may indicate it in the logbook. In case the controlling Authority decides to indicate it in the logbook, it logs into the ECMT DS and starts the control. In the field "Special remarks" the controlling Authority enters the ECMT rule that the transport undertaking has allegedly violated. In this case, the date of the control and the controlling Authority is automatically registered. The field "Special remarks" will be visible to other controlling Authorities under the last journey. The infringing vehicle must therefore come back to its country of establishment as soon as possible. In this case, a supplementary transport operation is a new infringement.

1. The following Member countries participating in the quota system: Albania, Armenia, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Hungary, Ireland, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and the United Kingdom **agree that the first journey from the country of establishment can be either loaded or empty.**

The Member countries: **Austria, Greece, Italy require the first journey from the Country of establishment to be loaded** [ITF/TMB/TR/M(2009)3].

2 Germany, Russian Federation and Türkiye refer to the decision of 10 December 2009 that "A transport journey or empty run in transit through the state of establishment shall not be considered a return" and maintain this decision on their territories.

4. Use of ECMT licences

- 4.1 A licence may be used by only one vehicle at a time. It must be associated to a specific vehicle or vehicle combination between the points of loading (as soon as this vehicle is loaded) and unloading (as soon as this vehicle is unloaded) for a laden journey or for the complete unladen journey, which precedes or follows a laden journey with the same vehicle or vehicle combination.
- 4.2 The country of loading or unloading of the vehicle may be different to the country of origin or destination of the goods loaded.
- 4.3 An ECMT licence does not authorise cabotage.
- 4.4 It does not exempt the carrier from requirements relating to any other authorisations for the carriage of exceptional loads in terms of size or weight, or for specific categories of goods (for example, dangerous goods).
- 4.5 An ECMT licence may be used for vehicles hired or leased, without a driver, by the transport undertaking to which it has been issued. The vehicle must be at the exclusive disposal of the undertaking using it when hired and must be driven by the staff of this undertaking. In this case the following documents must be carried on board the vehicle:
 - 4.5.1 The contract of hire or lease, or a certified conformed extract from that contract, giving in particular the name of the lessor, the name of the lessee, the date and duration of the contract and the identification number of the vehicle (VIN).
 - 4.5.2 Where the driver is not the person hiring the vehicle, the driver's employment contract or a certified extract from that contract giving in particular the name of the employer, the name of the employee, and the date and duration of the employment contract or a recent payslip.

If need be, equivalent documents issued by the Competent Authorities of the Member country may serve as replacements for the documents referred to above. These documents should also at least be translated, in annex, in English or French or German.
- 4.6 The ECMT licences may not be transferred by the undertaking to a third party.
- 4.7 The name of the undertaking to which an ECMT licence is issued, and which is entered in the ECMT DS, shall correspond to the name of the haulier who carries out the transport operation.
- 4.8 An ECMT Licence Information Document, as generated by the ECMT DS, shall include:
 - 4.8.1 A secure QR Code storing the details of the licence and which may be scanned by the ECMT mobile application to verify the authenticity of the licence;
 - 4.8.2 A unique number, generated randomly by the ECMT DS and used to perform controls of the licence in the ECMT web portal;
 - 4.8.3 Date and time at which ECMT licence was generated by the ECMT DS;
 - 4.8.4 The attributes of the ECMT licence as shown in Annex 1;
 - 4.8.5 A standard QR Code and hyperlink leading to the licence details available on the ECMT DS web portal.

- 4.9 Throughout the period during which a licence is associated to a specific vehicle or vehicle combination, the Licence Information Document shall be available, either as digital file, or printed. In case the Licence Information Document is stored as digital file, the driver should be able to show it on a mobile device in case of control.
- 4.10 In cases when a journey starts under one annual or short-term licence and is continued under the other, issued for the next consecutive period, both Licence Information Documents should be available as digital files or printed documents for the whole journey.
- 4.11 The certificates related to the ECMT licence must be kept on board the vehicle during the whole journey, regardless of whether these certificates are stored in the ECMT DS. Certificates must not be sealed in foil or coated similarly with a protective film.

5. The logbook

- 5.1 For each ECMT licence issued to a transport undertaking, the ECMT DS assigns a logbook, in which all journeys performed using this particular ECMT licence must be recorded.
- 5.2 The logbook should include:
 - 5.2.1 A list of journeys performed using the licence, organised in chronological order;
 - 5.2.2 For each laden and unladen journey:
 - 5.2.2.1 Point of loading: departure date, location and country, gross weight in tonnes, if loaded, odometer readings at departure, truck/tractor registration number and, if applicable, trailer/semi-trailer registration number, loaded/assembled goods;
 - 5.2.2.2 Point of unloading: arrival date (when the journey ends), location and country, gross weight in tonnes, if loaded, reading of the odometer at arrival (when the journey ends), truck/tractor registration number and, if applicable, trailer/semi-trailer registration number;
 - 5.2.3 Recording of any modification of the Logbook.
- 5.3 Access to the logbook including all journeys is granted through the ECMT DS web portal for any control procedure.
- 5.4 Journey Information Document should include:
 - 5.4.1 A secure QR Code storing the details of the associated ECMT licence, and details of the last 10 journeys performed using the licence, and which may be scanned by the ECMT mobile application to verify the authenticity of the licence;
 - 5.4.2 A unique number, generated randomly by the ECMT DS and used to perform controls of all journeys in the ECMT web portal;
 - 5.4.3 Date and time at which the Journey Information Document was generated by the ECMT DS;
 - 5.4.4 Attributes of the licence as shown in Annex 7;
 - 5.4.5 A list of the last 10 journeys performed using the licence, as described in Paragraph 5.2, including the data as shown in Annex 7.
- 5.5 The logbook must be filled in before starting any journey carried out under load, between each loading and unloading point, after ending the journey, and for every unladen run.
- 5.6 In cases when, during the same journey, the goods are loaded at multiple locations and unloaded at one location, there is the option for “assembled goods” in the ECMT DS. The journey shall indicate the starting place of loading, as well as date, odometer readings and weight, and the final place of unloading, as well as date and odometer readings (when the journey ends). The indication of “assembled goods” is visible under the field “Special Remarks”. The respective stages are introduced as “Steps”, indicating the intermediate places with the weight to add.
- 5.7 In cases when, during the same journey, the goods are loaded at one location and unloaded at multiple locations, there is the option to add “Steps” in the ECMT DS. The journey shall indicate the starting place of loading, as well as date, odometer readings and weight, and the final place of

unloading, as well as date and odometer readings (when the journey ends). The respective stages are introduced as “Steps”, indicating the intermediate places with the weight to remove.

- 5.8 In the event of a road traffic incident or breakdown of the vehicle performing a road haulage operation with the use of an ECMT Licence as a result of which the vehicle becomes inoperable the haulier may replace the vehicle with an operational vehicle in order to continue the journey.

An entry to this effect shall be made in the logbook in such case. The entry shall be made in the field "Special remarks" of the logbook, in the recording of the journey or the transit run through the country where the vehicle is being replaced. The entry shall contain information on the reason for replacing the vehicle, the place of the vehicle's replacement, and the licence numbers of the vehicles, specifying from which vehicle the ECMT licence is transferred to which other vehicle.

- 5.9 Any corrections must be visible in the logbook in such a way that the original wording or figures remain available.
- 5.10 Competent control officials can decide to fill in the field “Special remarks” of the control result when the vehicle is crossing a border. The holder of an ECMT licence is not required to have the field filled in from every transiting country.
- 5.11 In cases mentioned under paragraph 4.10, the logbook of the licence under which the journey is finished shall contain the information about the whole journey. The ECMT DS fills automatically the field "Special remarks" with the number of the licence under which the journey was started.
- 5.12 The ECMT DS stores the licence and logbook data for 36 months after creation. Member countries may prolong retention time.
- 5.13 Information about the journeys should be used only for the purposes of controlling the usage of licences and for distribution of licences to transport undertakings. It may not be used for tax purposes or for communication of personal information.

6. Validity and withdrawal

6.1 Licences shall be deemed to be invalid if:

- the details on the presented Licence Information Document as generated by the ECMT DS do not match the details of the respective licence accessible through the ECMT web portal;
- the licence is not accompanied by a digital file or printed copy of the Journey Information Document generated by the ECMT DS;
- the details on the presented Journey Information Document as generated by the ECMT DS do not match the details of the respective logbook accessible through the ECMT web portal;
- it is used by a transport undertaking which is different from the undertaking to which the licence is issued;
- it is used in a period which does not fall between the validity period of the licence.

6.2 Licences without duly completed recordings in the logbook and valid certificates attesting the conformity with the type of the licence used, i.e., for "EURO V safe" or "EURO VI safe" lorry, are also deemed to be invalid¹.

6.3 Vehicles of a higher category (such as "EURO VI safe") may use licences of a lower category (such as "EURO V safe"), but this is not possible the other way round².

6.4 Licences are also considered invalid if a spot check shows that the emission, or safety, requirements laid down for respective types of lorries are not fulfilled.

6.5 Licences may be withdrawn by the issuing Authorities, in the event of serious, or repeated, infringements of the usage of ECMT licences or social or traffic rules, and in cases of insufficient use, or use for recurring transport operations only.

6.6 In cases where a transport undertaking to which one or more ECMT licences have been issued has committed repeated infringements, or has forged any document related to the use of the ECMT licences, the Issuing Authority shall not issue any ECMT licences to that transport undertaking for at least two years as from the date the Issuing Authority has passed the decision on excluding of the transport undertaking from the ECMT Quota system because of reasons stated in this point.

1. Certificates corresponding to "EEV safe" motor vehicle may be used with the licence for the "Euro V Safe" lorry category.

2. This is not allowed in Austria where only EURO VI licences must be used.

7. Cancellation and replacement

- 7.1 Licences that are withdrawn or surrendered may be re-issued to other carriers for the remaining period of validity. In such cases, withdrawn or surrendered licences have to be cancelled before being replaced by a reserve licence.
- 7.2 Cancellation and replacement of licenses is performed by Issuing Authorities using the ECMT DS.
- 7.3 The numbers of cancelled or replaced licences are recorded in the ECMT DS.

8. Mutual assistance

- 8.1 Member countries are to support each other in applying the provisions governing the use of licences, monitoring their observance and penalising any infringements.
- 8.2 Secretariat may facilitate work with member countries and stakeholders for harmonized application of the Guide.
- 8.3 Should the competent Authorities of a Member country become aware that the holder of an ECMT licence issued in another Member country has infringed the licence provisions, the Member country on whose territory the infringement occurred must notify the Secretariat and the Authorities of the country of establishment, in order that these authorities take any further action regarding penalties (including withdrawal of the licence).
- 8.4 Issuing Authorities may ask the Secretariat for support in cases of possible infringements or possible misuse of the licence according to the Guide. Upon receipt of such a request, the Secretariat may raise an evaluation event and ask the Authority which issued the ECMT licence concerned for permission to access the licence and journey data related to the licence required for this evaluation. This request shall be done through the ECMT DS.
- 8.5 The Issuing Authority receiving the request for permission from the Secretariat may approve or refuse such a request with justification. When permission is not granted, the case is closed.
- 8.6 When a request for permission is approved by the Issuing Authority concerned, the Secretariat shall access the data related to the ECMT licence concerned and the journeys related to the possible infringements.

The Secretariat shall report about such investigations, the related findings and any actions taken to the Group on Road Transport without providing personal information.
- 8.7 In the event of repeated infringements by transport undertakings established in an ECMT Member country participating in the system of the multilateral quota of the various provisions concerning its implementation, a record should be made by the plaintiff Authorities and transmitted to the Secretariat. In any case, it is the responsibility of the Group on Road Transport or potentially of the Transport Management Board to examine the case and decide whether the licences allocated to the country concerned be either frozen or withdrawn.
- 8.8 These procedures are minimum provisions to be implemented for an efficient management of the quota system.

9. The “EURO V safe” lorry scheme

The requirements for the "EURO V safe" motor vehicle are the following:

Noise emissions for the vehicle

(as laid down in UN Regulation No. 51.02 or as subsequently amended; or in Regulation (EU) No 540/2014, or as subsequently amended)

Vehicle category	Phase 1	Phase 2	Phase 3
Rated engine power ≤ 150 kW	79	77	76*
Rated engine power > 150 kW and ≤ 250 kW	81	79	77*
Rated engine power > 250 kW	82	81	79*

Where:

- Phase 1 is applicable for new vehicle types from 1 July 2016
- Phase 2 is applicable for new vehicle types from 1 July 2020 and for first registration from 1 July 2022
- Phase 3 is applicable for new vehicle types from 1 July 2024 and for first registration from 1 July 2026.

* + two years for new vehicle type and + one year for new vehicle registration

Chemical exhaust emissions for diesel engines

(measured under ESC and ELR test cycles as laid down in UN Regulation No. 49.04, row B2 or as subsequently amended; or in Directive 2005/55/EC as amended by Directive 2005/78/EC, row B2 or as subsequently amended)¹

CO	1.5	g/kWh
HC	0.46	g/kWh
NOx	2.0	g/kWh
Particles	0.02	g/kWh
Smoke	0.5	m ⁻¹

(measured under ETC test cycle as laid down in UN Regulation No. 49.04, row B2 or as subsequently amended; or in Directive 2005/55/EC as amended by Directive 2005/78/EC, row B2 or as subsequently amended)¹

CO	4.0	g/kWh
NMHC	0.55	g/kWh
CH ₄ ²	1.1	g/kWh
NOx	2.0	g/kWh
Particles ³	0.03	g/kWh

1. Character B2 or E, or G in the approval number.

2. Only for natural gas engines.

3. Does not apply to gas engines, step A, B1 and B2.

Minimum technical and safety requirements

1. Motor vehicles and their trailers must have tyres, with a minimum tread depth of 2 mm, according to UN Regulation No 54.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended and, in case of retreaded tyres, according to UN Regulation No 109.00 or as subsequently amended.
2. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have a rear underrun protective device according to UN Regulation No 58.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
3. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have lateral underrun protection guards according to UN Regulation No 73.00 or as subsequently amended; or Regulation (EU) 2019/2144 or as subsequently amended.
4. Motor vehicles must have rear view mirrors according to UN Regulation No 46.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
5. Vehicles⁴ must have lighting and light-signalling devices according to UN Regulation No 48.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
6. Vehicles must use a digital tachograph according to UN AETR Agreement or as subsequently amended; or to Council Regulation (EEC) No 3821/85, as amended by Regulation (EC) No 2135/98 or as subsequently amended, as well as by Commission Regulations (EC) No 1266/2009 or as subsequently amended, or

Smart tachograph according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 as amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
7. Motor vehicles must have speed limitation devices according to UN Regulation No 89.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
8. Heavy and long vehicles must have retro-reflective rear marking plates according to UN Regulation No 70.01 or as subsequently amended⁵.
9. Motor vehicles and their trailers must have anti-lock brakes according to UN Regulation No 13.09 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
10. Motor vehicles and their trailers must have a steering equipment according to UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
11. Motor vehicles and their trailers must fulfil the requirements concerning the roadworthiness test as laid down in Directive 2014/45/EU or as subsequently amended; or laid down in the UN Agreement of 13 November 1997 and amended, concerning the Adoption of Uniform technical prescriptions for wheeled vehicles and the conditions for reciprocal recognition of these controls as completed on 13 November 2001; or those laid down in the UN Consolidated Resolution R.E.1 (TRANS/SC.1/294/Rev.5) as amended in 2001 (TRANS/WP.1/2001/25) or as subsequently

4. The trailers must have lighting and light-signalling devices, in accordance with UN Regulation No 48.02 or as subsequently amended.

5. Or, conspicuity marking according to UN Regulation No 48.03 or as subsequently amended.

amended. In compliance with these Directives, the roadworthiness test has to be passed every year, so that the certificate must not be older than 12 months.⁶

Furthermore, ECMT licences for the “EURO V safe” lorry can only be used by vehicles which comply with the technical specifications set out above and are valid only if they are accompanied by fully completed certificates indicating compliance with these technical and safety standards.

The certificates are available in the national language of the country of registration of the vehicle, or in English or French or German. They must be accompanied by translations into at least two other of these languages (cf. Annexes 4, 5 and 6).

The certificate concerning technical provisions on exhausts and noise emissions and safety requirements for “EURO V safe” motor vehicles (cf. Annex 4), can be filled out either by:

- the competent validation Services in the country of registration, if this country does not authorise Representatives of Manufacturers;
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration; or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer.

In the case of an “authorised Representative”, the name of the manufacturer for whom he is the authorised Representative must be indicated.

This certificate is issued once for the vehicle and does not have to be renewed, unless the basic data indicated on it, for any kind of emissions, has been changed.

The specifications on the certificate concerning safety requirements for “EURO V safe” motor vehicles must be checked at least once a year, by means of a roadworthiness test (cf. Annex 6).

Furthermore, minimum safety requirements are required for both the motor vehicle itself and the trailer. Specific certificates for trailers should therefore be filled out when they are registered and checked for roadworthiness (cf. Annexes 5 and 6).

For a trailer, the certificate of compliance with the safety requirements (cf. Annex 5) for newly manufactured vehicles must be filled out according to the provisions, set out in the respective Annex, by:

- the competent validation services in the country of registration;⁷
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration; or
- a combination of the competent validation services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer.

6. The Certificate is valid 12 months and until the end of the same month (cf. Annex 6).

7. For the countries where the Representatives of manufacturers are not authorised.

The certificate of roadworthiness test for a trailer and a motor vehicle (cf. Annex 6) must be filled out according to the provisions, set out in the respective Annex, by:

- the Body or Establishment designated and directly supervised by the State of Registration for the purpose of Directive 2014/45/EU, or the UN Agreement of 1997 or the Consolidated Resolution R.E.1.

In any event, should an on-the-spot check show that the emission values and safety requirements given on the certificate are not fulfilled, it is considered that the technical specifications have not been met. In such a case, the certificate is deemed to be invalid.

To facilitate and speed up frontier crossing, it is strongly recommended that “EURO V safe” lorries should display at the front of the vehicle a “magnetic” badge or sticker modeled on that reproduced in Annex 8. The badge should be green (background) and white (border) and bear the inscription “V” in white (V=EURO V).

9 bis. Requirements for “EEV safe” motor vehicles

Attention: within the ECMT Multilateral quota system the “EEV safe” motor vehicles are treated as “EURO V safe” category and shall be granted a licence for “EURO V safe” lorries. They are subject to rules described in Chapter 9.

The requirements for the “EEV safe” motor vehicle are the following:

Noise emissions for the vehicle

(as laid down in UN Regulation No 51.02¹ or as subsequently amended; or in Regulation (EU) No 504/2014 or as subsequently amended)

Vehicle category	Phase 1	Phase 2	Phase 3
Rated engine power $\leq$ 150 kW	79	77	76*
Rated engine power $>$ 150 kW and $\leq$ 250kW	81	79	77*
Rated engine power $>$ 250 kW	82	81	79*

Where:

- Phase 1 is applicable for new vehicle types from 1 July 2016
- Phase 2 is applicable for new vehicle types from 1 July 2020 and for first registration from 1 July 2022
- Phase 3 is applicable for new vehicle types from 1 July 2024 and for first registration from 1 July 2026.

* + two years for new vehicle type and + one year for new vehicle registration

Exhaust emissions for compression and positive ignition engines

(measured under ESC and ELR test cycles as laid down in UN Regulation No 49.04, row C or as subsequently amended; or in Directive 2005/55/EC as amended by Directive 2005/78/EC, row C or as subsequently amended)²

CO	1.5	g/kWh
HC	0.25	g/kWh
NOx	2.0	g/kWh
Particles	0.02	g/kWh
Smoke	0.15	m ⁻¹

(measured under ETC test cycle as laid down in UN Regulation No. 49.04, row C or as subsequently amended; or in Directive 2005/55/EC as amended by Directive 2005/78/EC, row C or as subsequently amended)²

CO	3.0	g/kWh
NMHC	0.4	g/kWh

1. Measurement Method A.

2. Character C or, I, or K, in the approval number.

CH ₄ ³	0.65	g/kWh
NO _x	2.0	g/kWh
Particles ⁴	0.02	g/kWh

Minimum technical and safety requirements

1. Motor vehicles and their trailers must have tyres according to UN Regulation No 54.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended and, in case of retreaded tyres, according to UN Regulation No 109.00 or as subsequently amended, with a minimum tread depth of 2 mm.
2. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have a rear underrun protective device according to UN Regulation No 58.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
3. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have lateral underrun protection guards according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
4. Motor vehicles must have rear-view mirrors according to UN Regulation No 46.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
5. Vehicles⁵ must have lighting and light-signalling devices according to UN Regulation No 48.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
6. Vehicles must use a digital tachograph, in accordance with UN AETR Agreement or as subsequently amended; or to Council Regulation (EEC) No 3821/85, as amended by Regulation (EC) No 2135/98 or as subsequently amended, as well as by Commission Regulations (EC) No 1266/2009 or as subsequently amended, or
Smart tachograph according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 as amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
7. Motor vehicles must have speed limitation devices according to UN Regulation No 89.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
8. Heavy and long vehicles must have retroreflective rear marking plates according to UN Regulation No 70.01 or as subsequently amended⁶.
9. Motor vehicles and their trailers must have braking system including anti-lock brakes according to UN Regulation No 13.09 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
10. Motor vehicles and their trailers must have a steering equipment according to UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.

3. Only for natural gas and liquefied petroleum gas engines.

4. Does not apply to gas engines.

5. The trailers must have lighting and light-signalling devices, in accordance with UN Regulation No. 48.02 or as subsequently amended.

6. Or, conspicuity marking according to UN Regulation No.48.03 or as subsequently amended.

11. Motor vehicles with natural gas or liquefied petroleum gas engines must have fuel system according to UN Regulation No 110.00 or No 67.01, respectively, or as subsequently amended.
12. Motor vehicles and their trailers must fulfil the requirements concerning the roadworthiness test as laid down in Directive 2014/45/EU or as subsequently amended; or laid down in the UN Agreement of 13 November 1997 and amended concerning the Adoption of Uniform technical prescriptions for wheeled vehicles and the conditions for reciprocal recognition of these controls, as completed on 13 November 2001; or those laid down in the UN Consolidated Resolution R.E.1 (TRANS/SC.1/294/Rev.5) as amended in 2001 (TRANS/WP.1/2001/25) or as subsequently amended.⁷ In compliance with these texts, the roadworthiness test has to be passed every year, so that the certificate must not be older than 12 months.⁸

To facilitate and speed up frontier crossing, it is strongly recommended that “EEV safe” lorries should display at the front of the vehicle a “magnetic” badge or sticker modeled on that reproduced in Annex 8. The badge should be green (background) and white (border) and bear the inscription “EEV” in white.

7. Smoke value for roadworthiness test shall not exceed 0.5m-1.

8. The Certificate is valid 12 months, and until the end of the same month (cf. Annex 6).

10. The “EURO VI safe” lorry scheme

The requirements for the "EURO VI safe" motor vehicle are the following:

Noise emissions for the vehicle

(as laid down in UN Regulation No 51.02¹ or as subsequently amended; or in Regulation (EU) No 504/2014 or as subsequently amended)

Vehicle category	Phase 1	Phase 2	Phase 3
Rated engine power ≤ 150 kW	79	77	76*
Rated engine power > 150 kW and ≤ 250 kW	81	79	77*
Rated engine power > 250 kW	82	81	79*

Where:

Phase 1 is applicable for new vehicle types from 1 July 2016

Phase 2 is applicable for new vehicle types from 1 July 2020 and for first registration from 1 July 2022

Phase 3 is applicable for new vehicle types from 1 July 2024 and for first registration from 1 July 2026

* + two years for new vehicle type and + one year for new vehicles registration

*Type-approval of engines according to UN Regulation No 49.06; or to Regulation (EC) No 595/2009 as amended by Commission Regulation (EU) No 582/2011 or as subsequently amended.*²

Exhaust emissions for compression ignition engines

(measured under WHSC test cycle as laid down in UN Regulation No 49.06; or in Regulation (EC) No 595/2009 as amended by Commission Regulation (EU) No 582/2011 and Commission Regulation (EU) No 64/2012 or as subsequently amended.)²

CO	1500	mg/kWh
THC	130	mg/kWh
NO _x	400	mg/kWh
NH ₃	10	ppm
Particles	10	mg/kWh
Particle No	8.0x10 ¹¹	#/kWh

Exhaust emissions for compression and positive ignition engines

(measured under WHTC test cycle as laid down in UN Regulation No 49.06; or in Regulation (EC) No 595/2009 as amended by Commission Regulation (EU) No 582/2011 and Commission Regulation (EU) No 64/2012 or as subsequently amended.)²

CO	4000	mg/kWh
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1. Measurement method A.

2. Character A, B, C, D or E in the approval number.

THC ³	160	mg/kWh
NMHC ⁴	160	mg/kWh
CH ₄ ⁴	500	mg/kWh
NO _x	460	mg/kWh
NH ₃	10	ppm
Particles ³	10	mg/kWh
Particle No ³	6.0x10 ¹¹	#/kWh

Minimum technical and safety requirements

1. Motor vehicles and their trailers must have tyres according to UN Regulation No 54.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended and, in case of retreaded tyres, according to UN Regulation No 109.00 or as subsequently amended, with a minimum tread depth of 2 mm.
2. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have a rear underrun protective device according to UN Regulation No 58.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
3. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have lateral underrun protection guards according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
4. Motor vehicles must have devices for indirect vision according to UN Regulation No 46.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
5. Vehicles⁵ must have lighting and light-signalling devices to UN Regulation No 48.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
6. Vehicles must use a digital tachograph, in accordance with UN AETR Agreement or as subsequently amended; or to Council Regulation (EEC) No 3821/85, as amended by Regulation (EC) No 2135/98 or as subsequently amended, as well as by Commission Regulation (EC) No 1266/2009 or as subsequently amended, or
Smart tachograph according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 as amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
7. Motor vehicles must have speed limitation devices according to UN Regulation No. 89.00 or as subsequently amended; or to DRegulation (EU) 2019/2144 or as subsequently amended.
8. Heavy and long vehicles must have retroreflective rear marking plates according to UN Regulation No 70.01 or as subsequently amended⁶.
9. Motor vehicles and their trailers must have braking, including anti-lock braking and electronic stability control function according to UN Regulation No 13.11 or as subsequently amended.

3. Only for compression ignition engines.

4. Only for positive ignition (fuelled with NG, LPG, petrol or ethanol) engines.

5. The trailers must have lighting and light-signalling devices, in accordance with UN Regulation No. 48.02 or as subsequently amended.

6. Or, conspicuity marking according to UN Regulation No.48.03 or as subsequently amended.

10. Motor vehicles and their trailers must have a steering equipment in accordance with UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
11. Motor vehicles with natural gas or liquefied petroleum gas engines must have fuel system in accordance with UN Regulation No 110.00 or No 67.01, respectively, or as subsequently amended.
12. Motor vehicles and their trailers must fulfil the requirements concerning the roadworthiness test as laid down in Directive 2014/45/EU or as subsequently amended; or laid down in the UN Agreement of 13 November 1997 and amended concerning the Adoption of Uniform technical prescriptions for wheeled vehicles and the conditions for reciprocal recognition of these controls, as completed on 13 November 2001; or those laid down in the UN Consolidated Resolution R.E.1 (TRANS/SC.1/294/Rev.5) as amended in 2001 (TRANS/WP.1/2001/25) or as subsequently amended.⁷ In compliance with these texts, the roadworthiness test has to be passed every year, so that the certificate must not be older than 12 months.⁸

Furthermore, ECMT licences for the “EURO VI safe” lorry can only be used by vehicles which comply with the technical specifications set out above and are valid only if they are accompanied by fully completed certificates indicating compliance with these technical and safety standards.

The certificates are available in the national language of the country of registration of the vehicle or in English or in French or in German. They must be accompanied by translations into at least two other of these languages (see Annexes 4, 5 and 6).

The certificate concerning technical provisions on exhausts and noise emissions and safety requirements for “EURO VI safe” motor vehicles (cf. Annex 4), can be filled in either by:

- the competent validation Services in the country of registration, if this country does not authorise Representatives of Manufacturers,
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer.

In case of an "authorised Representative", he has also to indicate the name of the manufacturer of whom he is the authorised Representative.

This certificate is issued once for the vehicle and does not have to be renewed, unless the basic data indicated on it, for any kind of emissions, have been changed.

The specifications on the certificate concerning safety requirements for “EURO VI safe” motor vehicles must be checked at least every year, by means of a roadworthiness test (cf. Annex 6).

Furthermore, minimum safety requirements are required for both the motor vehicle itself and the trailer. Therefore, specific certificates should be filled in for trailers when they are registered and checked for roadworthiness test (cf. Annexes 5 and 6):

7. Smoke value for roadworthiness test shall not exceed 0.5m-1.

8. The Certificate is valid 12 months, and until the end of the same month (cf. Annex 6).

The certificate of compliance of a trailer with the safety requirements (cf. Annex 5) for newly manufactured vehicles must be filled in according to the provisions set out in the respective Annex, by:

- the competent validation Services in the country of registration,⁹
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer;

The certificate of roadworthiness test for a trailer and a motor vehicle (cf. Annex 6) must be filled in according to the provisions set out in the respective Annex, by

- the Body or Establishment designated and directly supervised by the State of Registration for the purpose of Directive 2014/45/EU, or the UN Agreement of 1997 or the Consolidated Resolution R.E.1.

In any event, should an on the spot check show that the emission values and safety requirements given on the certificate are not fulfilled, it is considered that the technical specifications have not been met. In such a case, the certificate is deemed to be invalid.

To facilitate and speed up frontier crossing, it is strongly recommended that “EURO VI safe” lorries should display at the front of the vehicle a “magnetic” badge or sticker modeled on that reproduced in Annex 8. The badge should be green (background) and white (border) and bear the inscription “VI” in white.

9. For the countries where the Representatives of Manufacturers are not authorised.

11. The “ZEV” lorry scheme

The requirements for the "ZEV" motor vehicle are the following:

Noise emissions for the vehicle

(as laid down in UN Regulation No 51.02¹ or as subsequently amended; or in Regulation (EU) No 540/2014 or as subsequently amended)

Vehicle category	Phase 1	Phase 2	Phase 3
Rated engine power ≤ 150 kW	79	77	76*
Rated engine power > 150 kW and ≤ 250 kW	81	79	77*
Rated engine power > 250 kW	82	81	79*

Where:

Phase 1 is applicable for new vehicle types from 1 July 2016

Phase 2 is applicable for new vehicle types from 1 July 2020 and for first registration from 1 July 2022

Phase 3 is applicable for new vehicle types from 1 July 2024 and for first registration from 1 July 2026

* + two years for new vehicle type and + one year for new vehicles registration

Type-approval of engines according to UN Regulation No. 49.06; or to Regulation (EU) 2018/858 as amended by Regulation (EU) No 2019/2144 or as subsequently amended.

Emissions standards

(as laid down in Regulation (EU) 2019/1242, as amended by Regulation (EU) 2024/1610 or as subsequently amended)

Not more than 3 g CO₂/(tkm) or 1 g CO₂/(pkm) as determined in accordance with Article 9 of Regulation (EU) 2017/2400.

Not more than 1 g/kWh of CO₂ as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures or not more than 1 g/km of CO₂ as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council and its implementing measures, provided that no CO₂ emissions have been determined pursuant to Regulation (EU) 2017/2400

Minimum technical and safety requirements

1. Motor vehicles and their trailers must have tyres according to UN Regulation No 54.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended and, in case of retreaded tyres, according to UN Regulation No 109.00 or as subsequently amended, with a minimum tread depth of 2 mm.

¹. Measurement method A.

2. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have a rear underrun protective device according to UN Regulation No 58.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
3. Motor vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have lateral underrun protection guards according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
4. Motor vehicles must have devices for indirect vision according to UN Regulation No 46.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
5. Vehicles² must have lighting and light-signalling devices according to UN Regulation No. 48.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
6. Vehicles must use a digital tachograph, in accordance with UN AETR Agreement or as subsequently amended; or to Council Regulation (EEC) No 3821/85, as amended by Regulation (EC) No 2135/98 or as subsequently amended, as well as by Commission Regulation (EC) No 1266/2009 or as subsequently amended, or
Smart tachograph according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 as amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
7. Motor vehicles must have speed limitation devices according to UN Regulation No 89.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
8. Heavy and long vehicles must have retro-reflective rear marking plates according to UN Regulation No 70.01 or as subsequently amended³.
9. Motor vehicles and their trailers must have braking, including anti-lock braking and electronic stability control function according to UN Regulation No 13.11 or as subsequently amended.
10. Motor vehicles and their trailers must have a steering equipment according to UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
11. Motor vehicles and their trailers must fulfil the requirements concerning the roadworthiness test as laid down in Directive 2014/45/EU or as subsequently amended; or laid down in the UN Agreement of 13 November 1997 and amended concerning the Adoption of Uniform technical prescriptions for wheeled vehicles and the conditions for reciprocal recognition of these controls, as completed on 13 November 2001; or those laid down in the UN Consolidated Resolution R.E.1 (TRANS/SC.1/294/Rev.5) as amended in 2001 (TRANS/WP.1/2001/25) or as subsequently amended.⁴ In compliance with these texts, the roadworthiness test has to be passed every year, so that the certificate must not be older than 12 months.⁵

². The trailers must have lighting and light-signalling devices, in accordance with UN Regulation No 48.02 or as subsequently amended.

³. Or, conspicuity marking according to UN Regulation No 48.03 or as subsequently amended.

⁴. Smoke value for roadworthiness test shall not exceed 0.5m-1.

⁵. The Certificate is valid 12 months, and until the end of the same month (cf. Annex 6).

Furthermore, ECMT licences for ZEV can only be used by vehicles which comply with the technical specifications set out above and are valid only if they are accompanied by fully completed certificates indicating compliance with these technical and safety standards.

The certificates are available in the national language of the country of registration of the vehicle or in English or in French or in German. They must be accompanied by translations into at least two other of these languages (see Annexes 4, 5 and 6).

The certificate concerning technical provisions on exhausts and noise emissions and safety requirements for “ZEV” motor vehicles (cf. Annex 4), can be filled in either by:

- the competent validation Services in the country of registration, if this country does not authorise Representatives of Manufacturers,
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer.

In case of an "authorised Representative", he has also to indicate the name of the manufacturer of whom he is the authorised Representative.

This certificate is issued once for the vehicle and does not have to be renewed.

The specifications on the certificate concerning safety requirements for “ZEV” motor vehicles must be checked at least every year, by means of a roadworthiness test (cf. Annex 6).

Furthermore, minimum safety requirements are required for both the motor vehicle itself and the trailer. Therefore, specific certificates should be filled in for trailers when they are registered and checked for roadworthiness test (cf. Annexes 5 and 6):

The certificate of compliance of a trailer with the safety requirements (cf. Annex 5) for newly manufactured vehicles must be filled in according to the provisions set out in the respective Annex, by:

- the competent validation Services in the country of registration, ⁶
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer;

The certificate of roadworthiness test for a trailer and a motor vehicle (cf. Annex 6) must be filled in according to the provisions set out in the respective Annex, by

- the Body or Establishment designated and directly supervised by the State of Registration for the purpose of Directive 2014/45/EU, or the UN Agreement of 1997 or the Consolidated Resolution R.E.1.

⁶. For the countries where the Representatives of Manufacturers are not authorised.

In any event, should an on the spot check show that the safety requirements given on the certificate are not fulfilled, it is considered that the technical specifications have not been met. In such a case, the certificate is deemed to be invalid.

To facilitate and speed up frontier crossing, it is strongly recommended that “ZEVs should display at the front of the vehicle a “magnetic” badge or sticker modeled on that reproduced in Annex 8. The badge should be green (background) and white (border) and bear the inscription “ZEV” in white.

Annex 1. Model of an annual and short-term ECMT licence information document

	00000000000000 Licence Information Document 2024	
[Country code]00000		
Annual		
Valid From:		
Valid To:		
Issued At:		
Vehicle Category:		
Restrictions:		
Issued By:		
Issued For:		
NAME OF TRANSPORT UNDERTAKING		
COMPLETE ADDRESS		



07-May-2024 12:28:07

<https://edi-test.itf-oecd.org/#LB/5780002312024>



ECMT LICENCE

FOR ROAD HAULAGE BETWEEN THE MEMBER COUNTRIES OF THE EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT.

This licence entitles:

- To carry goods by road for hire or reward between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport, in a single vehicle or a combination of vehicles;
- And to operate this or these vehicle(s) unladen throughout the territory of the Member countries: Albania (AL), Armenia (ARM), Austria (A), Azerbaijan (AZ), Belarus (BY), Belgium (B), Bosnia Herzegovina (BIH), Bulgaria (BG), Croatia (HR), Czechia (CZ), Denmark (DK), Estonia (EST), Finland (FIN), France (F), Georgia (GE), Germany (D), Greece (GR), Hungary (H), Ireland (IRL), Italy (I), Latvia (LV), Liechtenstein (FL), Lithuania (LT), Luxembourg (L), Malta (M), Moldova (MD), Montenegro (MNE), Netherlands (NL), North Macedonia (NMK), Norway (N), Poland (PL), Portugal (P), Romania (RO), Russian Federation (RUS), Serbia (SRB), Slovakia (SK), Slovenia (SLO), Spain (E), Sweden (S), Switzerland (CH), Türkiye (TR), Ukraine (UA) and United Kingdom (UK).

GENERAL PROVISIONS

This licence covers the carriage of goods by road, for hire or reward, between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport as listed on this licence.

The holder of this licence, belonging to an ECMT Member country is allowed to perform road haulage, with an ECMT licence inside the ECMT region for a maximum of three journeys, outside the country of establishment of the transport undertaking.

It is not valid for haulage between a Member country and a non-member country.

The licence shall be issued in a name of a particular carrier and is not transferable by him.

It may be withdrawn by the competent authority of the Member state which issued it, if it is used insufficiently or for recurring transport operations only.

The licence cannot be used for more than a single vehicle or combination of vehicles at a time.

It must be kept in the vehicle electronically and/or on a paper together with the logbook recording the international hauls performed in accordance with it.

The electronic and/or paper copy of the licence and logbook must be produced for inspection by the competent control officials on demand.

When on the territory of a Member country, licence holders must observe the statutory and administrative regulations in force in that country, and in particular those concerning road transport and road traffic.

This licence shall be cancelled by the issuing Organization or Authority upon the expiry of its validity.

* This page is not mandatory to print.



0000000000000
Licence Information Document 2024



[Country code]20000

Short-term

Valid From:

Valid To:

Issued At:

Vehicle Category:

Restrictions:

Issued By:

Issued For:

NAME OF TRANSPORT UNDERTAKING
COMPLETE ADDRESS



07-May-2024 12:28:07

<https://edi-test.itf-oecd.org/#LB/5780002312024>



ECMT LICENCE

FOR ROAD HAULAGE BETWEEN THE MEMBER COUNTRIES OF THE EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT.

This licence entitles:

- To carry goods by road for hire or reward between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport, in a single vehicle or a combination of vehicles;
- And to operate this or these vehicle(s) unladen throughout the territory of the Member countries: Albania (AL), Armenia (ARM), Austria (A), Azerbaijan (AZ), Belarus (BY), Belgium (B), Bosnia Herzegovina (BIH), Bulgaria (BG), Croatia (HR), Czechia (CZ), Denmark (DK), Estonia (EST), Finland (FIN), France (F), Georgia (GE), Germany (D), Greece (GR), Hungary (H), Ireland (IRL), Italy (I), Latvia (LV), Liechtenstein (FL), Lithuania (LT), Luxembourg (L), Malta (M), Moldova (MD), Montenegro (MNE), Netherlands (NL), North Macedonia (NMK), Norway (N), Poland (PL), Portugal (P), Romania (RO), Russian Federation (RUS), Serbia (SRB), Slovakia (SK), Slovenia (SLO), Spain (E), Sweden (S), Switzerland (CH), Türkiye (TR), Ukraine (UA) and United Kingdom (UK).

GENERAL PROVISIONS

This licence covers the carriage of goods by road, for hire or reward, between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport as listed on this licence.

The holder of this licence, belonging to an ECMT Member country is allowed to perform road haulage, with an ECMT licence inside the ECMT region for a maximum of three journeys, outside the country of establishment of the transport undertaking.

It is not valid for haulage between a Member country and a non-member country.

The licence shall be issued in a name of a particular carrier and is not transferable by him.

It may be withdrawn by the competent authority of the Member state which issued it, if it is used insufficiently or for recurring transport operations only.

The licence cannot be used for more than a single vehicle or combination of vehicles at a time.

It must be kept in the vehicle electronically and/or on a paper together with the logbook recording the international hauls performed in accordance with it.

The electronic and/or paper copy of the licence and logbook must be produced for inspection by the competent control officials on demand.

When on the territory of a Member country, licence holders must observe the statutory and administrative regulations in force in that country, and in particular those concerning road transport and road traffic.

This licence shall be cancelled by the issuing Organization or Authority upon the expiry of its validity.

* This page is not mandatory to print.

Annex 2. Model of authorisation for international removals



Country code where the licence is issued

AUTHORISATION No. FOR INTERNATIONAL REMOVALS

This authorisation entitles.....
.....
.....

(Name or trade name and full address of carrier)

to carry out international removals on routes between Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and United Kingdom, by means of a single vehicle or a coupled combination of vehicles and to run such vehicles unladen throughout ECMT Member countries.

This authorisation is valid from to

Issued at Date

(Signature and stamp of agency
issuing authorisation --
State in which vehicle is registered)

Text written in the official language(s) used in the country of registration of the vehicle
--

General conditions

This authorisation must be carried on the vehicle and be produced at the request of any authorised inspecting officer.

It authorises only international removals. It is not valid for national transport.

The authorisation is not transferable to a third party.

The carrier is required to comply, in the territory of each Member country, with the laws, regulations and administrative provisions of that country, and in particular with those concerning transport and traffic.

Information referring to the first page of the attached authorisation drawn up in the official languages of the relevant countries

A/D/FL/ Diese Genehmigung berechtigt den bezeichneten Unternehmer, in dem
CH angegebenen Zeitraum grenzüberschreitende Beförderungen von Umzugsgut auf den Verkehrsrelationen zwischen Albanien, Armenien, Aserbaidschan, Belarus, Belgien, Bosnien und Herzegowina, Bulgarien, Dänemark, Deutschland, Estland, Finnland, Frankreich, Georgien, Griechenland, Irland, Island, Italien, Kroatien, Lettland, Liechtenstein, Litauen, Luxemburg, Malta, der Republik Moldau, Montenegro, den Niederlanden, der Republik Nordmazedonien, Norwegen, Österreich, Polen, Portugal, Rumänien, der Russischen Föderation, Schweden, der Schweiz, Serbien, der Slowakischen Republik, Slowenien, Spanien, der Tschechischen Republik, der Türkei, der Ukraine, Ungarn und dem Vereinigten Königreich und zwar mit einem Einzelfahrzeug oder mit Fahrzeugkombinationen sowie Leerfahrten mit diesen Fahrzeugen im gesamten Gebiet der CEMT-Mitgliedstaaten durchzuführen.

ALB Ky autorizim i lëshohet transportuesit, për periudhën e përmendur, për të kryer transport ndërkombëtar në rrugët e vendeve Armeni, Austri, Azerbaxhan, Belgjikë, Biellorusi, Bosnja-Herzegovina, Bullgari, Danimarkë, Estoni, Federata Ruse, Finlandë, Francë, Gjeorgji, Gjermani, Greqi, Hollandë, Hungari, Irlandë, Islandë, Itali, Kroaci, Letoni, Lihtenshtejn, Lituani, Luksemburg, Maqedoni e Veriut, Mali i Zi, Maltë, Mbretëria e Bashkuar, Moldavi, Norvegji, Poloni, Portugali, Republika Çeke, Rumani, Serbi, Shqipëri, Sllovakia, Slloveni, Spanjë, Suedi, Turqi, Ukrainë dhe Zvicër, me automjete me apo pa rimorkio si dhe kthimin bosh të këtyre mjeteve përmes vendeve anëtare të ECMT.

ARM

Սույն թույլտվությունը դրանում նշված փոխադրողին իրավունք է տալիս նշված ժամանակահատվածում բեռնափոխակապող ավտոմեքենայով, կցորդով կամ կիսակցորդով բեռնափոխակապող ավտոմեքենայով տեղաշարժել Ադրբեյջանի, Ալբանիայի, Ավստրիայի, Բելառուսի, Բելգիայի, Բոսնիա-Ներքեգովինայի, Բուլղարիայի, Գերմանիայի, Դանիայի, Էստոնիայի, Թուրքիայի, Իռլանդիայի, Իսլանդիայի, Իսպանիայի, Իտալիայի, Լատվիայի, Լիխտենշտեյնի, Լեհաստանի, Լիտվայի, Լյուքսեմբուրգի, Լատվիայի, Լատվիայի, Լիխտենշտեյնի, Լեհաստանի, Լիտվայի, Լյուքսեմբուրգի, Լատվիայի, Լատվիայի Նախաստանի Նախապետության, Հյուսիսային Մակեդոնիա Նուսաստանի, Նուսաստանի, Մալթայի, Մակեդոնիայի, Մեծ Բրիտանիայի, Մոլդովայի, Նիդերլանդների, Նորվեգիայի, Շվեդիայի, Շվեյցարիայի, Չեխիայի Նախապետության, Չեռնոգորիայի Նախապետության, Պորտուգալիայի, Ռումինիայի, Ռուսաստանի Դաշնության, Սերբիայի, Սլովակիայի Նախապետության, Սլովենիայի, Ուկրաինայի, Վրաստանի, Ֆինլանդիայի, Ֆրանսիայի երթուղիներով, ինչպես նաև առանց բեռի նմանափոխ փոխադրողային միջոցներով տեղաշարժել ՏՆԵԿ-ի անդամ-պետությունների տարածքներով:

AZ Bu icazə qeydiyyatata alınan avtodaşıyıcıya tək, qoşqulu və ya yarımqoşqulu avtonəqliyyat vasitəsi ilə göstərilən müddətdə Albaniya, Almaniya, Avstriya, Azərbaycan, Belarusiya, Belçika, Birləşmiş Krallıq, Bolqarıstan, Bosniya-Herseqovina, Çernoqoriya, Çex Respublikası, Danimarka, Ermənistan, Estoniya, Finlandiya, Fransa, Gürcüstan, İrlandiya, İspaniya, İsveç, İsveçrə, İtaliya, Latviya, Litva, Lixtenşteyn, Lüksemburq, Macarıstan, Malta, Moldova, Niderland, Norveç, Polşa, Portuqaliya, Rumıniya, Rusiya Federasiyası, Slovakiya Respublikası, Sloveniya, Şimali Makedoniya, Türkiyə, Ukrayna, Xorvatiya, Serbiya, Yunanıstan dövlətləri arasında beynəlxalq daşımaları (ev əşyaları daxil olmaqla) həyata keçirməyə, eyni zamanda onların Nəqliyyat Nazirlərinin Avropa Konfransının üzvü olan dövlətlərinin ərazisindən yüksüz hərəkət etmələrinə hüquq verir.

B/CH/
F/L La présente autorisation habilite le transporteur qui est désigné et pour la période mentionnée à effectuer des déménagements internationaux sur les relations de trafic entre l'Albanie, l'Allemagne, l'Arménie, l'Autriche, l'Azerbaïdjan, le Belarus, la Belgique, la Bosnie-Herzégovine, la Bulgarie, la Croatie, le Danemark, l'Espagne, l'Estonie, la Fédération de Russie, la Finlande, la France, la Géorgie, la Grèce, la Hongrie, l'Irlande, l'Islande, l'Italie, la Lettonie, le Liechtenstein, la Lituanie, le Luxembourg, la Macédoine du Nord, Malte, la Moldavie, le Monténégro, la Norvège, les Pays-Bas, la Pologne, le Portugal, la République Tchèque, la Roumanie, le Royaume-Uni, la Serbie, la Slovaquie, la Slovénie, la Suède, la Suisse, la Turquie et l'Ukraine, au moyen d'un véhicule isolé ou d'un ensemble de véhicules couplés, et à déplacer à vide ces véhicules sur tout le territoire des Etats Membres de la CEMT.

BIH Ova dozvola ovlašćuje imenovanog prijevoznika da u naznačenom periodu vrši međunarodni prijevoz selidbenih stvari na cestama između Albanije, Armenije, Austrije, Belgije, Bosne i Hercegovine, Bugarske, Češke Republike, Crne Gore, Danske, Estonije, Finske, Francuske, Grčke, Gruzije, Hrvatske, Irske, Islanda, Italije, Latvije, Lihtneštajna, Litvanije, Luksemburga, Mađarske, Sjeverne Makedonije, Malte, Moldavije, Holandije, Njemačke, Norveške, Poljske, Portugala, Rumunije, Ruske Federacije, Slovačke Republike, Slovenije, Španije, Srbije, Švajcarske, Švedske, Turske, Velike Britanije i Ukrajine, vozilima sa i bez prikolica i da se može sa istim, nenatovarenim vozilima, kretati po cijelom teritoriju zemalja članica ECMT/CEMT.

BG Това разрешително дава право на посочения превозвач за споменатия период да извършва международни превози на покъщнина между Австрия, Азербайджан, Албания, Армения, Беларус, Белгия, Босна и Херцеговина, България, Великобритания, Германия, Грузия, Гърция, Дания, Естония, Ирландия, Исландия, Испания, Италия, Латвия, Литва, Лихтенщайн, Люксембург, Малта, Молдова, Норвегия, Полша, Португалия, Румъния, Руската Федерация, Северна Македония, Словашката Република, Словения, Сърбия, Турция, Украйна, Унгария, Финландия, Франция, Холандия, Хърватска, Черна гора, Чешката Република, Швеция, Швейцария, чрез единично или съчленено превозно средство, и да придвижва празните си превозни средства на територията на страните-членки на ЕКМТ.

- BY Гэты дазвол дае права зазначанаму перавозчыку на працягу вызначанага перыяду ажыццяўляць міжнародныя перавозкі маёмасці пры пераездах у зносінах паміж Азербайджанам, Албаніяй, Арменіяй, Аўстрыяй, Балгарыяй, Беларуссю, Бельгіяй, Босніяй-Герцагавінай, Венгрыяй, Германіяй, Грузіяй, Грэцыяй, Даніяй, Злучаным Каралеўствам, Ірландыяй, Іспаніяй, Ісландыяй, Італіяй, Латвіяй, Літвой, Ліхтэнштэйнам, Люксембургам, Паўночнай Македоніяй, Малдовай, Мальтай, Нарвегіяй, Нідэрландамі, Партугаліяй, Польшай, Расійскай Федэрацыяй, Румыніяй, Сербіяй, Славакіяй, Славеніяй, Турцыяй, Фінляндыяй, Францыяй, Харватыяй, Чарнагорыяй, Чэхіяй, Швецыяй, Швейцарыяй, Украінай і Эстоніяй з дапамогай асобнага транспартнага сродку або аўтапоезда, а таксама перамяшчаць паражняком гэтыя транспартныя сродкі па ўсёй тэрыторыі дзяржаў - членаў ЕКМТ.
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- CZ Toto povolení opravňuje jmenovaného dopravce po uvedené době provádět v rámci mezinárodní silniční dopravy stěhování mezi Albánií, Arménií, Ázerbájdžánem, Belgií, Běloruskem, Bosnou a Hercegovinou, Bulharskem, Černou Horou, Českou republikou, Dánskem, Estonskem, Finskem, Francií, Gruzii, Chorvatskem, Irskem, Islandem, Itálií, Lichtenštejnem, Litvou, Lotyšskem, Lucemburskem, Maďarskem, Maltou, Moldavskem, Německem, Nizozemskem, Norskem, Polskem, Portugalskem, Rakouskem, Rumunskem, Ruskou federací, Řeckem, Severní Makedonií, Slovenskem, Slovinskem, Spojeným královstvím, Srbskem, Španělskem, Švédskem, Švýcarskem, Tureckem, a Ukrajinou vozidlem bez přívěsu nebo soupravou vozidel včetně prázdných jízd těchto vozidel po území členských států CEMT.
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- DK Denne tilladelse berettiger den i tilladelsen anførte transportudøver til i den anførte periode at udføre international transport af flyttegods ad vej mellem Albanien, Armenien, Aserbajdsjan, Belgien, Bosnien-Hercegovina, Bulgarien, Danmark, Estland, Finland, Frankrig, Georgien, Grækenland, Holland, Hviderusland, Irland, Island, Italien, Kroatien, Letland, Liechtenstein, Litauen, Luxembourg, Malta, Moldova, Montenegro, Nord Makedonien, Norge, Polen, Portugal, Rumænien, Rusland, Schweiz, Serbien, Den Slovakiske Republik, Slovenien, Spanien, Storbritannien, Sverige, Den Tjekkiske Republic, Tyrkiet, Tyskland, Ungarn, Ukraine og Østrig med et enkelt køretøj eller et vogntog, og til at udføre tomkørsel med sådanne køretøjer overalt på CEMT - medlemsstaternes territorier.
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- E La presente autorización faculta al transportista que en ella se designa y por el periodo indicado, para realizar mudanzas internacionales en las relaciones de tráfico entre Albania, Alemania, Armenia, Austria, Azerbaiyán, Bielorrusia, Bélgica, Bosnia-Herzegovina, Bulgaria, Croacia, Dinamarca, Eslovenia, España, Estonia, Federación Rusa, Finlandia, Francia, Georgia, Grecia, Hungría, Holanda, Irlanda, Islandia, Italia, Letonia, Liechtenstein, Lituania, Luxemburgo, Macedonia del Norte, Malta, Moldavia, Montenegro, Noruega, Polonia, Portugal, República Checa, República Eslovaca, Rumania, Reino Unido, Serbia, Suecia, Suiza, Turquía y Ucrania, por medio de un vehículo aislado o de un conjunto de vehículos articulados, y para desplazar en vacío este vehículo por el territorio de los Estados miembros de la CEMT.
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EST See luba annab õiguse loale märgitud vedajale teostada rahvusvahelisi kolimisvedusid loale märgitud ajavahemikul Albaania, Armeenia, Aserbaidžani, Austria, Belgia, Bosnia ja Hertsegoviina, Bulgaaria, Eesti, Gruusia, Hispaania, Hollandi, Horvaatia, Iiri, Islandi, Itaalia, Kreeka, Leedu, Liechtensteini, Luksemburgi, Läti, Malta, Moldova, Montenegro, Norra, Poola, Portugali, Prantsusmaa, Põhja-Makedoonia, Rootsi, Rumeenia, Saksamaa, Serbia, Slovaki Vabariigi, Sloveenia, Soome, Šveitsi, Taani, Tšehhi Vabariigi, Türgi, Ukraina, Ungari, Valgevene, Vene Föderatsiooni ja Ühendatud Kuningriigi vahelistel marsruutidel üksiku sõiduki või autorongiga ja sõita selliste sõidukitega tühjalt läbi CEMT liikmesriikide.

FIN Tämä lupa oikeuttaa siinä määritellyn haltijan määrääjäksi kuljettamaan kansainvälisiä muuttokuormia seuraavien maiden välisillä reiteillä: Albania, Alankomaat, Armenia, Azerbaidžan, Belgia, Bosnia-Hertsegovina, Bulgaria, Espanja, Georgia, Irlanti, Islanti, Italia, Itävalta, Kreikka, Kroatia, Latvia, Liechtenstein, Liettua, Luxemburg, Malta, Moldova, Montenegro, Norja, Pohjois-Makedonia, Portugali, Puola, Ranska, Romania, Ruotsi, Saksa, Serbia, Slovakia, Slovenia, Suomi, Sveitsi, Tanska, Tsekki, Turkki, Ukraina, Valko-Venäjä, Venäjä, Viro ja Yhdistynyt kuningaskunta, yksityisellä ajoneuvolla tai yhteenkytketyllä ajoneuvoyhdistelmällä ja kuljettamaan tällaisia ajoneuvoja kuormittamattomina kaikkien ECMT/CEMT:n jäsenmaiden välillä.

GE ეს ნებართვა უფლებას აძლევს აღნიშნულ გადამზიდავს მითითებულ პერიოდში შეასრულოს საერთაშორისო სატვირთო გადაადგილებები მარშრუტებით შემდეგ ქვეყნებს შორის: ავსტრია, ალბანეთი, აზერბეიჯანი, ბელორუსი, ბელგია, ბოსნია-ჰერცეგოვინა, ბულგარეთი, გაერთიანებული სამეფო, გერმანია, დანია, ესპანეთი, ესტონეთი, თურქეთი, ირლანდია, ისლანდია, იტალია, ლატვია, ლიტვა, ლიჰტენშტეინი, ლუქსემბურგი, მალტა, მოლდოვა, მონტენეგრო, ნიდერლანდები, ნორვეგია, პოლონეთი, პორტუგალია, რუმინეთი, რუსეთის ფედერაცია, საბერძნეთი, საფრანგეთი, საქართველო, სერბია, სლოვაკეთის რესპუბლიკა, სლოვენია, სომხეთი, უკრაინა, უნგრეთი, ფინეთი, შვეიცარია, შვეცია, ჩეხეთის რესპუბლიკა, ჩრდილოეთ მაკედონია და ხორვატია ცალკე აღებული სატრანსპორტო საშუალებით ან სატრანსპორტო საშუალებათა შეწყვილებული კომბინაციით და აწარმოოს ამგვარი სატრანსპორტო საშუალებებით დაუტვირთავი გარბენი ECMT წევრი ქვეყნების გავლით.

GR Αυτή η άδεια εξουσιοδοτεί τον υποδεδειγμένο μεταφορέα και για τη χρονική περίοδο στην οποία αναφέρεται, να πραγματοποιεί διεθνείς οδικές μεταφορές μεταξύ: Αζερμπαϊτζάν, Αλβανίας, Αρμενίας, Αυστρίας, Βελγίου, Βόρειας Μακεδονίας, Βοσνίας-Ερζεγοβίνης, Βουλγαρίας, Γαλλίας, Γερμανίας, Γεωργίας, Δανίας, Δημοκρατίας της Σλοβακίας, Δημοκρατίας της Τσεχίας, Ελβετίας, Ελλάδας, Εσθονίας, Ηνωμένου Βασιλείου, Ιρλανδίας, Ισλανδίας, Ισπανίας, Ιταλίας, Κροατίας, Λετονίας, Λευκορωσίας, Λιθουανίας, Λιχτενστάϊν, Λουξεμβούργου, Μάλτας, Μαυροβουνίου, Μολδαβίας, Νορβηγίας, Ολλανδίας, Ουγγαρίας, Ουκρανίας, Πολωνίας, Πορτογαλίας, Ρουμανίας, Ρωσίας, Σερβίας, Σλοβενίας, Σουηδίας, Τουρκίας και Φινλανδίας, με μονό όχημα ή με συνδυασμό συζευγμένων οχημάτων και να κυκλοφορεί με τέτοιου είδους κενά οχήματα σ' όλες τις χώρες-μέλη της Ε.Δ.Υ.Μ.

H Ez az engedély feljogosítja a megnevezett fuvarozót a megjelölt időszakban költözési ingóságok szállítására Albánia, Ausztria, Azerbajdzsán, Belarusz, Belgium, Bosznia és Hercegovina, Bulgária, Csehország, Dánia, az Egyesült Királyság, Észak-Macedónia, Észtország, Finnország, Franciaország, Georgia, Görögország, Hollandia, Horvátország, Írország, Izland, Lengyelország, Lettország, Lichtenstein, Litvánia, Luxemburg, Magyarország, Málta, Moldova, Montenegró, Németország, Norvégia, Olaszország, Oroszország, Örményország, Portugália, Románia, Spanyolország, Svájc, Svédország, Szerbia, Szlovákia, Szlovénia, Törökország és Ukrajna közötti útvonalon egy gépjárművel vagy járműszerelvénnel, valamint ezen járművek vagy járműszerelvények üresen történő áthaladására a CEMT tagországainak területén.

HR Ova dozvola ovlašćuje navedenog prijevoznika da, u navedenom razdoblju, obavlja međunarodni prijevoz selidbenih stvari, na relacijama između Albanije, Armenije, Austrije, Azerbejdžana, Belgije, Bjelorusije, Bosne i Hercegovine, Bugarske, Češke Republike, Crne Gore, Danske, Estonije, Finske, Francuske, Grčke, Gruzije, Hrvatske, Italije, Irske, Islanda, Latvije, Lihtenstajna, Litve, Luksemburga, Mađarske, Malte, Moldove, Nizozemske, Njemačke, Norveške, Poljske, Portugala, Rumunjske, Rusije, Sjeverne Makedonije, Slovačke Republike, Slovenije, Srbije, Španjolske, Švedske, Švicarske, Turske, Ujedinjenog Kraljevstva i Ukrajine vozilom ili skupinom vozila, te vožnju praznim vozilima kroz države članice ECMT-a.

I/CH La presente autorizzazione abilita il trasportatore che è designato e per il periodo menzionato a effettuare traslochi internazionali sulle relazioni di traffico tra l'Albania, l'Austria, l'Armenia, l'Azerbaigian, il Belgio, la Bielorussia, la Bosnia-Erzegovina, la Bulgaria, la Croazia, la Danimarca, l'Estonia, la Federazione Russa, la Finlandia, la Francia, la Georgia, la Germania, la Grecia, l'Irlanda, l'Islanda, l'Italia, la Lettonia, il Liechtenstein, la Lituania, il Lussemburgo, la Macedonia del Nord, Malta, la Moldavia, il Montenegro, la Norvegia, l'Olanda, la Polonia, il Portogallo, il Regno Unito, la Repubblica Ceca, la Repubblica Slovacca, la Romania, la Serbia, la Slovenia, la Spagna, la Svezia, la Svizzera, la Turchia, l'Ucraina et l'Ungheria a mezzo di un veicolo isolato o di un insieme di veicoli accoppiati e a spostare a vuoto questi veicoli su tutto il territorio degli Stati Membri della CEMT.

IRL/UK This authorisation entitles the designated carrier and for the period mentioned, to carry out international removals on routes between Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and United Kingdom, by means of a single vehicle or a coupled combination of vehicles and to run such vehicles unladen throughout ECMT Member countries.

- ISL Þetta leyfi gefur viðkomandi flutningsfyrirtæki á þeim tíma sem nefndur er, heimild til þess að starfrækja alþjóðlega búslóðarflutninga á leiðum milli Albaníu, Armeníu, Austurríkis, Azerbajdžan, Belgíu, Bosníu-Herzagóvaníu, Búlgaríu, Danmörku, Eistlands, Finnlands, Frakklands, Georgíu, Grikklands, Hollands, Hvíta-Rússlands, Írlands, Íslands, Ítalíu, Króatíu, Lettlands, Liechtenstein, Litháens, Lúxemborgar, Malta, Moldavíu, Norður-Makedóníu, Noregs, Póllands, Portúgals, Rúmeníu, Rússlands, Serbíu, Slóvakíu, Slóveníu, Spánar, Stóra-Bretlands, Svartfjallalands, Sviss, Svíþjóðar, Tékklands, Tyrklands, Ungverjalands, Úkraníu og Þýskalands með einu farartæki eða samsettum tengdum farartækjum án farms í aðildarríkjum ECMT.
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- LT Šis leidimas suteikia teisę jame nurodytam vežėjui nustatytą laiką vežti perkraustomą turta tarptautiniais maršrutais tarp Airijos, Albanijos, Armėnijos, Austrijos, Azerbaidžano, Baltarusijos, Belgijos, Bosnijos-Herzogovinos, Bulgarijos, Čekijos Respublikos, Danijos, Estijos, Graikijos, Gruzijos, Islandijos, Ispanijos, Italijos, Jungtinės Karalystės, Juodkalnijos, Kroatijos, Latvijos, Lenkijos, Lichtenšteino, Lietuvos, Liuksemburgo, Maltos, Moldovos, Nyderlandų, Norvegijos, Portugalijos, Prancūzijos, Rumunijos, Rusijos Federacijos, Serbijos, Slovakijos, Slovėnijos, Suomijos, Šiaurės Makedonijos, Švedijos, Šveicarijos, Turkijos, Ukrainos, Vengrijos ir Vokietijos pavienė transporto priemonė ar transporto priemonių junginiu, o taip pat važinėti šiomis nepakrautomis transporto priemonėmis per šalis - ETMK nares.
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- LV Šī atļauja dod tiesības atļaujā minētajam pārvadātājam norādītajā laika periodā veikt ar dzīvesvietas maiņu saistītus pārceļotāju mantas starptautiskos pārvadājumus starp Albāniju, Apvienoto Karalisti, Armēniju, Austriju, Azerbaidžānu, Baltkrieviju, Beļģiju, Bosniju-Hercegovinu, Bulgāriju, Čehijas Republiku, Dāniju, Franciju, Gruziju, Grieķiju, Horvātiju, Igauniju, Īriju, Islandi, Itāliju, Krievijas Federāciju, Latviju, Lietuvu, Lihtenšteinu, Luksemburgu, Maltu, Melnkalni, Moldovu, Nīderlandi, Norvēģiju, Poliju, Portugāli, Rumāniju, Serbiju, Slovākijas Republiku, Slovēniju, Somiju, Spāniju, Šveici, Turciju, Ukrainu, Ungāriju, Vāciju, Ziemeļmakedoniju un Zviedriju ar vienu autotransporta līdzekli vai sakabinātu autotransporta līdzekļu kombināciju un braukt ar šiem autotransporta līdzekļiem bez kravas pa ETMK dalībvalstu teritorijām.
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- M Din l-awtorizzazzjoni tagħti jedd lit-trasportatur nominat għall-perijodu msemmi, li jagħmel xogħol ta' garr internazzjonali fuq rotot bejn l-Albanija, l-Armenja, l-Awstrija, l-Azerbajġan, il-Belġju, il-Bjellarus, il-Bosnja Hercegovina, il-Bulgarija, ir-Repubblika Ċeka, id-Danimarka, l-Estonja, il-Fillandja, Franza, il-Ġeorgja, il-Ġermanja, il-Greċja, l-Irlanda, l-Islanda, l-Italja, il-Kroazja, il-Latvja, Liechtenstein, il-Litwanja, il-Lussemburgu, Ir-Repubblika tal-Maċedonja ta' Fuq, Malta, il-Moldova, l-Montenegro, in-Norveġja, l-Olanda, il-Polonja, il-Portugall, ir-Renju Unit, ir-Rumanija, il-Federazzjoni Russa, is-Serbja, ir-Repubblika Slovakka, is-Slovenja, Spanja, l-Isvezja, l-Isvizzera, it-Turkija, l-Ukraina, u l-Ungerija, permezz ta' vettura waħda jew vetturi kombinati ma' xulxin u li jsuq dawn il-vetturi mhux mgħobbijin fil-pajjiži membri tal-KEMT.
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MD	Prezenta autorizație dă dreptul operatorului de transport desemnat și pentru perioada indicată să efectueze operațiuni internaționale de strămutare în traficul dintre Albania, Armenia, Austria, Azerbaidjan, Belarus, Belgia, Bosnia-Herțegovina, Bulgaria, Croația, Danemarca, Elveția, Estonia, Federația Rusă, Finlanda, Franța, Georgia, Germania, Grecia, Irlanda, Islanda, Italia, Letonia, Lichtenstein, Lituania, Luxemburg, Macedonia de Nord, Malta, Moldova, Muntenegru, Norvegia, Olanda, Polonia, Portugalia, Regatul Unit al Marii Britanii și Irlandei de Nord, Republica Cehia, Republica Slovacia, România, Slovenia, Serbia, Spania, Suedia, Turcia, Ucraina și Ungaria cu un singur vehicul sau cu un ansamblu de vehicule cuplate și să deplaseze fără încărcătură aceste vehicule între teritoriile statelor membre CEMT.
MNE/ SRB	Ovom dozvolom ovlašćuje se naznačeni prevoznik, u navedenom periodu, za obavljanje međunarodnog prevoza selidbenih stvari preko teritorija Albanije, Austrije, Azerbejdžana, Belgije, Bjelorusije, Bosne i Hercegovine, Bugarske, Republike Češke, Danske, Estonije, Finske, Francuske, Grčke, Gruzije, Holandije, Hrvatske, Irske, Islanda, Italije, Jermenije, Letonije, Lihtenštajna, Litvanije, Luksemburga, Mađarske, Malte, Moldavije, Norveške, Njemačke, Poljske, Portugalije, Rumunije, Ruske Federacije, Republike Slovačke, Severne Makedonije, Slovenije, Srbije, Švajcarske, Španije, Švedske, Turske, Ukrajine, Velike Britanije, i Crne Gore teretnim vozilom ili skupom vozila, kao i kretanje ovih vozila kada su prazna preko teritorija zemalja članica CEMT-a.
N	Denne tillatelsen gir innehaveren rett til, i den aktuelle periode, å utføre internasjonale flytteoppdrag mellom Albania, Armenia, Aserbajdsjan, Belgia, Bosnia-Hercegovina, Bulgaria, Danmark, Estland, Finland, Frankrike, Georgia, Hellas, Hviterussland, Irland, Island, Italia, Kroatia, Latvia, Liechtenstein, Litauen, Luxembourg, Nord Makedonia, Malta, Moldova, Montenegro, Nederland, Norge, Polen, Portugal, Romania, Russland, Serbia, Slovakia, Slovenia, Spania, Storbritannia, Sveits, Sverige, Tsjekkia, Tyrkia, Tyskland, Ukraina, Ungarn og Østerrike, ved hjelp av ett kjøretøy eller flere sammenkoplede kjøretøyer, og til å kjøre slike kjøretøy ulastet gjennom alle CEMT medlemsland.
NL	Deze machtiging geeft de genoemde onderneming voor de vermelde periode toestemming om internationaal verhuisvervoer te verrichten tussen Albanië, Armenië, Azerbeidjan, België, Bosnië-Herzegovina, Bulgarije, Denemarken, Duitsland, Estland, Finland, Frankrijk, Georgië, Griekenland, Hongarije, Ierland, IJsland, Italië, Kroatië, Letland, Liechtenstein, Litouwen, Luxemburg, Malta, Moldavië, Montenegro, Nederland, Noord Macedonië, Noorwegen, Oekraïne, Oostenrijk, Polen, Portugal, Roemenië, Russische Federatie, Servië, Slovenië, Slowakije, Spanje, Tsjechië, Turkije, Verenigd Koninkrijk, Wit-Rusland, Zweden en Zwitserland met een afzonderlijk voertuig of een samenstel van aaneengekoppelde voertuigen en tot het leeg verplaatsen van deze voertuigen over het gehele grondgebied van deze Staten.

NMK Оваа дозвола го овластува назначениот превозник во определениот период да врши меѓународен превоз на селидбени стоки меѓу Австрија, Азербејџан, Албанија, Белгија, Белорусија, Босна и Херцеговина, Бугарија, Црна Гора, Германија, Грција, Грузија, Данска, Ерменија, Естонија, Ирска, Исланд, Италија, Латвија, Литванија, Лихтенштајн, Луксембург, Малта, Молдова, Норвешка, Обединетото Кралство, Полска, Португалија, Романија, Руската Федерација, Северна Македонија, Србија, Словачка, Словенија, Турција, Украина, Унгарија, Финска, Франција, Холандија, Хрватска, Црна Гора, Чешка, Швајцарија, Шведска и Шпанија со возило или комбинација на возила и да ги возат овие возила празни преку територијата на земјите членки на ЦЕМТ.

P A presente autorização habilita o transportador nela identificado a efectuar, no período indicado, transportes internacionais de mudanças nas relações de tráfego entre a Albânia, a Alemanha, a Arménia, a Áustria, o Azerbaijão, a Bielorrússia, a Bélgica, a Bósnia-Herzegovina, a Bulgária, a Croácia, a Dinamarca, a Eslovénia, a Espanha, a Estónia, a Federação da Rússia, a Finlândia, a França, a Geórgia, a Grécia, a Hungria, a Irlanda, a Islândia, a Itália, a Letónia, a Lichtenstein, a Lituânia, o Luxemburgo, a Macedónia do Norte, Malta, a Moldova, o Montenegro, a Noruega, os Países Baixos, a Polónia, Portugal, a República Checa, a República Eslovaca, o Reino Unido, a Roménia, a Sérvia, a Suécia, a Suíça, a Turquia e a Ucrânia, por meio de um veículo único ou de um conjunto de veículos, bem como a circular com esses veículos em vazio em todo o território dos Estados membros da CEMT.

PL Zezwolenie to uprawnia wymienionego przewoźnika do wykonywania, w określonym terminie, przeprowadzek międzynarodowych, na trasach pomiędzy Albanią, Armenią, Austrią, Azerbejdżanem, Belgią, Białorusią, Bośnią-Hercegowiną, Bułgarią, Chorwacją, Czarnogórą, Danią, Estonią, Federacją Rosyjską, Finlandią, Francją, Grecją, Gruzją, Hiszpanią, Holandią, Irlandią, Islandią, Litwą, Lichtensteinem, Luksemburgiem, Łotwą, Macedonią Północną, Malcią, Mołdawią, Niemcami, Norwegią, Polską, Portugalią, Republiką Czeską, Rumunią, Serbią, Słowacją, Słowenią, Szwajcarią, Szwecją, Turcją, Ukrainą, Węgrami, Wielką Brytanią, Włochami, pojedynczym pojazdem lub zespołem pojazdów oraz przejazdu tymi pojazdami w stanie próżnym przez całe terytorium państw członkowskich EKMT.

RO Prezenta autorizație dă dreptul operatorului de transport desemnat și pentru perioada indicată să efectueze operațiuni internaționale de strămutare în traficul dintre Albania, Armenia, Austria, Azerbaidjan, Belarus, Belgia, Bosnia Herțogovina, Bulgaria, Croația, Danemarca, Elveția, Estonia, Federația Rusă, Finlanda, Franța, Georgia, Germania, Grecia, Irlanda, Islanda, Italia, Letonia, Lichtenstein, Lituania, Luxemburg, Macedonia de Nord, Malta, Moldova, Muntenegru, Norvegia, Olanda, Polonia, Portugalia, Regatul Unit al Marii Britanii și Irlandei de Nord, Republica Cehia, Republica Slovacia, România, Slovenia, Serbia, Spania, Suedia, Turcia, Ucraina și Ungaria cu un singur vehicul sau cu un ansamblu de vehicule cuplate și să deplaseze fără încărcătură aceste vehicule între teritoriile statelor membre CEMT.

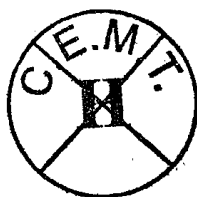
- RUS Это разрешение дает право зарегистрированному перевозчику на указанный период времени выполнять международные переселения по маршрутам между Албанией, Австрией, Азербайджаном, Арменией, Беларусью, Бельгией, Болгарией, Боснией-Герцеговиной, Венгрией, Великобританией, Германией, Грецией, Грузией, Данией, Ирландией, Исландией, Испанией, Италией, Латвией, Литвой, Лихтенштейном, Люксембургом, Мальтой, Молдовой, Нидерландами, Норвегией, Польшей, Португалией, Российской Федерацией, Румынией, Северной Македонией, Сербией, Республикой Словакия, Словенией, Турцией, Украиной, Финляндией, Францией, Хорватией, Черногорией, Чешской Республикой, Швецией, Швейцарией, Эстонией, одиночным грузовым автомобилем, или грузовым автомобилем с прицепом, или полуприцепом, и осуществлять проезд подобных транспортных средств без груза через страны-члены ЕКМТ.
-
- S Detta tillstånd bemyndigar namngivna transportföretag att under angiven period utföra internationella flyttgodstransporter på väg mellan Albanien, Armenien, Azerbadjan, Belgien, Bosnien-Hercegovina, Bulgarien, Danmark, Estland, Finland, Frankrike, Georgien, Grekland, Irland, Island, Italien, Kroatien, Lettland, Liechtenstein, Litauen, Luxemburg, Malta, Moldavien, Montenegro, Nederländerna, Norge, Nordmakedonien, Polen, Portugal, Rumänien, Ryska Federationen, Schweiz, Serbien, Slovakien, Slovenien, Spanien, Storbritannien, Sverige, Tjeckien, Turkiet, Tyskland, Ukraina, Ungern, Vitryssland och Österrike med ett fordon eller en fordonskombination och att förflytta sådana fordon utan last genom CEMT:s medlemsstater.
-
- SK Toto povolenie oprávňuje určeného dopravcu a na určený čas vykonávať v rámci medzinárodnej cestnej dopravy sťahovanie medzi Albánskom, Arménskom, Azeбайдžаном, Belgickom, Bieloruskom, Bosnou a Hercegovinou, Bulharskom, Českou republikou, Čiernou Horou, Dánskom, Estónskom, Fínskom, Francúzskom, Gréckom, Gruzínskom, Holandskom, Chorvátskom, Írskom, Islandom, Lichtenštajnskom, Litvou, Lotyšskom, Luxemburskom, Maďarskom, Maltou, Moldavskom, Nemeckom, Nórskom, Poľskom, Portugalskom, Rakúskom, Rumunskom, Ruskou Federáciou, Severným Macedónskom, Slovenskou republikou, Slovinskom, Spojeným kráľovstvom Veľkej Británie a Severného Írska, Srbskom, Španielskom, Švajčiarskom, Švédskom, Talianskom, Tureckom a Ukrajinou vozidlom bez prívesu, alebo súpravou vozidiel a prázdne jazdy cez územie členských krajín CEMT.
-
- SLO To dovoljenje daje imenovanemu prevozniku za navedeno obdobje pravico izvajati mednarodne selitve po cesti med državami Albanijo, Armenijo, Avstrijo, Azerbajdžanom, Belgijo, Belorusijo, Bolgarijo, Bosno in Hercegovino, Češko, Črno goro, Dansko, Estonijo, Finsko, Francijo, Grčijo, Gruzijo, Hrvaško, Irsko, Islandijo, Italijo, Latvijo, Lihtenštajnom, Litvo, Luksemburgom, Madžarsko, Malto, Moldovo, Nemčijo, Nizozemsko, Norveško, Poljsko, Portugalsko, Romunijo, Rusko federacijo, Severno Makedonijo, Slovaško, Slovenijo, Srbijo, Španijo, Švedsko, Švico, Turčijo, Ukrajino in Združenim kraljestvom s samostojnim vozilom ali skupino vozil ter voziti ta vozila prazna po državah članicah CEMT-a.
-

TR Bu İzin belgesi, adı yazılı taşımacının belirtilen süre içerisinde—tek bir taşıt veya taşıt kombinasyonu ile Almanya, Arnavutluk, Avusturya, Azerbaycan, Belarus, Belçika, Bosna-Hersek, Bulgaristan, Çek Cumhuriyeti, Danimarka, Ermenistan, Estonya, Finlandiya, Fransa, Gürcistan, Hırvatistan, Hollanda, İngiltere, İrlanda, İspanya, İsveç, İsviçre, İtalya, İzlanda, Karadağ, Kuzey Makedonya, Letonya, Lihtenştayn, Litvanya, Lüksemburg, Macaristan, Malta, Moldova, Norveç, Polonya, Portekiz, Romanya, Rusya Federasyonu, Sırbistan, Slovak Cumhuriyeti, Slovenya, Türkiye, Ukrayna ve Yunanistan arasında, karayolu ile uluslararası taşımacılık yapmasına ve bu taşıtların boş olarak UBAK üyesi ülkelerde dolaşımına izin verir.

UA Це вповноваження надає право перевізнику в зазначений період здійснювати міжнародні перевезення вантажів між країнами: Австрія, Азербайджан, Албанія, Білорусь, Бельгія, Болгарія, Боснія-Герцеговина, Великобританія, Вірменія, Греція, Грузія, Данія, Естонія, Ірландія, Ісландія, Іспанія, Італія, Латвія, Ліхтенштейн, Литва, Люксембург, Мальта, Молдова, Нідерланди, Німеччина, Норвегія, Північна Македонія, Польща, Португалія, Російська Федерація, Румунія, Сербія, Республіка Словаччина, Словенія, Туреччина, Угорщина, Україна, Фінляндія, Франція, Хорватія, Чеська Республіка, Чорногорія, Швеція і Швейцарія одиночними та комбінованими вантажівками та пропуск таких вантажівок у ненавантаженому стані через країни-члени ЄКМТ.

Annex 3. Stamps which might appear on the licence

Stamps A, GR, H, I, RUS



Annex 4. Model of Certificate of Compliance with Technical Provisions Concerning Exhaust and Noise Emissions and Safety Requirements for “EURO V safe”, “EEV safe”, “EURO VI safe” or “ZEV” Motor Vehicle

Light green paper, size A4, two sided printing
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ECMT Certificate of Compliance with Technical and Safety Requirements for a Motor Vehicle☐ "EURO V safe"☐ "EEV safe"☐ "EURO VI safe"☐ "ZEV"

Vehicle Type and Make:

Vehicle Identification Number (VIN):

Engine Type / Number:

The¹

- Competent validation Services in the country of registration,²
- Vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- A combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer,³

[Name(s) and stamp(s) of the Company and/or the Administration]

hereby confirms that the said vehicle is in compliance with the provisions of respective UN Regulations and/or EU regulatory acts, as listed below, and confirms that the particulars entered overleaf are correct.

ENGINE POWER

- ☐ ☐ Measurements according to: UN Regulation No 85.00 or as subsequently amended; or Directive 80/1269/EEC, as amended by Directive 1999/99/EC or as subsequently amended.

REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS

- ☐ ☐ Noise measured according to: UN Regulation No 51.02 or as subsequently amended; or Regulation (EU) No 540/2014 or as subsequently amended.
- ☐ ☐ **EURO V:** Type-approval of engines with respect to emissions according to UN Regulation No 49.04, row B2 or as subsequently amended; or to Directive 2005/55/EC as amended by Directive 2005/78/EC, row B2 or as subsequently amended.⁴
- ☐ ☐ **EEV:** Type-approval of engines with respect to emissions according to UN Regulation No 49.04, row C or as subsequently amended; or to Directive 2005/55/EC as amended by Directive 2005/78/EC, row C or as subsequently amended.⁵
- ☐ ☐ **EURO VI:** Type-approval of engines with respect to emissions according to UN Regulation No 49.06; or to Regulation (EC) No 595/2009 as amended by Commission Regulation (EU) No 582/2011 or as subsequently amended.⁶
- ☐ ☐ **ZEV:** Type-approval of engines with respect to emissions according to UN Regulation No 49.06; or to Regulation (EU) 2018/858 as amended by Regulation (EU) No 2019/2144 or as subsequently amended.

1. Delete inappropriate mentions.

2. For the countries where the Representatives of the manufacturers are not authorised.

3. In this case, the first Signatory fills in the column on the left, the second Signatory fills in the column on the right.

4. Character B2, or E, or G, in the approval number.

5. Character C, or I, or K, in the approval number.

6. Character A, B, C, D, or E, in the approval number.

SAFETY REQUIREMENTS

The motor vehicle is fitted with the following devices:

- ☐ ☐ **Rear underrun protective devices**⁷ according to UN Regulation No 58.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Lateral protection**⁷ according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Devices for Indirect vision** according to UN Regulation No 46.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Installation of lighting and light-signalling devices** according to UN Regulation No 48.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **EURO V or EEV: Digital tachograph** according to the UN AETR Agreement or its amendments, or to Council Regulation (EEC) No. 3821/85 as amended by Regulation (EC) No. 2135/98 or as subsequently amended, as well as by Commission Regulation (EU) No. 1266/2009 or as subsequently amended, or
- ☐ ☐ **EURO V or EEV: Smart tachograph** according to Regulation (EU) No. 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 and amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
- ☐ ☐ **EURO VI or ZEV: Digital tachograph** according to the UN AETR Agreement or its amendments, or to Council Regulation (EEC) No. 3821/85 as amended by Regulation (EC) No. 2135/98 or as subsequently amended, as well as by Commission Regulation (EU) No. 1266/2009 or as subsequently amended, or
- ☐ ☐ **EURO VI or ZEV: Smart tachograph** according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 and amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
- ☐ ☐ **Speed limitation devices** according to UN Regulation No 89.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Rear marking plates** (retroreflective) for heavy and long vehicles according to UN Regulation No 70.01 or as subsequently amended.⁸
- ☐ ☐ **Braking, including anti-lock braking and electronic stability control function** according to UN Regulation No 13.11 or as subsequently amended.
- ☐ ☐ **Steering equipment** according to UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.

Place

Date

Signature(s) and stamp(s)⁹

7. Semi-trailer tractor excepted

8. Or, conspicuity marking according to UN Regulation No.48.03 or as subsequently amended.

9. Certificate may be filled in, stamped and signed manually or electronically.

Annex 5. Model of Safety Certificate for a Trailer

Light yellow paper, size A4

Certificate No:

ECMT Certificate of Compliance of a Trailer¹ with the Technical Safety Requirements

Vehicle Type and Make:

Vehicle Identification Number (VIN):

The²

- Competent validation Services in the country of registration,³
- Vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- A combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer,⁴

[Name(s) of the Company and/or the Administration]

hereby confirms that the said vehicle is in compliance with the provisions of respective UN Regulations and/or EC Directives, as listed below, and confirms that the particulars entered overleaf are correct.

The trailer is fitted with the following devices:

- ☐ ☐ Rear underrun protective devices according to UN Regulation No 58.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Lateral protection according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Lighting and light-signalling devices according to UN Regulation No 48.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Rear marking plates (retroreflective) for heavy and long vehicles according to UN Regulation No 70.01 or as subsequently amended.⁵
- ☐ ☐ Braking, including anti-lock braking systems, according to UN Regulation No 13.10 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.

Place

Date

Signature(s) and stamp(s)⁶

1. Semi-trailers included.

2. Delete inappropriate mentions.

3. For the countries where the Representatives of the manufacturers are not authorised.

4. In this case, the first signatory fills in the column on the left, the second signatory fills in the column on the right.

5. Or, conspicuity marking according to UN Regulation No 48.03 or as subsequently amended.

6. Certificate may be filled in, stamped and signed manually or electronically.

Annex 6. Model of Certificate for Roadworthiness for Motor Vehicles and Trailers

Standard white paper, size A4

Certificate No:

ECMT Certificate of Roadworthiness Test for Motor Vehicles and Trailers¹

Registration Number:

Certificate of Compliance Number:

Vehicle Type and Make:²

Vehicle Identification Number (VIN):

Engine Type / Number:³

The

[Name and address of the Company or Authority]

Body or Establishment designated and directly supervised by the State of Registration for the purpose of UN Agreement of 1997, or of the UN Consolidated Resolution R.E.1 (TRANS/SC.1/294/Rev.5) as amended in 2001 (TRANS/WP.1/2001/25) or as subsequently amended, or of Directive 2014/45/EU or as subsequently amended,

hereby confirms that the said vehicle is in compliance with the provisions of the texts above, including at least the following items to be compulsory checked:

- ☐ Braking systems (including anti-lock braking systems, compatible with the trailer and vice-versa)
- ☐ Steering wheel³ and steering devices
- ☐ Visibility
- ☐ Lamps, reflectors and electrical equipment
- ☐ Axles, wheels, tyres and suspension (including minimum tread depth of tyres)
- ☐ Chassis and chassis attachments (including rear and lateral protective devices)
- ☐ Other equipment, including:
 - ☐ Warning triangle³
 - ☐ Tachograph (presence of and integrity of seals)³
 - ☐ Speed limitation device³
- ☐ Exhaust emissions^{3, 4, 5}

Place

Date

Signature and stamp⁶

Note: Next roadworthiness test required by ⁷:

1. Semi-trailers included.

2. Trailer type, if trailer.

3. Not applicable to trailer.

4. Including, according to UN regulation No 24.03 and UN regulation No 49.03 or as subsequently amended

5. Not applicable to ZEVs.

6. Certificate may be filled in, stamped and signed manually or electronically.

7. The Certificate is valid 12 months after the date of the test, and at the latest before the end of this same month.

Annex 7.1 Model of the Logbook

☒ # 1 - TRIP FINISHED

A) DEPARTURE

Departure Date		Place of loading		Country of loading		Gross Weight (in tonnes)	
Number of km at departure		Truck Reg Nr		Trailer Reg Nr		Loaded	

B) ARRIVAL

Arrival Date		Place of unloading		Country of unloading		Gross Weight (in tonnes)	
Number of km at arrival		Truck Reg Nr		Trailer Reg Nr			

In case of empty journey, the logbook shows “Empty” instead of “Loaded”.

In case of assembled goods, the logbook shows “Assembled” instead of "Loaded".

Annex 7.2 Model of the Journey Information Document



00000000000000
Journey Information Document 2024



[Country code]00000
Annual
Valid From:
Valid To:
Issued At:
Vehicle Category:
Restrictions:
Issued By:
Issued For:



16-May-2024 12:19:40

#1	departure: city country code	truck/tractor number plate +country of registration	departure odometer readings	departure date	weight
L/E	arrival: city country code	trailer number plate +country of registration, if applicable	arrival odometer readings	arrival date	

<https://edi-test.ift-oecd.org/#LB/3012003832024>



Annex 8. Models of stickers for “EURO V safe”, “EEV safe”, “EURO VI safe” and “ZEV” lorry

The stickers should respect the following sizes: green diameter - 200mm, white diameter - 220mm, letter - 114mm, or alternatively, green diameter - 130mm, white diameter - 150mm, letter - 75mm. They should be green for the background, and white for the circumference and the letter.

The figure “V” for “EURO V safe” lorries, the letters EEV for “EEV safe” lorries, the figure “VI” for “EURO VI safe” lorries and the letters “ZEV” for “ZEV” lorries.





Optional ¹



1. **Attention:** "EEV safe" lorries are not considered within the ECMT Multilateral Quota as a separate category. "EEV safe" lorry operating under the ECMT Multilateral licence shall be accompanied by the ECMT licence for "EURO V safe" category.

Annex 9. Model of Certificate of Compliance with Technical Provisions Concerning Exhaust and Noise Emissions and Safety Requirements for “EURO V/5 Safe”, “EEV Safe”, “EURO VI/6 Safe” or “ZEV” Motor Vehicle (Lorry) of TPLW above 3.5 and not exceeding 6 Tonnes (including specific cases for lorries above 6 Tonnes)

Light green paper, size A4, two sided printing
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Certificate No:

ECMT Certificate of Compliance with Technical and Safety Requirements for a Motor Vehicle (Lorry) with TPLW above 3.5 and not exceeding 6 Tonnes¹			
☐ "EURO V/5 safe"	☐ "EEV safe"	☐ "EURO VI/6 safe"	☐ "ZEV"

Vehicle Type and Make:
Vehicle Identification Number (VIN):
Engine Type / Number:

The²

- Competent validation Services in the country of registration,³
- Vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- A combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer,⁴

[Name(s) and stamp(s) of the Company and/or the Administration]

hereby confirms that the said vehicle is in compliance with the provisions of respective UN Regulations and/or EU regulatory acts, as listed below, and confirms that the particulars entered overleaf are correct.

ENGINE POWER

- ☐ ☐ Measurements according to: UN Regulation No 85.00 or as subsequently amended; or to Directive 80/1269/EEC, as amended by Directive 1999/99/EC or as subsequently amended.

REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS

- ☐ ☐ Noise measured according to: UN Regulation No 51.02 or as subsequently amended; or to Regulation (EU) No 540/2014 or as subsequently amended.
- ☐ ☐ **EURO V/5:** Type-approval of engines with respect to emissions according to UN Regulation No 49.04, row B2 or as subsequently amended; or to Directive 2005/55/EC as amended by Directive 2005/78/EC, row B2 or as subsequently amended⁵; or type-approval of vehicle according to UN Regulation No 83.06; or to Regulation (EC) No. 715/2007 as amended by Regulation (EC) No 692/2008, or as subsequently amended.⁶
- ☐ ☐ **EEV:** Type-approval of engines with respect to emissions according to UN Regulation No 49.04, row C or as subsequently amended; or to Directive 2005/55/EC as amended by Directive 2005/78/EC, row C or as subsequently amended.⁷
- ☐ ☐ **EURO VI/6:** Type-approval of engines with respect to emissions according to UN Regulation No 49.06; or to Regulation (EC) No 595/2009 as amended by Commission Regulation (EU) No 582/2011 and Commission Regulation (EU) No 64/2012 or as subsequently amended;⁸ or type-approval of vehicle according to UN Regulation No. 83.07 or Regulation (EC) No. 715/2007 as amended by Regulation (EC) No. 692/2008, or as subsequently amended.⁹

1. Lorries above 6 tonnes type approved according to light duty vehicle emissions regulations or equipped with petrol engines are included.
2. Delete inappropriate mentions.
3. For the countries where the Representatives of the manufacturers are not authorised.
4. In this case, the first Signatory fills in the column on the left, the second Signatory fills in the column on the right.
5. Character B2 or D, E, F or G, in the approval number.
6. Characters A to M in the approval number.
7. Character C or H, I, J or K in the approval number.
8. Character A, B, C, D or E in the approval number.
9. Characters N to ZZ; AA or as subsequently amended, in the approval number

- ☐ ☐ **ZEV:** Type-approval of engines with respect to emissions according to UN Regulation No 49.06; or to Regulation (EU) 2018/858 as amended by Regulation (EU) No 2019/2144 or as subsequently amended.

SAFETY REQUIREMENTS

The motor vehicle is fitted with the following devices:

- ☐ ☐ **Rear underrun protective devices¹⁰** according to UN Regulation No 58.02 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Lateral protection¹⁰** according to UN Regulation No 73.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Devices for Indirect vision** according to UN Regulation No 46.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Installation of lighting and light-signalling devices** according to UN Regulation No 48.03 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **EURO V/5 or EEV: Digital tachograph** according to the UN AETR Agreement or its amendments, or to Council Regulation (EEC) No 3821/85 as amended by Regulation (EC) No. 2135/98 or as subsequently amended, as well as by Commission Regulation (EU) No. 1266/2009 or as subsequently amended; or
- ☐ ☐ **EURO V/5 or EEV: Smart tachograph** according to Regulation (EU) No. 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 and amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
- ☐ ☐ **EURO VI/6 or ZEV: Digital tachograph** according to the UN AETR Agreement or its amendments, or to Council Regulation (EEC) No 3821/85 as amended by Regulation (EC) No. 2135/98 or as subsequently amended, as well as by Commission Regulation (EU) No. 1266/2009 or as subsequently amended; or
- ☐ ☐ **EURO VI/6 or ZEV: Smart tachograph** according to Regulation (EU) No 165/2014 implemented by Commission Implementing Regulation (EU) 2016/799 and amended by Commission Implementing Regulation (EU) 2018/502 or as subsequently amended.
- ☐ ☐ **Speed limitation devices** according to UN Regulation No 89.00 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Braking, including anti-lock braking systems** according to UN Regulation No 13.10 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ **Steering equipment** according to UN Regulation No 79.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.

Place

Date

Signature(s) and stamp(s)¹¹

¹⁰. Semi-trailer tractor excepted.

¹¹. Certificate may be filled in, stamped and signed manually or electronically.

Annex 10. Model of Safety Certificate for a Trailer of TPLW not exceeding 3.5 Tonnes

Light yellow paper, size A4

Certificate No:

ECMT Certificate of Compliance of a Trailer of TPLW not exceeding 3.5 Tonnes ¹ with the Technical Safety Requirements

Vehicle Type and Make:

Vehicle Identification Number (VIN):

The²

- Competent validation Services in the country of registration,³
- Vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- A combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle Manufacturer,⁴

[Name(s) of the Company and/or the Administration]

hereby confirms that the said vehicle is in compliance with the provisions of respective UN Regulations and/or EC Directives, as listed below, and confirms that the particulars entered overleaf are correct.

The trailer is fitted with the following devices:

- ☐ ☐ Rear underrun protective devices according to UN Regulation No 58.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Installation of lighting and light signaling devices according to UN Regulation No 48.01 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Braking⁵ according to UN Regulation No 13.09 or as subsequently amended; or to Regulation (EU) 2019/2144 or as subsequently amended.
- ☐ ☐ Mechanical couplings according to UN Regulation No 55.01; or to Directive 94/20/EC, including secondary coupling device (if applicable).

Place

Date

Signature(s) and stamp(s)⁶

1. Semi-trailers included.

2. Delete inappropriate mentions.

3. For the countries where the Representatives of the manufacturers are not authorised.

4. In this case, the first signatory fills in the column on the left, the second signatory fills in the column on the right.

5. For O1 is not mandatory.

6. Certificate may be filled in, stamped and signed manually or electronically.