

## **CABOTAGE GUIDELINE valid from 14 May 2010**

**Guideline to the rules on road cabotage in Regulation No. 1072/2009 of the European Parliament and of the Council on common rules for access to the international road haulage market**

### **1. What defines cabotage operation**

Cabotage operation is defined as national carriage for hire or reward conducted on a temporary basis in a host Member State in accordance with the regulation. Cabotage can only be carried out in connection with an international transport.

The nature of the international carriage preceding the cabotage operation shall be such that its primary purpose is not to provide an opportunity to apply the rules for cabotage.

### **2. Who the cabotage rules apply to**

The cabotage rules apply to the specific vehicle, or, in the case of a coupled combination, the motor vehicle of that same vehicle.

Hauliers from the following EU and EEA countries are entitled to perform cabotage operations in Denmark: Belgium, Cyprus, Estonia, Finland, France, Greece, Ireland, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Great Britain, Sweden, the Czech Republic, Germany, Hungary and Austria.

Hauliers from Bulgaria and Romania are covered by a ban on cabotage until the end of 2010.

### **3. What is regarded as cabotage**

A cabotage operation is defined as national carriage of a consignment from loading of the goods to unloading at the consignee stated in the consignment note. A cabotage operation can consist either of several loading points or several unloading points.

No restrictions apply to access to cabotage for hauliers operating a transport service with their own products (own account transport).

#### 4. The rules governing cabotage

Cabotage can only be carried out in connection with an international carriage.

- Once the goods carried in the course of the incoming international carriage have been delivered, up to 3 cabotage operations can be carried out within 7 days.
- The 7 days shall be understood as calendar days. The starting point shall be calculated from 00.00 hours of the day following the last unloading in the course of the incoming international carriage. If unloading took place at 12.00 hours on the 3rd, the seven days will thus start from 00.00 hours of the night between the 3rd and the 4th.

The last unloading in the course of the final cabotage operation must consequently take place at 24.00 hours on the seventh day at the latest.

- The incoming international carriage and the cabotage operations must be carried out with the same vehicle, or in the case of a coupled combination, the motor vehicle of that same vehicle.
- Where a vehicle enters Denmark unladen following an international carriage that has been delivered in another Member State, one cabotage operation may be carried out with that vehicle within 3 days of entry into Denmark. This cabotage operation must also be completed no later than the seventh day after the goods carried by means of the international carriage using the relevant vehicle have been delivered. This applies irrespective of the country in which the international carriage was completed.
- The 3 days shall be understood as calendar days. The starting time shall be calculated from 00.00 hours of the day following the entry into Denmark of the unladen vehicle. The last unloading in connection with this one cabotage operation must have been completed by 24.00 hours on the third day at the latest.

There is no requirement for the vehicle to return to the country of origin before being able to commence a new international carriage with 3 subsequent cabotage operations.

#### 5. Documentation requirements

In vehicles whose permissible laden mass exceeds 3.5 tonnes, a certified true copy of the haulier's Community licence shall accompany the vehicle. In addition, documents for the international carriage must be available, regardless of the Member State in which it was completed, as well as documents for each subsequent cabotage operation carried out in Denmark.

Such documentation need not necessarily be provided by one document but must include the following information about each carriage:

- a) the name, address and signature of the sender;<sup>1</sup>
- b) the name, address and signature of the haulier;<sup>1</sup>
- c) the name and address of the consignee as well as his signature and the date of delivery once the goods have been delivered;
- d) the place and the date of taking over of the goods and the place designated for delivery;
- e) the description in common use of the nature of the goods and the method of packing, and, in the case of dangerous goods, their generally recognized description, as well as the number of packages and their special marks and numbers;<sup>2</sup>
- f) the gross mass of the goods or their quantity otherwise expressed;
- g) the number plates of the motor vehicle and trailer.

The documentation can be a CMR consignment note or some other freight document, provided that it contains the requisite information. The documentation can also be in electronic form.

No additional documentation shall be required in order to prove the international carriage and the cabotage operations.

However, this does not mean that use cannot be made of other documentation as required by the transport legislation to determine if the cabotage operation was carried out in accordance with the rules.

This may be, for example, data from monitoring devices used in connection with driving and rest time rules, or road toll data.

## 6. Further information

If additional clarification is needed, please contact:

Danish Transport Authority  
Adelgade 13  
DK-1304 Copenhagen K  
Phone (+45) 3392 9100  
E-mail: [erhvervstransport@fstyr.dk](mailto:erhvervstransport@fstyr.dk)

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<sup>1</sup> Sender and haulier's signatures can be printed or replaced by stamps.

<sup>2</sup> In the case of carriage of dangerous goods, this documentation can also be shown by a separate transport document in accordance with ADR, Part 5.4, or documentation in accordance with Section 19 of Danish Executive Order (BEK) No. 617 of 26.6.09.

## *Eurovignette - Road Toll for Lorries with a total weight of at least 12 tons*

### *To whom do the charges apply*

Lorries and trains of cars with a total weight of 12 tons and upwards are to pay road toll for driving on motorways in Denmark, Sweden (incl. some mainroads), Belgium, Luxemburg and the Netherlands.

### The level of the charge

Depending on the total number of axles of the vehicle, the road toll amounts from 1. April 2001 to:

Total number of axles	Euro-norm (Emission Class)	day	week	month	year
Max 3					
	Non-Euro (EU 0)	59 dkk	193 dkk	715 dkk	7.156 dkk
	EURO I	59 dkk	171 dkk	633 dkk	6.336 dkk
	EURO II or more	59 dkk	149 dkk	559 dkk	5.591 dkk
4 or more					
	Non-Euro (EU 0)	59 dkk	305 dkk	1.155 dkk	11.555 dkk
	EURO I	59 dkk	275 dkk	1.043 dkk	10.437 dkk
	EURO II or more	59 dkk	246 dkk	931 dkk	9.318 dkk

### Where can the charge be paid?

The charge can be paid at ferry services and shipping businesses sailing to other countries than Sweden and certain service stations etc.

The payment of charge is valid from midnight. Driving before as well as after midnight demands two day of payment.

The distributors (point of sale) are to register the registration number and nationality of the car, amount of taxation, period of validity, issuing date and -time etc. in a database, which is also used by the other countries (Sweden, Belgium, Luxemburg and the Netherlands).

### Where does the charge apply?

The payment of charge applies for driving within Denmark, Sweden, Belgium, Luxemburg and the Netherlands.