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2026.30 Regulatory Framework for Residence and Work Permits for Third-Country National Cargo Transport Drivers

**European Migration Network
Ad-hoc query**

July, 2026

AD-HOC QUERY ON 2026.30 REGULATORY FRAMEWORK FOR RESIDENCE AND WORK PERMITS FOR THIRD-COUNTRY NATIONAL CARGO TRANSPORT DRIVERS

REQUESTED BY EMN NCP LATVIA ON 3 JUNE 2026

COMPILATION PRODUCED ON 28 AUGUST 2026

Exported for: Unrestricted Dissemination

Responses from: EMN NCP Austria, EMN NCP Belgium, EMN NCP Bulgaria, EMN NCP Croatia, EMN NCP Cyprus, EMN NCP Czech Republic, EMN NCP Estonia, EMN NCP Finland, EMN NCP France, EMN NCP Germany, EMN NCP Greece, EMN NCP Hungary, EMN NCP Ireland, EMN NCP Italy, EMN NCP Latvia, EMN NCP Lithuania, EMN NCP Luxembourg, EMN NCP Netherlands, EMN NCP Slovakia, EMN NCP Slovenia, EMN NCP Spain, EMN NCP Sweden **(22 in total)**

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BACKGROUND INFORMATION

Latvia is currently reviewing its regulatory framework regarding the issuance of residence permits to international cargo transport operators and has identified several issues related to the provision of services in other Schengen Area countries and compliance with the Schengen residence regime.

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The issues identified stem from the practice where transport companies with a registered legal address and administrative staff in Latvia, as well as Latvia-registered cargo vehicles owned by the company, recruit third-country nationals (TCNs) but provide cargo transport services either predominantly or entirely in other Schengen member states. The employees of these companies TCNs enter Latvia solely to obtain their residence permits, after which they are deployed to other Schengen countries to provide cargo transport services there. They are posted after they obtain the right to employment in Latvia. And the truck drivers are employed mostly more than three months outside of Latvia.

In light of the above, Latvia kindly requests the following information.

WE WOULD LIKE TO ASK THE FOLLOWING QUESTIONS:

We would very much appreciate your responses by **24 June 2026**.

1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO.
2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO.
3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.)
4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo

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transport? YES/NO.

5. If you answer YES to Q4, could you explain why you decided to choose this approach?

6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.

RESPONSES

		Unrestricted Dissemination ?	
	EMN NCP Austria	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. No. In Austria, the granting of a residence permit or a visa for the purpose of gainful employment requires, amongst other things, that the applicant is settled within the country. However, this is not the case in the situation described, meaning that no residence permit or

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		visa can be granted. --- Source: Ministry of the Interior 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. N/a. --- Source: Ministry of the Interior 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/a. --- Source: Ministry of the Interior 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. --- Source: Ministry of the Interior
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			5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/a. --- Source: Ministry of the Interior 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. NO. However, the Provincial Police Directorate of Salzburg has pointed out that the following incidents occur regularly: Violations of the 90/180-day rule are regularly detected among drivers whose companies are based in a third country. Turkish truck drivers serve as an example here. They generally hold C visas, which allow them to stay for 90 days in any six-month period. In 2026, the Provincial Police Directorate of Salzburg has so far detected 120 Turkish truck drivers who had overstayed their visas. --- Source: Ministry of the Interior
	EMN NCP Belgium	YES	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company

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		registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. YES. The Brussels-Capital Region indicated that a third-country national may conclude an employment contract with a Belgian company, obtain a work and residence authorisation on that basis and subsequently provide services to a company established in another Member State. (source: Brussels-Capital Region) The Walloon Region explained that, in theory, the regional jurisdiction is primarily determined by the main foreseeable place of employment. If the employer is a company incorporated under Belgian law, one of the Belgian regions must assume jurisdiction. Given that the criterion of the main foreseeable place of employment is not well adapted to the international road transport sector, the Walloon Region considered that the answer may nevertheless be YES: the main activity may take place in another Schengen State with foreign partners, while the Belgian region retains jurisdiction over the employment of the foreign worker and the related residence and work permits. Where applicable, the rules on the posting of workers apply. (source: Walloon region) The German-speaking Community also answered YES, while noting that it had not previously dealt with the precise employment arrangement described in the question. (source: German-speaking region)
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		In Flanders answered NO, although it depends on whether the work is of a temporary nature. If it is clear in advance that the person will not be working in Belgium but will be working continuously in another Member State, their usual place of work is not Belgium, and the Flemish government will therefore not issue a work permit. (source: Flemish region) Following the granting of the single permit, the Federal Public Service Mobility and Transport may issue a driver attestation allowing a non-EU lorry driver to drive for a specific Belgian transport undertaking. However, the information received does not establish an unconditional right to obtain a Belgian single permit where the employment is only formally linked to Belgium and the driver will work predominantly or entirely for an undertaking established abroad (source: Federal Public Service for Mobility and Transport) 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. YES. (source: Federal Public Service for Mobility and Transport)
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		3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) The following requirements apply: • Single permit: A third-country national who is to reside and work in Belgium for more than 90 days generally requires a single permit. The employer or its representative submits the application to the competent Belgian region. • Driver attestation: Following the granting of the single permit, the Federal Public Service Mobility and Transport may issue a driver attestation. This attestation allows the driver to drive for a specific Belgian transport undertaking. • Registration with Belgian social security and Dimona declaration: The driver must be registered with the Belgian social security system; the employer must submit a Dimona declaration. Dimona is Belgium's electronic notification through which an employer informs the National Social Security Office of the beginning and end of an employee's employment. For workers subject to Belgian social security, the notification must normally be submitted before the employee starts work. The Dimona declaration confirms that the employment relationship has been formally registered. • Driving license and professional competence: The driver must hold the required driving license and satisfy the applicable professional-competence requirements. • Remuneration and working conditions: The driver must be employed in accordance with the applicable Belgian remuneration and working conditions.
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			Number of vehicles in relation to the number of drivers: The information received does not identify a fixed ratio between the number of vehicles registered or operated by the undertaking and the number of third-country national drivers employed. Belgium should therefore not be reported as applying such a numerical ratio. (Source: Federal Public Service for Mobility and Transport) 4. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. NO. Belgium does not impose quotas on the employment of third-country national lorry drivers. (Source: Federal Public Service for Mobility and Transport) 5. If you answer YES to Q4, could you explain why you decided to choose this approach? Not applicable. (Source: Federal Public Service for Mobility and Transport) 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.
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			The Belgian Immigration Office reported that this information is unknown. (source: Belgian Immigration Office) The Flemish region specified that lorry drivers engaged in international transport are, by law, authorised to work for 90 days in any 180-day period. International companies are monitored to ensure compliance with this rule. It can sometimes be a challenge to demonstrate that the drivers in question have been active here for more than 90 days in any 180-day period and therefore do require a work permit. Using tachograph data, the social inspectorate attempts to reconstruct the journeys undertaken and the period during which the driver was driving in Belgium. If there is clear evidence of abuse and the person was mainly active in Belgium, this is not difficult to prove; however, if they were actually carrying out international transport, it becomes a complex puzzle to demonstrate that the limit has been exceeded, which makes monitoring more difficult. (source: Flemish region)
	EMN NCP Bulgaria	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. No. According to the national legislation, workers – third-country nationals with permitted

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		access to the labour market may work under an employment contract or as seconded or sent in the framework of providing services in the territory of the Republic of Bulgaria – only for the local employer or the local person who has hired seconded or posted workers and for the place, position and term of office specified in the permit issued by the competent authorities (Art. 7, para 2 of the Law on Labour Migration and Labour Mobility). 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. N/A 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. N/A 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A
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			6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. N/A
	EMN NCP Croatia	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. NO. The Croatian legal framework does not foresee the issuance of a stay and work permit to a third-country national if the actual work will not be carried out in the Republic of Croatia, but will be permanently assigned to work in another Schengen state. The provisions of the Aliens Act governing the issuance of a stay and work permit are based on the employer's economic activity. The registration of the employer alone is not sufficient; it must be established that the employer actually operates and employs in the Republic of Croatia. The procedure involves obtaining an opinion from the Croatian Employment Service (CES), which can be issued positively only if the prescribed conditions are met (one of which is the employer's economic activity in the Republic of Croatia). If the CES does not issue a positive opinion, the application for a residence and work permit cannot be approved. It is also necessary to bear in mind

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		Regulation (EC) No. 883/2004, in particular Article 13, which regulates the determination of the applicable social security system in cases of work in several Member States, where the actual place of work is important. An employer may employ workers cross-border in other Member States of the European Union, in accordance with Regulation (EC) No. 883/2004, whereby an A1 certificate is issued to determine the applicable social security system, but in such cases the workers are not considered posted workers. Accordingly, a stay and work permit may be refused if it is determined that the employer does not carry out economic activity in the Republic of Croatia, in accordance with the provisions of the Aliens Act. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. N/A. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) NO. In the Republic of Croatia there is no quota system for the employment of third-country nationals, including in the road freight transport sector. Instead, the employment of foreign workers is regulated through a system of stay and work permits, with prior verification of needs on the domestic labor market and/or issuance of an opinion by the Croatian Employment Service. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO.
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			NO. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. NO.
	EMN NCP Cyprus	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Cyprus does not issue any permits of this type as its connection is only by sea. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO.

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			N/A
			3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.)
			N/A
			4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO.
			N/A see answer in q.1
			5. If you answer YES to Q4, could you explain why you decided to choose this approach?
			N/A
			6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.
			N/A

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	 EMN NCP Czech Republic	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Czech legislation allows the issuance of employee cards to third-country national drivers employed by Czech transport companies, including in international road transport. However, the main purpose of the residence must remain genuine employment linked to the Czech Republic. A valid contract with an employer based in the Czech Republic is required. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. If a Czech company serves only as a formal intermediary and the employee in reality works predominantly or exclusively in another Member State, the residence permit may be refused, not prolonged, or revoked due to abuse or circumvention of migration rules. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) Czech authorities assess in particular: the genuine establishment and economic activity of the employer in the Czech Republic, compliance with labour, social security and transport regulations, the reality of the employment relationship, and whether the arrangement
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		constitutes fictitious employment or abuse of residence rights. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. NO, there are no specific statutory quotas for third-country nationals in the cargo transport sector. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. Czech authorities are aware of practical issues related to long-term deployment of drivers to other Schengen states and possible circumvention of the purpose of Czech residence permits, especially where the actual centre of activities is outside the Czech Republic. Each case is assessed individually regarding Czech migration law, Schengen rules, EU road transport legislation, and the principle prohibiting abuse of rights.
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	 EMN NCP Estonia	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes. An employment contract may be concluded with an Estonian company, and the service is provided across the Schengen Area. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. No, national legislation does not provide any exceptions regarding cargo transport service providers employment. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) No. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO.
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			No. Although a general labor migration quota system has been established in Estonia, it is not specific to cargo transport workers. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. No.
+	EMN NCP Finland	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. No.

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			2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. N/A 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. N/A 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.
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			N/A
	EMN NCP France	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. YES Article L. 411-1 of the French code for the entry and stay of foreign nationals and right of asylum (CESEDA). Furthermore, since the entry into force of the Law of 26 January 2024 to control immigration and improve integration, the renewal of long-term residence permits, such as the multi-year residence permit or the 10-year residence permit, is subject to the condition that the foreign national habitually resides in France. As such, they must demonstrate that the centre of their private and family interests is located on French territory and that they have resided there for at least six months per year during the three years preceding the application for renewal or throughout the period of validity of the previous residence permit (Article L. 433-3-1 of the CESEDA). Furthermore, the criterion of effective participation in the French labour market determines eligibility for a residence permit on economic grounds and the requirement to hold a work permit. If the foreign national states that their salaried employment is not linked to the French labour market (i.e. they are not working on French territory or are working remotely from France for

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		a labour market located in another country), a residence permit cannot be issued on economic grounds and a work permit is not required. Thus, the existence of an employment contract with a French company does not automatically entitle the individual to a residence permit on economic grounds: • If the prospective employee does not reside in France, no residence permit will be issued. • If the prospective employee resides in France but is engaged in an activity unrelated to the French labour market, no work permit is required and a residence permit cannot be issued on economic grounds. Only residence permits issued on other grounds are available, such as 'private and family life' or 'visitor' residence permits. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. There are no provisions relating to the right of residence and work that are specific to the freight transport sector. However, where a freight transport service provider established in another Member State of the European Union posts third-country nationals to France in the course of providing a service, those nationals are exempt from the requirement for a work permit and a residence permit if the duration of the posting does not exceed three months. Beyond three months, they must apply for a residence permit bearing the endorsement 'employee of an EU service provider' in accordance with the judgment of the Court of Justice of the European Union in Vander Elst v Office des Migrations Internationales (O.M.I.) of 9 August 1994 and the circular of 10 September 2010 (IMIM1000116C). 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.)
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			n/a
			4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. no 5. If you answer YES to Q4, could you explain why you decided to choose this approach? n/a 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. Among the challenges associated with complying with the 90-day limit within a 180-day period for international goods transport drivers posted by companies established in France are the recording of border crossings and loading and unloading activities. In this regard, the French Government has emphasised its commitment to the rigorous application of European rules governing cabotage in the road haulage sector, as demonstrated by the enforcement actions carried out in France and also in coordination with other European Union Member States as part of Euro Control Route's activities.

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	 EMN NCP Germany	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. NO. In general, the issuance of a residence permit – including one for the purpose of employment as a professional driver for cargo transports to other Schengen countries – requires the person concerned to have their centre of vital interests (privately and professionally) in Germany. A residence permit that has already been issued expires by operation of law if the person concerned departs Germany for a reason that is by its nature not merely temporary. This will regularly be assumed if – in an individual case based on an overall objective assessment of the life circumstances – the centre of vital interests is not in Germany. The absence of a centre of vital interests in Germany is given if a person e.g. has not established a permanent residence in Germany, and that Germany is not predominantly the starting point and destination of the professional activities. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. n/a
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			3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) n/a 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. n/a 5. If you answer YES to Q4, could you explain why you decided to choose this approach? n/a 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. There is no valid data available regarding the question.
	EMN NCP Greece	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen

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		country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. YES. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. YES. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) According to the migration legislation in force (Migration Code, Law No. 5038/2023), Greece implements a system of volumes of admission of third-country nationals for the purposes of dependent/salaried employment, which shall be included in an Act of the Council of Ministers setting out the maximum number of job positions for salaried employment per employment sector based on the ESCO classification. The Act of the Council of Ministers shall be issued in the last quarter of each year. For the issuance of the above-mentioned Act, a consultation between the Ministry of Labour and Social Security, the Economic and Social Council of Greece (OKE), the Greek Public Employment Service (DYPA), the relevant employers' associations, and the National Union of Agricultural Cooperatives of Greece (ETHEAS), shall take place regarding the short- and medium-term conditions of the Greek economy, taking into consideration:
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		- the labour supply of Greek nationals, of EU citizens, or of third-country nationals legally residing in Greece, - the unemployment rate and - the number and the characteristics of the relevant invitations submitted by the employers in the previous two years (e.g. the specialisations included in the invitations, as well as statistical and qualitative data). On the basis of the maximum number mentioned above, employers who wish to employ salaried staff shall apply through the electronic services of the Ministry of Migration and Asylum (invitation procedure), indicating the number of job positions, the details and the citizenship of the third-country nationals to be employed, the specialisation, the sector, as well as the period of employment, and submitting a valid employment contract of a duration of at least 6 months which clearly states that the monthly remuneration of the person to be employed amounts to at least the monthly remuneration of an unskilled worker. Moreover, a tax certificate evidencing that the employer is able to pay the remuneration shall accompany the employment contract. If the conditions are met, the competent service shall approve the employment of the person concerned, and the approval shall be sent to the Greek consular authority where the employees concerned are required to appear to sign the employment contract and receive their national visa to enter the country. Upon entering the country as holders of a national visa, the above-mentioned employees shall apply, within the validity period of their visa, for an initial residence permit for reasons of dependent employment, of three years duration, renewable. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO.
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			In December 2025, the Act of the Council of Ministers No. 35/2025 [Government Gazette (GG) Issue A No. 241] was issued, setting out the maximum number of job positions for salaried employment per employment sector for the year 2026, which amounts to 140 job positions for drivers of cars, vans, trucks, and buses. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? Please see the answer under Question 1. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. With regard to international carriage, Regulation (EC) 1072/2009 applies, in particular article 5, which stipulates that the competent authorities of the Member State of establishment of the haulier shall issue to the haulier a driver attestation for any driver they employ who is neither a national of a Member State nor a long-term EU resident. For the issuance of the driver attestation, the lawful employment of the driver according to the national framework for the employment of third-country nationals is a prerequisite.
	EMN NCP Hungary	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in

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		another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. Yes. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) This question is still under negotiation among the concerned bodies. However, at present, TCNs who wish to work as national cargo drivers in Hungary must pass a driving aptitude test (called 'PÁV' examination, i.e. assessment of fitness to drive). Since workers can only take the examination in Hungary, they start working under a different occupation, and change their occupation later in a residence permit extension process (after 90 days in possession of the first residence permit). 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. There are no quotas specifically for cargo drivers. However, an annual quota of 35,000 applies to guest workers.
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		As of 6 June 2026, the Government has withdrawn the list of eligible third countries for guest worker residence permits, and mandated a comprehensive and priority review of the entire legislative framework regarding the employment of third-country nationals in Hungary. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. This question is still under negotiation between the concerned bodies. However since the Entry/Exit System (EES) came into force in October 2025, non-EU nationals travelling for a short stay (up to 90 days within any 180-day period) are required to register in the EES each time they cross the external borders. According to this system, non-EU nationals who remain in the Schengen area for more than 90 days must be subjected to return procedures in accordance with the Return Directive (Directive 2008/115/EC of the European Parliament and of the Council of 16 December 2008 on common standards and procedures in Member States for returning illegally staying third-country nationals). As a general rule, preference will be given to voluntary departure.
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	 EMN NCP Ireland	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes. Ireland is not part of the Schengen area. It enforces its own national visa and border policies for third-country nationals. TCNs are required to hold a valid employment permit and corresponding immigration permission in order to work in Ireland under the terms of the employment permit granted. These permits issued by the Department of Enterprise, Tourism and Employment grant the TCN the right to work under an employment contract and reside in Ireland with the intention of taking up longer term residence in the State. Such employments may include the requirement to undertake short term temporary trips to another EU Member State however the main purpose of the permission is to take up employment in Ireland. The Workplace Relations Commission (WRC) is the responsible body in Ireland for the management of posted worker rights.* Council Directive 96/71/EC defines a posted worker as a person who, for a limited period of time, carries out his or her work in the territory of an EU Member State other than the State in which he or she normally works on a temporary basis. The definition does not include individuals who decide of their own accord to seek employment in another Member State, seagoing personnel in the merchant navy or the self-employed. Council Directive 96/71/EC was transposed into Irish law by means of the Protection of Employees (Part-time Work) Act 2001 and SI.412 of 2016 European Union (posting of Workers) Regulations 2026.** This provides that the full range of Irish employee protection
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		legislation applies to workers posted to work, or otherwise working, in the State. Directive (EU) 2018/957, which amends Directive 96/71/EC was transposed into Irish law on 1 October 2020 in the form of S.I. 374 of 2020 European Union (Posting of Workers) (Amendment) Regulations 2020.*** * https://www.workplacerelations.ie/en/what_you_should_know/employment_types/posted%20workers/posted_workers.html **https://www.irishstatutebook.ie/eli/2016/si/412/made/en/pdf *** https://www.irishstatutebook.ie/eli/2020/si/374/made/en/pdf 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. No. The Employment Permits Act 2024 and regulations apply a range of criteria upon the grant of an employment permit to all employments and across all sectors, where eligible, including eligible roles in the transport services providers sector. Other national legislation governing the licences, regulations, work practices and qualifications of workers in this sector would fall under the responsibility of the Department of Transport and/or the Road Safety Authority of Ireland. Criteria applying to the grant of an employment permit to a TCN include minimum annual remuneration, contracts of employment, relevant skills, registration of the employer with the relevant tax and companies legislative authorities and licencing requirements established by the RSA. Requirements regarding vehicles, employer fleets, standards and practices would fall outside of the employment permits legislation.
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			3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. Yes. Roles deemed eligible for employment permits may be subject to an additional quota restriction on the number of General Employment Permits (GEPs) that may be granted. A number of roles across the transport services sectors are currently eligible for employment permits with and without quotas. HGV drivers are eligible for employment permits (without quota) and a quota of General employment permits have been made available for Bus and Coach Drivers. Van Drivers, taxi and cab drivers are ineligible for permits. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? Ireland's employment permit policy is part of the response to addressing skills deficits which exist and are likely to continue into the medium term. It is not intended to act as a long term substitute for meeting the challenge of up-skilling Ireland's resident workforce, and on maximising the potential of EEA nationals to fill our skills deficits. Access may be granted to certain roles or sectors, subject to a quota restriction. This approach may be taken in order to sustainably integrate this new source of workers into the labour market and to test the labour market needs. Adjustment to quotas, or the option to remove a quota restriction, may be made, subject to evidence and stakeholder engagement and the observations of the lead
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			policy Government department for the sector. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. Information unavailable at time of submission.
 EMN NCP Italy		Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. Yes, the relevant legislation has been amended by Legislative Decree No. 27/2023, which introduced a set of obligations and requirements concerning the posting of workers in the transport sector.

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		3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) With regard to a posted third-country national worker, it is necessary that they hold a valid residence permit and possess a community professional driving licence (or equivalent), to be obtained within one year together with the Driver Certificate of Professional Competence (CPC). The sectoral legislation also provides for stringent obligations regarding communication, transparency and availability of documentation, both for the carrier and for the driver. In particular, the employer/carrier intending to carry out the posting must submit a posting declaration through the Internal Market Information System (IMI), containing details relating to the undertaking, the driver, the period of posting, the vehicles and the type of transport. The carrier is also required to promptly update such information and to ensure that the necessary documentation is available on board, such as a copy of the posting declaration and documents relating to transport operations. Upon request from the authorities, the carrier must also submit additional documents, including proof of remuneration, the employment contract and records of hours worked. Lastly, the legislation provides for specific penalties in the event of non-compliance with these obligations. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. Yes, entry quotas are provided for third-country nationals employed in the transport sector.
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			5. If you answer YES to Q4, could you explain why you decided to choose this approach? The maximum number of foreign workers who may enter Italy is determined by the Government through the quota-based admission system (decreto flussi). The quotas are defined on the basis of the actual labour needs expressed by the Italian production system. In this context, particular attention is paid to sectors experiencing the most significant labour shortages. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. N/A
	EMN NCP Latvia	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes. Currently, Latvian legislation does not explicitly prohibit the issuance of temporary residence and work permits to third-country nationals who will perform their duties exclusively in other Schengen Area countries; however, such a condition has been included in the new

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			draft Immigration Law, which is currently under review by the Latvian Parliament. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. Yes. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) Latvian legislation does not stipulate a correlation between the number of registered vehicles and the permissible number of invited third-country nationals; however, the introduction of such a regulation is currently under discussion. The remuneration of the invited persons must be at least equal to the average gross monthly wage registered in the transport sector in the preceding year, and the third-country nationals must possess a valid driver's license that complies with the job requirements. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. Latvia has not implemented a quota system. 5. If you answer YES to Q4, could you explain why you decided to choose this approach?
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			N/a 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. Currently, certain companies have been identified whose invited third-country nationals, employed in the international transport sector, do not perform work within the territory of Latvia (potentially entering the Republic of Latvia for only 1–2 days per month to switch vehicles), thereby potentially violating the permitted duration of stay in other Schengen member states.
	EMN NCP Lithuania	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes, subject to conditions. The Law on the Legal Status of Foreigners allows a temporary residence permit to be issued to a third-country national employed by a Lithuanian employer under the general employment ground. The Law also recognizes that the employer may send the foreigner to another EU or EFTA Member State under a contract for the provision of services or performance of works in

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		that state. However, this should be distinguished from worker leasing. If the arrangement is in substance temporary agency work or the leasing of the worker to another company, it cannot be treated as ordinary employment under the general employment ground. Temporary agency work is regulated separately and is subject to specific statutory conditions. Therefore, the Lithuanian framework allows genuine posting/service provision by the Lithuanian employer, but does not provide a general possibility to obtain a permit under the ordinary employment ground for the purpose of leasing the worker to another company abroad. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. No. The Law on the Legal Status of Foreigners does not establish a separate residence permit regime or specific migration requirements for cargo transport service providers as a distinct category. Cargo transport drivers are covered by the general rules applicable to third-country nationals employed by Lithuanian employers. Under the general employment ground, the foreigner must intend to work for at least 6 months and full-time. The employer must submit an undertaking to employ the foreigner and pay remuneration meeting the statutory wage requirements. The foreigner must have either a qualification related to the work to be performed or at least 1 year of relevant work experience during the last 3 years, confirmed by the employer. Alternatively, the qualification or experience requirement does not apply if the employer undertakes to pay the foreigner a monthly wage of at least the latest published average monthly gross wage in the national economy.
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			3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. The Law on the Legal Status of Foreigners does not establish a quota specifically for the employment of third-country nationals in cargo transport. It provides for a general annual quota mechanism for employment-based temporary residence permits, but not a sector-specific cargo transport quota. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. No
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	 EMN NCP Luxembourg	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. In Luxembourg, a third-country national seeking to obtain a residence permit as a salaried worker must satisfy all the conditions set out in Article 42(1) of the amended Law of 29 August 2008 on the free movement of persons and immigration. In particular, the employer must have declared the vacant position to the Employment Agency (ADEM), the applicant must successfully pass the labour market test, and a valid employment contract must be in place in order for the applicant to obtain a temporary authorisation to stay. Subsequently, the applicant must fulfil the requirements for obtaining the residence permit, including: submitting a declaration of arrival to the municipality of residence, undergoing the mandatory medical examination for foreigners (consisting of a general medical examination and tuberculosis (TB) screening), providing proof of suitable accommodation (such as a rental agreement or property deed), and paying the applicable fee of €80. Once all requirements have been met and the application has been approved, the third-country national will be issued a residence permit as a salaried worker. Only after the residence permit has been issued the employer may post the employee to another Member State.
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			2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. NO. The general rules apply to the third-country national international cargo transport drivers as there is no specific legal framework for them. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. NO. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.
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			NO.
	EMN NCP Netherlands	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. YES. It is possible for a transportation company based in the Netherlands to have its third-country employees work in other EU member states. However, no single permits (Gecombineerde vergunning verblijf en arbeid, GVVA) have been or will be issued because the transportation work is low-skilled and requires only a truck driving license which can be obtained through a short course.[1] The Netherlands is a Member State that primarily receives posted third-country nationals in the road transport sector, rather than posting them to other Member States. ^ Information provided by a specialist of the subject matter. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. NO.

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			3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. NO. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. NO. We do not currently encounter this issue for the road transport sector. This is because drivers' employers are generally based in other Member States. In addition, a driver usually does not stay in the Netherlands for more than 90 days. In cases where the stay exceeds that period, the driver would be required to apply for a residence permit from the Dutch Immigration and Naturalisation Service (IND). However, due to the short duration of most postings, this is
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			generally not necessary.
	EMN NCP Slovakia	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. No. If a third-country national is granted a Slovak temporary residence permit for the purpose of employment and a related work permit, the basic prerequisite is that the employment will be performed in the territory of the Slovak Republic and that the purpose of the stay will actually be fulfilled in the Slovak Republic. A Slovak temporary residence for the purpose of employment does not entitle the holder to pursue the main job in another EU Member State only because he or she has concluded an employment contract with a Slovak employer. When proving the purpose of the stay, the performance of this purpose of stay must be in the territory of the Slovak Republic. Temporary residence for the purpose of employment may be granted to a third-country national who is to perform work for an employer in the territory of the Slovak Republic on the basis of an employment contract, i.e. in an employment relationship pursuant to Section 21 (2) of Act No. 5/2004 Coll. on Employment Services. Any employment of a third-country national requires the employer to comply with the information obligation under Section 23b(2) of the Employment Services Act. The purpose of stay in the territory of the Slovak Republic has been specified in relation to transport employees (e.g. truck transport drivers), who must perform the purpose of temporary residence by means of transport owned/held by an employer based in the territory

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		of the Slovak Republic. This amendment to Section 21(1) of Act No. 404/2011 Coll. on Residence of Foreigners was amended due to the experiences from practical application, because it was deemed impossible that truck transport drivers – third-country nationals – would be limited exclusively to the performance of transport in the territory of the Slovak Republic. In order to fulfil the purpose of the stay, it is sufficient for the employee to carry out transport in a truck registered to his employer based in the territory of the Slovak Republic. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. NA 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) NA 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. In the Slovak Republic, there are no generally established quotas for the employment of third-country nationals in the field of freight transport under the temporary residence regime for the purpose of employment or a single residence and employment permit. Regulation No. 113/2023 Coll. on the interest of the Slovak Republic to issue a national visa to selected groups of third-country nationals introduced a system of national visas for selected
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			professions, including road transport professions (e.g. truck drivers) and sets the maximum number of persons who can benefit from this regime in a given period. However, this is a quantitative limitation of the migration instrument (national visa), not a general quota for the employment of third-country nationals in the transport sector. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? NA 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. No.
	EMN NCP Slovenia	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes

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			2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. No 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) No 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO.
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			No
	EMN NCP Spain	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. No. The residence and work permits provided for under Spanish law are designed to enable foreign nationals from third countries to reside and/or carry out a professional activity in Spain. 2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. N/A. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) N/A. 4. Are there quotas established in your country for the employment of third-country nationals

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			in your MS in the field of cargo transport? YES/NO. No. 5. If you answer YES to Q4, could you explain why you decided to choose this approach? N/A. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. Yes, but only in cases where service providers are not established in Spain but rather in third countries. Currently, the situation is being examined with a view to finding solutions.
	EMN NCP Sweden	Yes	1. Does the legal framework in your country allow for the issuance of a temporary residence and work permit to a third-country national who will enter into an employment contract with a business entity domiciled in your country, but will be deployed to work in another Schengen country based on contracts concluded by the business entity with a company registered in another Schengen state for the provision of cargo transport services outside the territory of your country? YES/NO. Yes.

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		2. If you answer YES to Q1, does your national legislation impose specific requirements on cargo transport service providers employing third-country nationals? YES/NO. Yes. 3. If you answer YES to Q2, what are these requirements? (e.g., number of registered vehicles in correlation with the number of invited third-country nationals, remuneration, etc.) As stated in the Driving Licence Act (1998:488) sect. 2 § 11 and in the Professional Transport Act (1998:490) sect. 6 § 3, it is prohibited for a third country national to drive a Swedish registered vehicle in commercial traffic within Sweden. Nevertheless, regulation No 1072/2009 is applicable in Sweden, which stipulates certain requirements and therefore facilitates the possibility for cargo transport service providers employing third-country nationals if the company has a community license and the third country national has a driver attestation. To our knowledge, there are no other requirements for the company other than the following requirements for the third country national: work permit and specific driving licence for heavy lorry and trailer. 4. Are there quotas established in your country for the employment of third-country nationals in your MS in the field of cargo transport? YES/NO. No. 5. If you answer YES to Q4, could you explain why you decided to choose this approach?
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Ad-Hoc Query on 2026.30 Regulatory Framework for Residence and Work Permits for Third-Country National Cargo Transport Drivers

			N/A. 6. Have you identified any issues regarding compliance with the 90-day limit within any 180-day period concerning international cargo transport drivers (third-country nationals) who are deployed by service providers registered in your country to provide services in other Schengen member states? YES/NO. No.
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