

EUROPEAN COMMUNITIES

GUIDE

TO THE PROVISIONS APPLYING TO THE
INTERNATIONAL CARRIAGE OF PASSENGERS BY
ROAD BY MEANS OF OCCASIONAL COACH AND
BUS SERVICES

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P A R T O N E

LICENSING SYSTEMS AND DEGREES OF LIBERALIZATION

1. INTRODUCTION

The economic activity of bus and coach operators is, like any other economic activity, subject to rules. The Commission of the European Communities has always endeavoured to ensure that these rules are as simple as possible.

Occasional international coach and bus services in Western Europe are governed by various provisions:

1. Carriage between Member States

Council REGULATION NO 117/66/EEC of 28 July 1966 lays down common rules for the international carriage of passengers by coach and bus.¹ This regulation is the very cornerstone of Community policy concerning coach and bus services. The main aim of the regulation is to facilitate the performance of occasional coach and bus services between Member States by liberalizing certain types of services and introducing a uniform control document. This fits in with the guiding principle of the common transport policy, i.e. the progressive establishment of a rational and effective organization which not only eliminates restrictions to the freedom to provide services but also makes possible the harmonious development of transport activities.

2. Carriage between Member States and certain non-member countries (Austria, Finland, Norway, Portugal, Spain, Sweden, Switzerland and Turkey)

A multilateral agreement has been concluded between the European Economic Community (EEC) and the abovementioned States.² This is the Agreement on the International Carriage of Passengers by Road by means of Occasional Coach and Bus Services (ASOR) which entered into force on 1 December 1983. In negotiating the ASOR, the EEC wished, in the carriers' interests, to extend the Community rules in existence since 1966 to cover routes involving countries which are not members of the EEC. This aim has not been achieved completely, but the conclusion of the ASOR constitutes a considerable step forward since the Agreement.

- (i) liberalizes the performance of certain types of occasional services
- (ii) permits a more effective and more rational organization of transport,

¹ Official Journal No 147, 9.8.1966, p. 2688.

² Official Journal, L 230, 5.8.1982, p. 38.

- (iii) facilitates inspections,
- (iv) streamlines and harmonizes administrative formalities, and
- (v) reinforces the consultation procedures.

3. Carriage between Member States and other non-member countries

There are a number of bilateral and multilateral agreements between Member States and non-member countries relating to routes between the Member States and non-member countries which have concluded the agreements in question. These agreements are not covered in this analysis, in view of the wide variety of rules involved and so as not to overfill the guide.

In order to make it easier to understand these rules, the Commission has decided to draw up an explanatory document. The purpose of this guide is to give carriers practical tips:

- (i) to help them to understand the Community rules (REGULATION NO 117/66) and the ASOR rules,
- (ii) to help them to apply the two sets of rules correctly, and
- (iii) to help them make the most of all the advantages which the ASOR offers them.

The guide gives a simple summary of all the rules laid down in the ASOR and REGULATION NO 117/66 in the form of an overview of the general principles behind the two systems (see Part Two), followed by practical examples (see Part Three). It does not quote the rules laid down in the ASOR or in REGULATION NO 117/66 word for word. Readers who wish to know the exact wording of a clause should refer to the text in question, parts of which are included in the control document, under the heading 'Important notice'.

Of course, there is always a chance that the competent authorities might interpret the rules differently when they enforce them in practice. In case of doubt, ask the competent national authorities or the trade organizations listed at the end of this guide for the precise interpretation.

2. DIFFERENCES BETWEEN THE GENERAL PRINCIPLES OF THE ASOR SYSTEM AND
THOSE OF THE SYSTEM SET UP UNDER REGULATION NO 117/66/EEC

Subject	ASOR	REGULATION NO 117/66/EEC
1) Contracting Parties or countries concerned	EEC, Austria, Finland, Norway, Portugal, Spain, Sweden, Switzerland and Turkey (the Contracting Parties which have signed the ASOR)	Belgium, Denmark, France, Germany (Federal Republic), Greece, Ireland, Italy, Luxembourg, The Netherlands and United Kingdom (the Member States of the EEC)
2) Scope	<p>Occasional services between Contracting Parties in vehicles registered in the territory of a Contracting Party</p> <p>The place of departure and the place of destination determine whether the ASOR and/or REGULATION NO 117/66/EEC applies to a given service, as follows:</p> <p>(i) REGULATION NO 117/66/EEC applies if both places are in the EEC;</p> <p>(ii) the ASOR applies if at least one of these places lies within the territory of a Contracting Party other than the EEC;</p> <p>(iii) both REGULATION NO 117/66/EEC and the ASOR apply simultaneously if both places lie within the EEC, but the territory of a Contracting Party other than the EEC is crossed in transit</p>	Occasional services between Member States in vehicles registered in a Member State
3) Types of operation which come under the heading 'Occasional services'	<p>(i) Closed-door tours ('A' services), that is to say services whereby the same vehicle is used to carry the same group of passengers throughout the journey and to bring them back to the place of departure</p> <p>(ii) Services which make the outward journey laden and the return journey unladen ('B' services)</p> <p>(iii) All other services, and in particular those involving unladen outward journeys ('C.1', 'C.2', 'C.3' and 'D' services)¹</p>	
4) Other characteristics of occasional services	<p>(i) Save for exceptions authorized by the Contracting Party concerned, no passenger may be taken up or set down during the journey</p> <p>(ii) Such services may be operated with some degree of frequency without thereby ceasing to be 'occasional' services</p>	Save for exceptions authorized by the Member State concerned, no passenger may be taken up or set down during the journey

¹ See point 7 for 'C' services and point 8 for 'D' services.

Subject	ASOR	REGULATION NO 117/66/EEC
5) Transport authorizations	<p>Operators authorized by their respective national authorities to perform occasional passenger services by road may effect liberalized services without specific authorization.</p> <p>-----</p> <p>An authorization is required, in principle, for occasional services which are not liberalized (see also point 8).</p>	
6) Liberalized services	<p>(i) Closed-door tours (<u>'A' services</u>)</p> <p>(ii) Services which make the outward journey laden and the return journey unladen (<u>'B' services</u>)</p> <p>(iii) Certain other occasional services (<u>'C.1', 'C.2' and 'C.3' services</u>)</p>	
<p>7) Which 'certain other occasional services' are liberalized (<u>'C' services</u>)? <u>Preconditions</u></p> <p>- Nature of the outward journey</p> <p>- Place where the passengers are taken up</p> <p>- Nature of the groups of passengers mentioned below:</p>	<p>The <u>outward</u> journey must be made unladen.</p> <p>The passengers must be taken up <u>at the same place</u>.</p>	
<p>7.1 <u>Conditions for 'C.1' services</u></p> <p>(a) Place where the group is formed</p> <p>(b) Date of conclusion of the contracts of carriage</p>	<p>The groups must be formed on the territory:</p> <p>- either of a <u>non-contracting State</u></p> <p>- or of a <u>Contracting Party other than that:</u></p> <p>· where the vehicle is registered; or</p> <p>where the passengers are taken up.</p> <p>Before the arrival of the passengers on the territory of the <u>Contracting Party</u> where they are taken up</p> <p>The groups must be formed <u>outside the Member State in which they are taken up</u></p> <p>Before the arrival of the passengers on the territory of the <u>Member State</u> where they are taken up</p>	

Subject	ASOR	REGULATION NO 117/66/EEC
(c) Destination of the journey made laden	<u>The destination must be in the State in which the vehicle is registered</u>	<p>The passengers may:</p> <ul style="list-style-type: none"> - either be taken to <u>the State in which the vehicle is registered</u> - or be taken to a <u>Member State other than that in which they are taken up</u> - or be taken up for an <u>international service</u> whereby the same vehicle is used to carry the same group of passengers throughout the journey and to bring them back to the country of departure of the laden journey
<p>7.2 <u>Conditions for 'C.2' services</u></p> <p>Preceding journey</p> <p>Destination of the journey made laden</p>	<p>The passengers must have been carried:</p> <ul style="list-style-type: none"> - <u>by the same carrier</u> previously - by a vehicle which made the outward journey laden and the return journey unladen - to the territory of the <u>Contracting Party</u> where they are taken up <p><u>The State in which the vehicle is registered</u></p>	<ul style="list-style-type: none"> - to the territory of the <u>Member State</u> where they are taken up <p>A <u>Member State other than that in which the passengers are taken up</u></p>
<p><u>NB: Exceptions to the liberalization of 'C.2' services</u></p>	<p>Exceptions currently apply to links with <u>Portugal, Spain and Turkey</u>. Therefore, the following 'C.2' services are not liberalized:</p> <ul style="list-style-type: none"> (i) services between those three countries (ii) services between any one of those three countries and the other Contracting Parties, and vice versa 	<p>No exception</p>
<p>7.3 <u>Conditions for 'C.3' services</u></p> <p>Type of passengers</p>	<p>The passengers must:</p> <ul style="list-style-type: none"> • have been invited to travel to the territory of <u>another Contracting Party</u> (i.e. into the territory of the State in which the vehicle is registered), the cost of transport being borne by the person issuing the invitation • constitute a <u>homogeneous group</u> which has not been formed solely with a view to undertaking that particular journey 	<p>The passengers must:</p> <p>have been invited to travel to the territory of <u>another Member State</u>, the cost of transport being borne by the person issuing the invitation</p>

Subject	ASOR	REGULATION NO 117/66/EEC
8) Services subject to authorization ('D' services) <u>Conditions</u> Transport authorizations	The following services are subject to authorization, unless there is a specific agreement between the States concerned: (i) services which do not completely fall within the definition of occasional services (see points 3 and 4 of this table) (ii) services which do not satisfy the conditions referred to in point 7 of this table Please refer to point 2.2 (on page 27) for a list of examples of services subject to authorization	In principle, authorizations are required for <u>'D' services</u> , save where the States concerned have concluded agreements or made other arrangements providing for more liberal treatment

A control document is needed for all occasional services covered by the ASOR and/or REGULATION NO 117/66/EEC.

3. CONTROL DOCUMENT (= PASSENGER WAY-BILL)

1. A standard control document has been drawn up for all occasional services covered by the ASOR and/or REGULATION NO 117/66/EEC.
2. The control document is issued by the competent authorities in the country where the vehicle is registered, or by any duly authorized agency.
3. The books of passenger way-bills are made out in the name of the carrier and are not transferable.
4. For each journey the carrier must complete a passenger way-bill in duplicate, before the start of the journey. The top copy must be kept on board the vehicle throughout the journey to which it refers.
5. It must be produced whenever required, by authorized inspecting officers.
6. The carrier is responsible for seeing that the passenger way-bills are duly and correctly completed. This applies even if the way-bill is completed by the driver. Where the way-bill is misused or is not completed fully or correctly, the carrier shall be liable to penal or administrative action (fine, removal of vehicle from service, ban on crossing the frontier, etc.). Moreover, the carrier must comply with the laws, regulations and administrative provisions in force in the territory of each of the Contracting Parties to the ASOR, and in particular those concerning transport and traffic.
7. Operators authorized by their respective national authorities to carry out occasional passenger services by road need only complete the passenger way-bill to qualify to perform a liberalized occasional international service.¹
8. The standard control document applies with effect from 1 July 1984.

¹ Certain States require the way-bill to be stamped each time a frontier post is crossed (on entry and on exit). Carriers are therefore advised to have the way-bill stamped each time a frontier is crossed.

9. Control documents used for occasional services before the ASOR entered into force may still be used up to 30 November 1985 at the latest.
10. The following countries have agreed that the passenger list provided for by Item No 6 in the way-bill need not be drawn up:
- (i) under the ASOR: on 1 January 1984, none.
 - (ii) under REGULATION NO 117/66/EEC: Belgium, Federal Republic of Germany, Luxembourg and The Netherlands.

Only the number of passengers, and not the full passenger list, need be given for occasional services between the abovementioned countries.

11. It should be pointed out with regard to occasional services comprising one or more local stops or excursions that:
- (i) all local stops or excursions must be entered in Item No 5 of the passenger way-bill before the service begins;
 - (ii) some States demand that all the passengers must go on the local excursions.

P A R T T W O

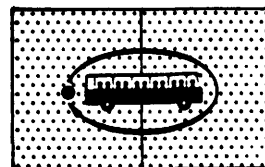
PRACTICAL EXAMPLES OF OCCASIONAL SERVICES

1. CLOSED-DOOR TOURS ('A' SERVICES)

1.1. A vehicle registered in the United Kingdom takes a group of passengers from London (UK) to France for a tour of the Loire châteaux and brings the group back to London.

NB: - This is a liberalized service.

- REGULATION NO 117/66 applies.

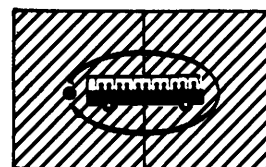


1

1.2. A vehicle registered in Austria takes a group from Vienna (Austria) to Switzerland to visit Bern, Lucerne, Zurich, Basle, Lausanne and Geneva, and brings the group back to Vienna.

NB: - This is a liberalized service.

- The ASOR applies.

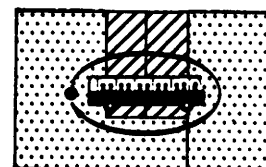



2


1.3. A vehicle registered in the United Kingdom takes a group from London (UK) to Switzerland to visit Zurich, Lucerne, Bern and Geneva and then on to France to visit Lyon, Rheims and Paris. It then brings the group back to London.

NB: - This is a liberalized service.

- REGULATION NO 117/66 applies to the stretch within the EEC and the ASOR applies to the stretch in Switzerland and Austria.



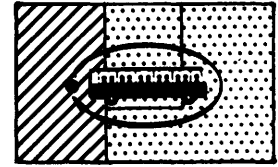
1  EEC Member State.

2  Non-EEC country which is a Contracting Party to the ASOR.

1.4. A vehicle registered in Switzerland takes a group from Bern (Switzerland) to the United Kingdom to visit London, Bristol, Birmingham and Dover and then on to France to visit Lille, Paris and Dijon. It then returns the group to Bern.

NB: - This is a liberalized service.

- The ASOR applies throughout the journey.

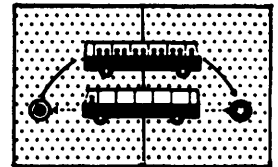


2. SERVICES WHERE THE OUTWARD JOURNEY IS MADE LADEN AND THE RETURN JOURNEY IS MADE UNLADEN ('B' SERVICES)

2.1. A vehicle registered in the United Kingdom takes a group from London (UK) to Brussels (Belgium) and returns empty to the United Kingdom.

NB: - This is a liberalized service.

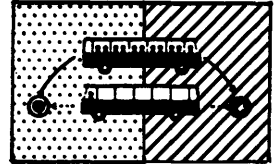
- REGULATION NO 117/66 applies.



2.2. A vehicle registered in the United Kingdom takes a group from London (UK) to Geneva (Switzerland) and returns empty to the United Kingdom.

NB: - This is a liberalized service.

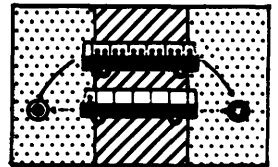
- The ASOR applies.



2.3. A vehicle registered in the United Kingdom takes a group from London (UK) to Aosta (Italy) via France and Switzerland and returns empty to the United Kingdom.

NB: - This is a liberalized service.

- REGULATION NO 117/66 applies to the section within the EEC and the ASOR applies to the transit stretch through Switzerland.



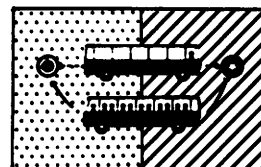
3. OTHER SERVICES ('C' SERVICES)

3.1. 'C.1' services

3.1.1. A vehicle registered in the United Kingdom travels empty to Bern (Switzerland) where it takes up a group formed in Japan¹ which it then takes to the United Kingdom.

NB: - This is a liberalized service.

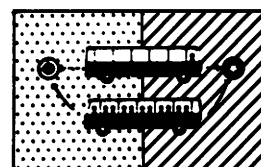
- Japan is not a Contracting Party to the ASOR.
- The ASOR applies.



3.1.2. The same example as in point 3.1.1., except that the group is formed¹ in Austria.

NB: - This is a liberalized service.

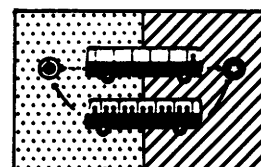
- Austria (where the group is formed) is a Contracting Party other than that in which the vehicle is registered (the EEC) and other than that in which the passengers are taken up (Switzerland).
- The ASOR applies.



3.1.3. The same example as in point 3.1.1., except that the group is formed in the Federal Republic of Germany.¹

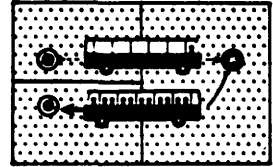
NB: - As the Federal Republic of Germany (where the group is formed) and the United Kingdom (where the vehicle is registered) are both part of the same Contracting Party (i.e. the EEC), this service is not liberalized.

- Authorization: to be issued (where appropriate) by Switzerland and France.
- The ASOR applies.



¹ Under contracts of carriage concluded before its arrival in Switzerland.

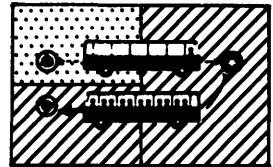
3.1.4. A vehicle registered in the United Kingdom travels empty to Brussels (Belgium) where it takes up a group formed under contracts of carriage concluded before its arrival in Belgium and takes it to Amsterdam (The Netherlands).



NB: - This is a liberalized service.

- REGULATION NO 117/66 applies.

3.1.5. A vehicle registered in the United Kingdom travels empty to Barcelona (Spain) where it takes up a group formed in Sweden¹ and takes it to Lisbon (Portugal).

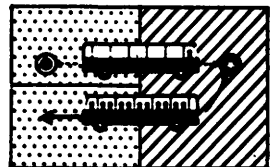


NB: - As the passengers are not taken to the State in which the vehicle is registered this service is not liberalized.

- Authorization: to be issued (where appropriate) by Spain and Portugal.

- The ASOR applies.

3.1.6. A vehicle registered in Italy travels empty to Zurich (Switzerland), there takes up a group formed in the United States² and takes it to London (UK).

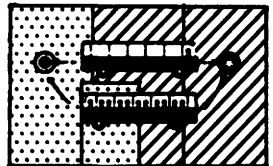


NB: - As the return journey is not to the EEC Member State in which the vehicle used is registered the service is not liberalized.

- Authorization: to be issued (where appropriate) by Switzerland, France and the United Kingdom.

- The ASOR applies.

3.1.7. A vehicle registered in the United Kingdom travels empty to Salzburg (Austria), takes up a group formed in Japan³ and takes it to London (UK) via Switzerland and France.



NB: - This is a liberalized service.

- The ASOR applies.

¹ Under contracts of carriage concluded before its arrival in Spain.

² Under contracts of carriage concluded before its arrival in Switzerland.

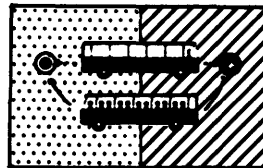
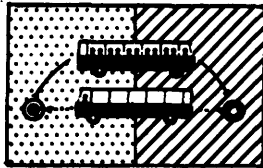
³ Under contracts of carriage concluded before its arrival in Austria.

3.2. 'C.2' services

3.2.1. A vehicle registered in the United Kingdom takes a group from Dover (UK) to Neuchâtel (Switzerland) and returns empty to the United Kingdom. A fortnight later the same carrier travels empty to Neuchâtel (in a vehicle registered in the United Kingdom) to collect the same passengers and take them back to Dover (UK).

NB: - This is a liberalized service.

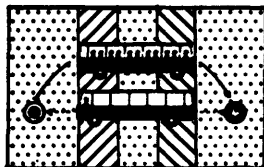
- The ASOR applies.



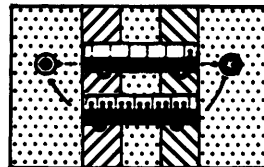
3.2.2. A vehicle registered in the United Kingdom takes a group of passengers from Dover (UK) to Athens (Greece)¹ and returns empty to the United Kingdom. A month later the same carrier travels empty to Athens to collect the same passengers and take them back to Dover.

NB: - This is a liberalized service apart from the section on Yugoslav territory, where a transit authorization may be required.

- REGULATION NO 117/66 applies for the stretch within the EEC, and the ASOR applies for the stretch in Switzerland.



*



¹ Crossing French, Swiss, Italian and Yugoslav territory in transit.

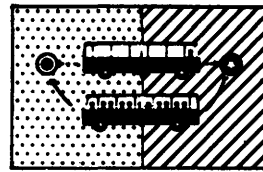
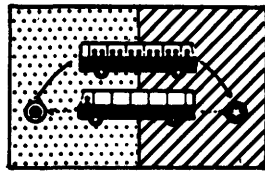
* State which is neither a member of the EEC nor a Contracting Party to the ASOR.

3.2.3. A vehicle registered in the United Kingdom takes a group from London (UK) to Lausanne (Switzerland) and returns empty to the United Kingdom (first part of journey - 'B' service). Three weeks later a different carrier travels empty to Lausanne (in a vehicle registered in the United Kingdom) to take the same passengers back to London (second part of journey - 'D' service).

NB: - As the second part of the journey is not made by the same carrier as the first this service is not liberalized.

- Authorization: to be issued (where appropriate) by Switzerland and France.

- The ASOR applies.

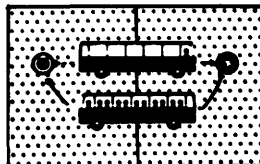


3.3. 'C.3' services

3.3.1. A British football club invites a group of French people to attend a football match in Liverpool (UK), the transport costs being borne by the British club. Accordingly, a vehicle registered in the United Kingdom travels empty to Paris, where it picks up the group in order to take it to Liverpool.

NB: - This is a liberalized service.

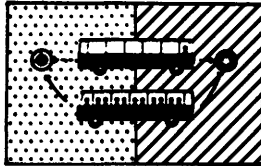
- REGULATION NO 117/66 applies.



3.3.2. A British trade association invites a Spanish group to attend a trade event in London (UK), the transport costs being borne by the British trade association. Accordingly, a vehicle registered in the United Kingdom travels empty to Madrid (Spain) where it picks up the group of Spanish passengers in order to take them to London (UK).

NB: - This is a liberalized service.

- The ASOR applies.

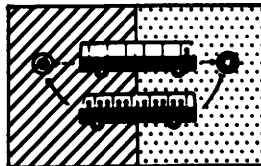


3.3.3. The University of Bern (Switzerland) invites a British group to take part in a seminar, the transport costs being borne by the British group. A vehicle registered in Switzerland travels empty to London (UK), where it picks up the group of British passengers, and then takes them to Bern.

NB: - As the transport costs are not borne by the person issuing the invitation (University of Bern), this service is not liberalized.

- Authorization: to be issued (where appropriate) by France and the United Kingdom.

- The ASOR applies.



P A R T T H R E E

HOW TO COMPLETE THE PASSENGER WAY-BILLS

Each passenger way-bill refers to a
corresponding example in Part Two

A FEW DIRECTIONS ON HOW TO COMPLETE THE PASSENGER WAY-BILLS

1. In Section C.1 the carrier must place a cross in the box for:

- 'in the territory of the Contracting Party where they are to be taken up', if the ASOR applies;
- 'in the Member State of the EEC where they are to be taken up', if REGULATION NO 117/66/EEC applies.

2. Section D: 'Another occasional service'

2.1. This covers services which are not liberalized under the ASOR or under REGULATION NO 117/66/EEC.

2.2. Examples of 'particulars' are:

- (i) change of group en route;
- (ii) service involving one or more transfers to another vehicle;
- (iii) 'B' service with the return journey made laden;¹
- (iv) 'C.1' service not preceded by an unladen entry;¹
- (v) 'C.1' service covered by the ASOR where the passengers are not taken to the State in which the vehicle is registered;
- (vi) 'C.1' service covered by the ASOR where the group was formed in the Contracting Party in which it was picked up;
- (vii) 'C.2' service not preceded by an unladen entry;¹
- (viii) 'C.3' service with the transport costs being borne by passengers.

2.3. Examples of 'Authorization not required because' are:

- (i) bilateral or multilateral agreement;
- (ii) Benelux rules.

2.4. Examples of 'unforeseen changes' are:

- (i) cancellation of one or more local excursions;
- (ii) absence of one or more passengers because of illness, for example;
- (iii) change of route for pressing reasons.

¹ Involving a change of group at the same time.

Example 1.1.

(Passenger waybill – recto)



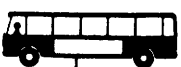
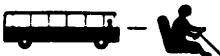
(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)


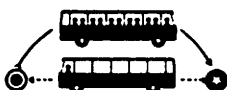

Book No




Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block;">1984 BCC</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>
2		ASHLEY COACHES <hr/> Station Square <hr/> London WC 2 (United Kingdom)
3		1 Peter WHITE <hr/> 2 Tom WOOD <hr/> 3

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	
X			
Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.		C1 The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on <input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.	
4	C 	C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached.	
	⊕ = ⊙ =	C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.	
D	Another occasional service (particulars): _____ _____		
		<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because	

	Itinerary				 Km  Km	
	Dates	from	to			
5	3.7.1982	London (UK)	Paris (F)	450		Calais
	5.7.1982	Paris (F)	Orléans (F)	150		
	7.7.1982	Orléans (F)	Blois (F)	80		
	9.7.1982	Blois (F)	Tours and return(F)	100		
	10.7.1982	Blois (F)	Angers " " (F)	400		
	11.7.1982	Blois (F)	London (UK)	700		Folkestone
			Total	1 880	+ 0	= 1 880 km

Example 1.2.

(Passenger waybill - recto)





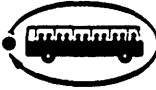
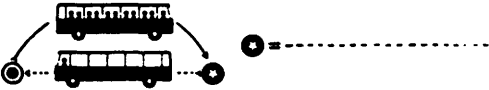
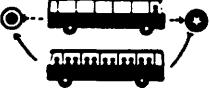









(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) - Distinguishing sign of the country A

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">W 824 762</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>																																																																
2		ALTMANN CARS <hr/> Kirchstraße <hr/> Vienna (Austria)																																																																
3		1 Dieter MÜLLER <hr/> 2 Karl-Heinz REICHENBACH <hr/> 3																																																																
Type of service (put a cross in the appropriate box and add the required supplementary information)																																																																		
A		B																																																																
X																																																																		
4	C  * = ----- @ = -----	C1 The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrived(d) on <input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up. <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached. C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. <input type="checkbox"/> The passenger waybill for the previous outward laden journey and unladen return journey is attached. C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.																																																																
D	Another occasional service (particulars): _____ _____	<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because																																																																
5	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:10%;">Itinerary</th> <th style="width:20%;">Dates</th> <th style="width:20%;">from</th> <th style="width:20%;">to</th> <th style="width:10%; text-align:center;">  Km </th> <th style="width:10%; text-align:center;">  Km </th> <th style="width:10%; text-align:center;">  </th> </tr> </thead> <tbody> <tr> <td></td> <td>1.4.1981</td> <td>Vienna (A)</td> <td>Bern (CH)</td> <td style="text-align:center;">750</td> <td></td> <td style="text-align:center;">Buchs</td> </tr> <tr> <td></td> <td>4.4.1981</td> <td>Bern (CH)</td> <td>Lucerne (CH)</td> <td style="text-align:center;">90</td> <td></td> <td></td> </tr> <tr> <td></td> <td>6.4.1981</td> <td>Lucerne (CH)</td> <td>Zurich (CH)</td> <td style="text-align:center;">80</td> <td></td> <td></td> </tr> <tr> <td></td> <td>8.4.1981</td> <td>Zurich (CH)</td> <td>Basle (CH)</td> <td style="text-align:center;">105</td> <td></td> <td></td> </tr> <tr> <td></td> <td>10.4.1981</td> <td>Basle (CH)</td> <td>Lausanne (CH)</td> <td style="text-align:center;">260</td> <td></td> <td></td> </tr> <tr> <td></td> <td>12.4.1981</td> <td>Lausanne (CH)</td> <td>Geneva (CH)</td> <td style="text-align:center;">90</td> <td></td> <td></td> </tr> <tr> <td></td> <td>13.4.1981</td> <td>Geneva (CH)</td> <td>Vienna (A)</td> <td style="text-align:center;">950</td> <td></td> <td style="text-align:center;">Feldkirch</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align:right;">Total</td> <td style="text-align:center;">2 325 +</td> <td style="text-align:center;">0</td> <td style="text-align:center;">= 2 325 km</td> </tr> </tbody> </table>			Itinerary	Dates	from	to	 Km	 Km			1.4.1981	Vienna (A)	Bern (CH)	750		Buchs		4.4.1981	Bern (CH)	Lucerne (CH)	90				6.4.1981	Lucerne (CH)	Zurich (CH)	80				8.4.1981	Zurich (CH)	Basle (CH)	105				10.4.1981	Basle (CH)	Lausanne (CH)	260				12.4.1981	Lausanne (CH)	Geneva (CH)	90				13.4.1981	Geneva (CH)	Vienna (A)	950		Feldkirch				Total	2 325 +	0	= 2 325 km
Itinerary	Dates	from	to	 Km	 Km																																																													
	1.4.1981	Vienna (A)	Bern (CH)	750		Buchs																																																												
	4.4.1981	Bern (CH)	Lucerne (CH)	90																																																														
	6.4.1981	Lucerne (CH)	Zurich (CH)	80																																																														
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	13.4.1981	Geneva (CH)	Vienna (A)	950		Feldkirch																																																												
			Total	2 325 +	0	= 2 325 km																																																												

Example 2.1.

(Passenger waybill - recto)

(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) - Distinguishing sign of the country GB

1	<div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 10px;">1984 BCC</div>	<div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 10px;">50</div>
2		ASHLEY COACHES <hr/> Station Square <hr/> London (United Kingdom)
3		1 Peter BURTON <hr/> 2 <hr/> 3

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	Brussels (B)
		X	
4	Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.	C1	The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on <input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.
C		C2	previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached.
	● = ○ =	C3	invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.
D	Another occasional service (particulars): _____		<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because

5	Itinerary					
	Dates	from				
	11.5.1982	London (UK)	Brussels (B)	250		Ostende
	12.5.1982	Brussels (B)	London (UK)		250	Dover
			Total	250	+ 250	= 500 km

Example 2.2.

(Passenger waybill – recto)



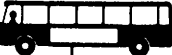


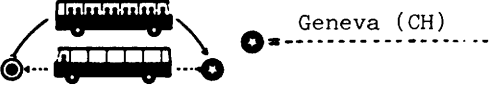
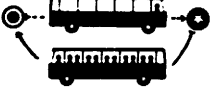



(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1		1984 B CC		50
2		ASHLEY COACHES Station Square London (United Kingdom)		
3		1 Patrick YOUNG 2 Peter WHITE 3		
Type of service (put a cross in the appropriate box and add the required supplementary information)				
A		B	 Geneva (CH)	
Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.		X		
4		C1	The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on <input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.	
		C2	previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached.	
		C3	invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.	
D Another occasional service (particulars): _____ _____		<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because		
5				
Itinerary				
Dates	from	to	 Km  Km	
16.4.1983	London (UK)	Geneva (CH)	1 200	Boulogne
18.4.1983	Geneva (CH)	London (UK)	1 200	La Cure
				Folkestone
Total			1 200 + 1 200 =	2 400 km

Examples 3.1.1. and 3.1.2.

(Passenger waybill - recto)





(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)


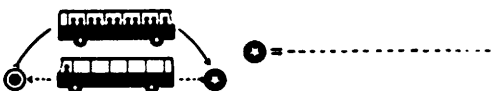
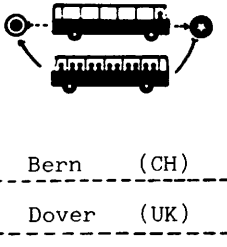
Book No




Waybill No

(State in which the document is issued) - Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">1209 CPT</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>
2		ASHLEY COACHES <hr/> King George Square <hr/> Dover (United Kingdom)
3		1 <u>George COLE</u> 2 <u>James CLARK</u> 3 _____

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	
4	<p>Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.</p>  <p>● = Bern (CH) ● = Dover (UK)</p>	<p>C1 The passengers were assembled, under a contract of carriage made on 10.3.83 with ASORTOURS (travel agency, association, etc.). X They arrive(d) on 15.6.1983 <input checked="" type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input checked="" type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.</p> <p>C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. <input type="checkbox"/> The passenger waybill for the previous outward laden journey and unladen return journey is attached.</p> <p>C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.</p>	
D	Another occasional service (particulars): _____ _____		
		<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because	

Itinerary	Dates		to	 Km	 Km	
	from					
5	15.6.1983	Dover (UK)	Bern (CH)		1 200	Calais
						Les Verrières
	17.6.1983	Bern (CH)	Dover (UK)	1 200		Les Verrières
						Dover
Total				1 200	+ 1 200	= 2 400 km

Example 3.1.3.

(Passenger waybill – recto)





(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)


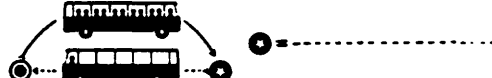
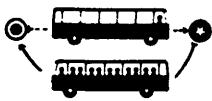
Book No


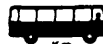

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">1489 CPT</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>
2		ASHLEY COACHES King George Square Dover (United Kingdom)
3		1 Andrew NELSON 2 Paul WHITE 3

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	
Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.		C1 The passengers were assembled, under a contract of carriage made on 12.2.83 with ASORTOURS (travel agency, association, etc.). They arrive(d) on 10.7.1983. <input checked="" type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input checked="" type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.	C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached.
4	C  ● = Bern (CH) ⊙ = Dover (UK)	C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.	D Another occasional service (particulars): Group of passengers formed in territory of the same Contracting Party as that in which the vehicle is registered <input checked="" type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because

	Itinerary		from	to	 Km	 Km	
	Dates						
5	10.7.1983		Dover (UK)	Bern (CH)		1 200	Calais
							Les Verrières
	12.7.1983		Bern (CH)	Dover (UK)	1 200		Les Verrières
							Dover
Total					1 200	+ 1 200	= 2 400 km

Exemple 3.1.4.

(Passenger waybill – recto)



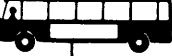
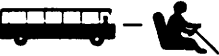






(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">1984 BCC</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>				
2		ASHLEY COACHES				
		Station Square				
		London (United Kingdom)				
3		1 Paul RIBBON 2 _____ 3 _____				
Type of service (put a cross in the appropriate box and add the required supplementary information)						
A		B				
						
4	<p>Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: 150px;">  </div> <p style="text-align: center;"> ⊕ = Brussels (B) ⊙ = Amsterdam (NL) </p>	<p>C1 The passengers were assembled, under a contract of carriage made on 7.2.82 with ASORTOURS (travel agency, association, etc.). They arrive(d) on 14.6.82</p> <p><input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input checked="" type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input checked="" type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.</p> <p>C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached.</p> <p>C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.</p>				
D	Another occasional service (particulars): _____ _____	<input type="checkbox"/> – The required authorization is attached <input type="checkbox"/> – Authorization not required because ..				
5	Itinerary					
	Dates	from	to	 Km	 Km	
	16.6.1982	London (UK)	Brussels (B)		250	Ostende
	16.6.1982	Brussels (B)	Amsterdam (NL)	250		Wernhout
			Total	250	+ 250	= 500 km

Example 3.1.5.

(Passenger waybill - recto)




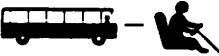
(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)


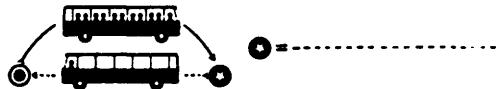

Book No

Waybill No

(State in which the document is issued) - Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">1984 BCC</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>
2		ASHLEY COACHES <hr/> Station Square <hr/> London (United Kingdom)
3		1 Peter MANSON <hr/> 2 Charles WHITE <hr/> 3

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	
4	Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration. <div style="text-align: center;">  <p>● = Barcelona (E) ● = Lisbon (P)</p> </div>	C1 The passengers were assembled, under a contract of carriage made on 10.3.83 with ASORTOURS (travel agency, association, etc.). They arrive(d) on 10.6.83 <input checked="" type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input checked="" type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached. C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached. C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.	
D	Another occasional service (particulars): Passengers carried to the territory of a Contracting Party other than that where the vehicle is registered.		
		<input checked="" type="checkbox"/>	The required authorization is attached
		<input type="checkbox"/>	Authorization not required because

Itinerary	Dates		Km	Km	Customs
	from	to			
5	11.6.1983	London (GB)	Barcelona (E)	1 800	Calais
					La Junquera
	13.6.1983	Barcelona (E)	Lisbon (P)	900	Irun - Vilar
					Formoso
			Total	900 + 1 800 =	2 700 km

Example 3.2.1.

(Passenger waybill – recto)



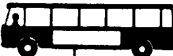
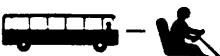



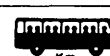
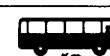

(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 20px;">1489 CPT</div>	 <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 20px;">50</div>			
2		ASHLEY COACHES			
		King George Square			
		Dover (United Kingdom)			
3		1 Paul PATTERSON			
		2 Sean O'BRIAN			
		3			
Type of service (put a cross in the appropriate box and add the required supplementary information)					
A		B			
					
4	<p>Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.</p> <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">C</div>  <p>⊕ = Neuchâtel (CH)</p> <p>⊙ = Dover (UK)</p>	<div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">C1</div> <p>The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on</p> <p><input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up,</p> <p><input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only),</p> <p><input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.</p> <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">C2</div> <p>previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again.</p> <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">X</div> <p>The passenger waybill for the previous outward laden journey and unladen return journey is attached.</p> <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">C3</div> <p>invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.</p>			
	<div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">D</div> <p>Another occasional service (particulars):</p> <p>_____</p>	<p><input type="checkbox"/> - The required authorization is attached</p> <p><input type="checkbox"/> - Authorization not required because</p>			
5	Itinerary				
	Dates	from	to	 Km  Km 	
	10.8.1982	Dover (UK)	Neuchâtel (CH)	1 200	Calais
	12.8.1982	Neuchâtel (CH)	Dover (UK)	1 200	Les Verrières
					Dover
			Total	1 200 + 1 200 =	2 400 km

Example 3.2.2.

(Passenger waybill - recto)






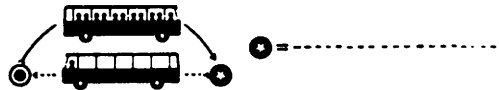



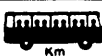


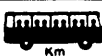


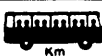


(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) - Distinguishing sign of the country GB

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4	<p>Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;">  </div> <p style="margin-top: 10px;">  = Athens (GR)  = Dover (UK) </p>	<p>C1 The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on</p> <p><input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached.</p> <p>C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again.</p> <p><input checked="" type="checkbox"/> X The passenger waybill for the previous outward laden journey and unladen return journey is attached.</p> <p>C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached.</p>																																																																																				
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Example 3.2.3.

(Passenger waybill – recto)



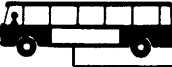












(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	 <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 10px;">1984 BCC</div>	 <div style="border: 1px solid black; display: inline-block; padding: 5px; margin-left: 10px;">50</div>																																																															
2		ASHLEY COACHES Station Square London (United Kingdom)																																																															
3		1 Joseph BURKE 2 Michael STEVENS 3																																																															
Type of service (put a cross in the appropriate box and add the required supplementary information)																																																																	
A		B																																																															
4	Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration. <div style="text-align: center;">  <p> * = Lausanne (CH) ⊙ = London (UK) </p> </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> C1 The passengers were assembled, under a contract of carriage made on with (travel agency, association, etc.). They arrive(d) on <input type="checkbox"/> in the territory of the Contracting Party where they are to be taken up, <input type="checkbox"/> in the Member State of the EEC where they are to be taken up (for EEC vehicles only), <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under III.3) is attached. </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> C2 previously brought by the same carrier on a service referred to in B, to the country where they are to be taken up again. The passenger waybill for the previous outward laden journey and unladen return journey is attached. </div> <div style="border: 1px solid black; padding: 5px;"> C3 invited to travel to Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of invitation (or a photocopy thereof) is attached. </div>																																																															
D	Another occasional service (particulars): <input checked="" type="checkbox"/> - The required authorization is attached Outward journey unladen in order to pick up in Lausanne a group of passengers who were taken there by another carrier <input type="checkbox"/> - Authorization not required because																																																																
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Example 3.3.1.

(Passenger waybill – recto)

(Green coloured paper – DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) – Distinguishing sign of the country GB

1	<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">1217 FAT</div>	<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>																																																											
2		ASHLEY COACHES Queen Anne Street Liverpool (United Kingdom)																																																											
3		1 John PERINE 2 Peter SMITH 3																																																											
Type of service (put a cross in the appropriate box and add the required supplementary information)																																																													
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(Passenger waybill - recto)



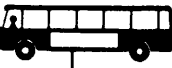

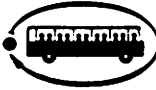
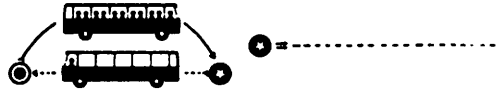










(Green coloured paper - DIN A4 = 29.7 x 21 cm)

(To be worded in the official language or several of the official languages of the State of vehicle registration)

Book No

Waybill No

(State in which the document is issued) - Distinguishing sign of the country CH

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">BE 781 802</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">50</div>																																																																
2		BLAZER CARS <hr/> Bahnhofplatz <hr/> Bern (Switzerland)																																																																
3		1 Ernst THÄLMANN <hr/> 2 Fritz MAYER <hr/> 3																																																																
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LIST OF PROFESSIONAL ORGANIZATIONS

BELGIUM Fédération Nationale des
Exploitants d'Autobus et
d'Autocars ASBL (FBAA)
Rue Léon Lepage, 4 Tel.: 512 23 33
B - 1000 Bruxelles Tlx: 22781

 Federatie van de Belgische
Autobus- en Autocarondernemers
v.z.w (FBAA)
Leon Lepagestraat 4
B - 1000 Brussel

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