

# COMMISSION OF THE EUROPEAN COMMUNITIES

COM(81) 561 final

Brussels, 13 October 1981

## COMMISSION REPORT TO THE COUNCIL

on the completion of negotiations to conclude the Agreement  
between the European Economic Community, Austria, Spain,  
Finland, Norway, Portugal, Switzerland, Sweden, Turkey  
and Yugoslavia, on the International Carriage of  
Passengers by Road by means of Occasional Coach  
and Bus Services (ASOR)

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COM(81) 561 final

1. Article 4 (2) and (3) of Council Regulation No 117/66/EEC of 28 July 1966 on the introduction of common rules for the international carriage of passengers by coach and bus<sup>1</sup> state:

"The Community shall enter into any negotiations with third countries which may be found necessary for the purpose of implementing this Regulation"

"When the common rules provided for in Articles 7 and 8 have been laid down, the Council shall, as soon as possible, and on a proposal from the Commission, lay down the common rules necessary in order to enable application of this Regulation to be extended to international carriage of passengers by road to or from third countries".

The common rules provided for in Article 7 (regular services) and Article 8 (shuttle services) were adopted by the respective Council regulations, Nos 517/72 and 516/72 of 28 February 1972<sup>2</sup>, so that the Council, by its decisions of 15 October 1973<sup>3</sup> then authorized the Commission to negotiate with Austria, Spain, Norway, Portugal, Sweden, Switzerland, Turkey, Greece and Yugoslavia for the conclusion of an agreement establishing uniform rules for the international carriage of passengers by road by means of coach and bus services. The Council added Finland to the third countries listed above by its decision of 15 March 1976<sup>4</sup>. The above-mentioned decisions have since been amended by the Council decisions of 20 February 1978<sup>5</sup> and 26 March 1980<sup>6</sup> in order to solve certain problems which arose, in the course of negotiations.

It should be noted that Greece, which did not join the European Communities until 1 January 1981, is no longer included in the Agreement as a Contracting Party.

1 OJ No 147, 9.8.1966, p. 2688  
2 OJ No L 67, 20.3.1972, p.19 and 13  
3 Doc. R/2386/75 (TRANS 86 and TRANS 87)  
4 Doc. R/629/76 (TRANS 26)  
5 Doc. R/47/78 (TRANS 4)  
6 Doc. 5000/80 (TRANS 19)

2. On the basis of the above-mentioned Council Decisions of 15 October 1975, the Commission opened negotiations with the third countries concerned on 11 March 1976.

Six plenary sessions were held in all, chaired alternately by the Head of the Community Delegation and by the Head of the Swiss Delegation, which had been appointed to this task by the third countries; the Secretary-General of the European Conference of Ministers of Transport (ECMT) was present at the negotiations as an observer.

A Drafting Committee was also set up, composed of representatives from the Community, the Swiss, Swedish and Austrian delegations respectively (the General Secretary of the ECMT took part in the work of the Drafting Committee, again as an observer); the Committee's remit is to prepare for the plenary sessions and, more especially, to frame proposals to solve the problems on which the plenary session had not yet reached agreement. The Committee has held seven meetings, which were likewise chaired alternately by a member of the Community Delegation and by a member of the Swiss Delegation.

On each occasion, the Member States were invited to participate as observers in the plenary sessions; certain Member States were also invited to participate in the meetings of the Drafting Committee when these meetings were devoted to an examination of specific problems concerning the control documents to be introduced under the ASOR agreement.

It should be emphasized that the Community Delegation has maintained close and constant contact with the Member States throughout the negotiations; both the plenary sessions and, as a general rule, the meetings of the Drafting Committee have been preceded by a consultative meeting between the Member States and the Community Delegation during which consideration was given to the negotiating position to be adopted by the latter vis-à-vis the third countries.

3. The negotiations culminated in all the delegations reaching agreement, as a result of which the negotiations closed on 23 April 1980 with the initialling of the draft "Agreement on the International Carriage of Passengers by Road by means of Occasional Coach and Bus Services (ASOR)".

The initialling by the delegations of the control document - which is annexed to the Agreement and which in an integral part thereof - was obtained by written procedure which was concluded at the end of August.

The Head of the Community's delegation initialled the draft Agreement and the control document on behalf of the Community, after consulting the Member States.

It should be emphasised that Yugoslavia and Turkey have not initialled the Agreement and hence not the control document either. At present account should be taken of the possibility that these two countries will not sign the ASOR agreement.

The Commission will continue its efforts to persuade these two states to modify their position, especially when taking account of the problems that the non-participation of Yugoslavia might cause for the application of ASOR to traffic with Greece.

4. The text of the draft Agreement accords with the directives adopted by the Council.

The essential components of the Agreement are:

- (i) definition of its scope;
- (ii) definitions of the various types of services (occasional services; regular services; shuttle services);

- (iii) liberalization measures affecting certain occasional services;
- (iv) the introduction of a control document for occasional services and details as to its use; a model of a standard control document is annexed to the Agreement;
- (v) general and final provisions.

In addition, a number of administrative functions to be performed pursuant to the Agreement will be entrusted to the Secretariat of the ECMT.

5. Among the general and final provisions it should be noted that to Agreement

- (i) is to come into force when five Contracting Parties - including the European Economic Community have approved or ratified it;
- (ii) may be revised after it has been in force for three years;
- (iii) is concluded for a period of five years and each Contracting Party may terminate it by giving one year's notice; unless terminated by five Contracting Parties - including the European Economic Community - the period of validity of the Agreement is automatically extended for successive periods of five years;
- (iv) is drawn up in the French language and that this text only is authentic.

6. Moreover, the provisions relating to the liberalization measures have given rise to the drafting of three declarations on which the Community Delegation has consulted the Member States and which are also annexed to this document:

- (i) declaration of the Contracting Parties on the application of the Agreement (the liberalization measures provided for in Article 5 (2) will be enforceable only between the Contracting Parties which implement the AETR or equivalent conditions);
- (ii) declaration of the European Economic Community which clearly states that passengers may be picked up in another country which is a Contracting Party by an operator based in the Community only if they are to be carried to the Member State in which the vehicle in question is registered);
- (iii) declaration of the Contracting Parties concerning the fact that the Agreement can be extended (it is stated that the Contracting Parties will endeavour - having regard to the progress achieved in harmonizing the conditions of competition and on the basis of experience gained - to extend the scope of the liberalization measures; the Contracting Parties also undertake to simplify the procedure for issuing the authorizations required for non-liberalized occasional services).

7. In the same order of ideas, the Commission will, at a later stage, submit to the Council

- (a) a proposal for a Council Decision concluding the Agreement on the International Carriage of Passengers by Road by means of Occasional Coach and Bus Services (ASOR), and
- (b) a proposal for a Regulation containing the implementing measures necessary to make the ASOR Agreement operative at Community level.

It is also pointed out that the Commission will, after consulting the Member States, adopt a Regulation amending Commission Regulation (EEC) No 1016/68 of 9 July 1968 prescribing the model control documents referred to in Articles 6 and 9 of Council Regulation No 117/66/EEC<sup>7</sup>, as a result of which the ASOR control document will also be introduced for occasional services carried out between the Member States.

8. In conclusion, the Commission proposes that the Council approve the text of the ASOR Agreement, sign the ASOR and the Final Act, authorize its President to designate the persons empowered to sign the Agreement - subject to approval - and the Final Act. The texts of the ASOR Agreement and the Final Act are annexed to this report.

FINAL ACT

**The Representatives**

of the Council of the European Communities,  
of the Federal President of the Republic of Austria,  
of the Government of Spain,  
of the President of the Republic of Finland,  
  
of the Government of the Kingdom of Norway,  
of the Government of the Portuguese Republic,  
of the Swiss Federal Council,  
of the Government of Sweden,  
of the President of the Republic of Turkey,  
of the President of the Socialist Federal Republic of Yugoslavia,

meeting in ..... on this .....day of .....  
in the year one thousand nine hundred and .....

For the signature of Agreement on the International Carriage of Passengers  
by Road by means of Occasional Coach and Bus Services (ASOR),

have at the time of signature of this Agreement taken note of and approved  
the following declarations :

1. Declaration by the contracting parties concerning the application of the  
Agreement;



2. Declaration by the European Economic Community concerning Article 5;
3. Declaration by the Contracting Parties concerning the development of the Agreement.

Done at ..... this.....day of ..... in the year one thousand nine hundred and .....

For the Council of the European Communities

For the Federal President of the Republic of Austria

For the Government of Spain

For the President of the Republic of Finland

For the Government of the Kingdom of Norway

For the Government of the Portuguese Republic

For the Swiss Federal Council

For the Government of Sweden

For the President of the Republic of Turkey

For the President of the Socialist Federal Republic of Yugoslavia



The Council of the European Communities,  
The Federal President of the Republic of Austria,  
The Government of Spain,  
The President of the Republic of Finland,

The Government of the Kingdom of Norway,  
The Government of the Portuguese Republic,  
The Swiss Federal Council,  
The Government of Sweden,  
The President of the Republic of Turkey,  
The President of the Socialist Federal Republic of Yugoslavia,

DESIRING to promote the development of international transport and especially to facilitate the organization and operation thereof;

WHEREAS some international carriage of passengers by road by means of occasional coach and bus services are liberalized as far as the European Economic Community is concerned, by the Council Regulation No 117/66/EEC of 28 July 1966 concerning the introduction of common rules for the international carriage of passengers by coach and bus<sup>(1)</sup> and by Regulation (EEC) No 1016/68 of the Commission of 9 July 1968 prescribing the model control documents referred to in Articles 6 and 9 of Council Regulation No 117/66/EEC<sup>(2)</sup>;

WHEREAS, in addition, the European Conference of Ministers of Transport has adopted Resolution No 20 of 16 December 1969 concerning the introduction of general rules for international coach and bus transport<sup>(3)</sup> which also concerns the liberalization of some international carriage of passengers by road by means of occasional coach and bus services;

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(1) OJ of the EC No 147 of 9 August 1966, p. 2688

(2) OJ of the EC No L 173 of 22 July 1968, p. 8.

(3) Volume of ECMT Resolutions, 1969, p. 67  
Volume of ECMT Resolutions, 1971, p. 133

WHEREAS it is desirable to provide for harmonized liberalization measures for occasional international services for passengers by road and to simplify inspection procedures by introducing a single document;

WHEREAS it is desirable to assign some administrative tasks concerned with the Agreement to the Secretariat of the European Conference of Ministers of Transport;

HAVE DECIDED TO ESTABLISH UNIFORM RULES  
FOR THE INTERNATIONAL CARRIAGE OF PASSENGERS BY ROAD  
BY MEANS OF OCCASIONAL COACH AND BUS SERVICES

and to this end have designated as their Plenipotentiaries :

The Council of the European Communities:

The Federal President of the Republic of Austria:

The Government of Spain:

The President of the Republic of Finland:

The Government of the Kingdom of Norway:

The Government of the Portuguese Republic:

The Swiss Federal Council:

The Government of Sweden:

The President of the Republic of Turkey:

The President of the Socialist Federal Republic of Yugoslavia:

WHO, having exchanged their Full Powers, found in good and due form,

HAVE AGREED AS FOLLOWS:

SECTION I  
SCOPE AND DEFINITIONS  
Article 1

1. This Agreement shall apply :

a) to the international carriage of passengers by road by means of occasional services effected :

- between the territories of two Contracting Parties or
- starting and finishing in the territory of the same Contracting Party, and should the need arise during such services, in transit, through the territory of another Contracting Party or through the territory of a non-contracting State, and
- using vehicles registered in the territory of a Contracting Party which by virtue of their construction and their equipment, are suitable for carrying more than nine persons, including the driver, and are intended for that purpose;

b) to unladen journeys of the vehicles concerned with these services.

2. For the purpose of this Agreement international services are understood to be services which cross the territory of at least two Contracting Parties.

3. For the purposes of this Agreement, the term "territory of a Contracting Party" covers, as far as the European Economic Community is concerned, those territories where the Treaty establishing that Community is applied under the conditions laid down in that Treaty.

Article 2

1. For the purposes of this Agreement occasional services shall mean services falling neither within the definition of a regular service in Article 3 nor within the definition of a shuttle service in Article 4.

They include :

- a) closed-door tours, 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;
- b) services which make the outward journey laden and the return journey unladen;
- c) all other services.

2. Save for exemptions authorized by the competent authorities in the Contracting Party concerned, in the course of occasional services no passenger may be taken up or set down during the journey. Such services may be operated with some degree of frequency without thereby ceasing to be occasional services.

Article 3

1. For the purposes of this Agreement regular services shall mean services which provide for the carriage of passengers according to a specified frequency and along specified routes, whereby passengers may be taken up and set down at predetermined stopping points. Regular services can be subject to the obligation to respect previously established timetables and tariffs.

2. For the purposes of this Agreement, services, by whomsoever organized, which provide for the carriage of specified categories of passengers to the exclusion of other passengers, insofar as such services are operated under the conditions specified in paragraph 1, shall be deemed to be regular services. Such services, in particular those providing for the carriage of workers to and from their place of work or of school-children to and from school, are called "special regular services".

The fact that a service may be varied according to the needs of those concerned shall not affect its classification as a regular service.

Article 4

1. For the purposes of this Agreement shuttle services shall mean services whereby, by means of repeated outward and return journeys, previously formed groups of passengers are carried from a single place of departure to a single destination. Each group, consisting of the passengers who made the outward journey, shall be carried back to the place of departure on a later journey.

Place of departure and destination shall mean respectively the place where the journey begins and the place where the journey ends, together with, in each case, the surrounding locality.

2. In the course of shuttle services, no passenger may be taken up or set down during the journey.

3. The first return journey and the last outward journey in a series of journeys shall be made unladen.

4. However, the classification of a transport operation as a shuttle service shall not be affected by the fact that, with the agreement of the competent authorities in the Contracting Party or Parties concerned:

- passengers, notwithstanding the provisions of paragraph 1, make the return journey with another group,
- passengers, notwithstanding the provisions of paragraph 2, are taken up or set down along the way,
- during the first outward journey and the last return journey, notwithstanding the provisions of paragraph 3, no passengers are carried.

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SECTION II

LIBERALIZATION MEASURES

Article 5

1. The occasional services referred to in Article 2, paragraph 1, (a) and (b) shall be exempted from authorization on the territory of any Contracting Party other than that in which the vehicle is registered.

2. The occasional services referred to in Article 2, paragraph 1 (c) shall be exempted from authorization on the territory of any Contracting Party other than that in which the vehicle is registered under the following conditions :

- if the outward journey is made unladen and all the passengers are taken up in the same place and if
- the passengers

a)-constitute groups, in the territory of a non-contracting state or a Contracting Party other than that in which the vehicle is registered or the passengers board, formed under contracts of carriage made before their arrival in the territory of the Contracting Party; and

-are carried in the territory of the Contracting Party in which the vehicle is registered; or

b)-were previously brought, by the same carrier in the circumstances provided for under Article 2 paragraph 1 (b), into the territory of the Contracting Party where they are taken up again and are carried into the territory of the Contracting Party in which the vehicle is registered; or

c)-have been invited to travel into the territory of another Contracting Party, the cost of transport being borne by the person issuing the invitation. Such passengers must constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey and which returns to the territory of the Contracting Party where the vehicle is registered.

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3. Where, in the case of occasional services falling within Article 2, paragraph 1 (c), the conditions laid down in paragraph 2 of this Article are not satisfied, such services may be made subject to authorization in the territory of the Contracting Party concerned.

SECTION III

CONTROL DOCUMENT

Article 6

Carriers operating occasional services within the meaning of this Agreement shall, whenever required to do so by any authorized inspecting officer, produce a passenger waybill which forms part of a control document issued by the competent authorities in the Contracting Party where the vehicle is registered or by a duly authorized agency. This control document shall replace the existing control documents.

Article 7

1. The control document referred to in Article 6 shall consist of detachable passenger waybills in duplicate books of 25. The control document shall conform to the model shown in the Annex to this Agreement. This Annex shall form an integral part of the Agreement.
2. Each book and its component passenger waybills shall bear a number. The passenger waybills shall bear supplementary numbers, running from 1 to 25.
3. The wording on the cover of the book and that on the passenger waybills shall be printed in the official language or languages of the Member State of the European Economic Community or of any other Contracting Party in which the vehicle used is registered.

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Article 8

1. The book referred to in Article 7 shall be made out in the name of the carrier; it shall not be transferable.
2. The top copy of the passenger waybill shall be kept on the vehicle throughout the journey to which it refers.
3. The carrier shall be responsible for seeing that passenger waybills are duly and correctly completed.

Article 9

1. The passenger waybill shall be completed in duplicate by the carrier for each journey before the start of the latter.
2. For the purpose of providing the names of passengers, the carrier may use a list already completed on a separate sheet, which shall be firmly stuck in the place provided for it under item No. 6 in the passenger waybill. The carrier's stamp or, where appropriate, the carrier's signature or that of the driver of the vehicle shall be placed across both the list and the passenger waybill.
3. For the services involving an outward journey unladen referred to in Article 5, paragraph 2 of this Agreement, the list of passengers may be completed as provided in paragraph 2 at the time when the passengers are taken up.

Article 10

The competent authorities in two or more Contracting Parties may agree bilaterally or multilaterally that the list of passengers under item No. 6 of the passenger waybill need not be drawn up. In that case, the number of passengers must be shown.

Article 11

1. A model with stiff green covers and containing the text of the model cover page recto verso of the control document shown in the Annex to this Agreement in each official language of all the Contracting Parties must be carried in the vehicle.
2. The following must be printed on the cover of the model in capital letters and in the official language or languages of the State in which the vehicle used is registered :  
  
"Text of the model control document in Danish, Dutch, English, Finnish, French, German, Greek, Italian, Norwegian, Portuguese, Serbo-Croat, Spanish, Swedish and Turkish".
3. This model must be produced whenever required by authorized inspecting officers.

Article 12

Notwithstanding the provisions of Article 6, control documents used before the entry into force of this Agreement may be used during two years after the entry into force of the Agreement referred to in Article 18, paragraph 2.

SECTION IV

GENERAL AND FINAL PROVISIONS

Article 13

1. The competent authorities in the Contracting Parties shall adopt the measures required to implement this Agreement.

Such measures shall cover, in particular:

- the organization, the procedure and the means of control, and penalties for any breach;
- the period of validity of the book;
- the processing and filing of the top copy and duplicate of passenger waybills;
- the designation of the competent authorities referred to in Articles 2, 6, 10 and 14, as well as the organizations referred to in Article 6;
- the stamping, if required, of the passenger waybill by inspecting officers.

2. The measures taken under paragraph 1 shall be communicated to the Secretariat of the European Conference of Ministers of Transport (ECMT), which shall inform the other Contracting Parties of them.

Article 14

The competent authorities in the Contracting Parties shall ensure that the carriers respect the provisions of this Agreement.

They shall inform each other in regard to their respective national legislation of the offences committed in their territory by a carrier from the territory of another Contracting Party and, where necessary, of the penalty imposed.

Article 15

The provisions of Articles 5 and 6 shall not be applied to the extent that Agreements or other arrangements in force or to be concluded between two or more Contracting Parties provide for more liberal treatment. The terms "Agreements or other arrangements in force between two or more Contracting Parties" as far as the European Economic Community is concerned cover the Agreements and other arrangements which have been concluded by the Member States of this Community.

Article 16

1. If the operation of this Agreement or the measures taken under Article 13 should make it necessary any of the Contracting Parties can request that a meeting of the Contracting Parties be convened for the purpose of jointly examining the problems encountered and any solutions proposed.
2. The chairmanship of the meetings referred to in paragraph 1 shall be held alternately by the European Economic Community and another Contracting Party nominated for this purpose.
3. Requests for convening a meeting, as mentioned in paragraph 1, shall be addressed to the ECMT Secretariat.
4. The ECMT Secretariat shall immediately inform the other Contracting Parties of requests as mentioned in paragraph 1; unless such request for convening a meeting is withdrawn within four weeks the ECMT Secretariat, when this period is over shall fix the date and place of the meeting in agreement with the chairman in office since the last plenary meeting and shall convene this meeting at the earliest possible date.

Article 17

1. When signing this Agreement each Contracting Party may declare, by notification to the other Contracting Parties through the ECMT Secretariat, that it does not consider itself bound by Article 5, paragraph 2(b), of the Agreement. In this case the other Contracting Parties shall not be bound by Article 5, paragraph 2(b), with respect to the Contracting Party that has entered such a reservation.
2. The declaration referred to in paragraph 1 may be withdrawn at any time by a notification addressed to the other Contracting Parties through the ECMT Secretariat.

Article 18

1. This Agreement shall be approved or ratified by the Contracting Parties in accordance with their own procedures. The instruments of approval or ratification shall be deposited by the Contracting Parties with the Secretariat of the ECMT.
2. This Agreement shall enter into force, when five Contracting Parties including the European Economic Community have approved or ratified it, on the first day of the third month following the date on which the fifth instrument of approval or ratification is deposited.
3. This Agreement shall enter into force, for each Contracting Party which approves or ratifies it after the entry into force provided for under paragraph 2, on the first day of the third month following the date on which the Contracting Party concerned has deposited its instrument of approval or ratification with the ECMT Secretariat.
4. The provisions of Sections II and III of this Agreement shall be applicable seven months after the entry into force of the Agreement as specified respectively in paragraphs 2 and 3.

Article 19

1. After this Agreement has been in force for three years, under the conditions set out in Article 18, paragraph 2, any Contracting Party may, by means of a notification addressed to the ECMT Secretariat, request the convening of a conference for the purpose of revising the Agreement. The Secretariat shall immediately inform the other Contracting Parties of the request and fix the date and place of the conference in agreement with the Chairman in office since the previous plenary meeting and convene this conference at the earliest possible date. The Chairmanship of these conferences shall be covered by the provisions of Article 16, paragraph 2.

2. As far as the approval or the ratification of the revision of the Agreement between all the Contracting Parties is concerned, as well as the entry into force of the revision, the provisions of Article 18 shall apply.

Article 20

1. This Agreement is concluded for a period of five years from its entry into force.

2. Each Contracting Party may, for its part, withdraw from this Agreement with 12 months notice as from 1 January by simultaneous notification to the other Contracting Parties through the ECMT Secretariat. However, the Agreement cannot be withdrawn during the first four years which follow its entry into force as provided under Article 18, paragraph 2.

3. Unless five Contracting Parties including the European Economic Community have withdrawn the duration of this Agreement shall, on the expiry of the five-year period referred to in paragraph 1, be automatically extended for successive periods of five years.



Article 21

This Agreement, drawn up in a single original in French, this text being authentic, shall be deposited in the archives of the ECMT Secretariat which shall transmit a certified copy to each of the Contracting Parties.

In witness whereof, the undersigned Plenipotentiaries have signed this Agreement.

Done at .....,

For the Council  
of the European Communities

For the Federal President  
of the Republic of Austria

For the Government  
of Spain

For the President  
of the Republic of Finland

For the Government  
of the Kingdom of Norway

For the Government  
of the Portuguese Republic

For the Swiss  
Federal Council

For the Government  
of Sweden

For the President  
of the Republic of Turkey

For the President  
of the Socialist Federal Republic of Yugoslavia

DECLARATION BY THE CONTRACTING PARTIES CONCERNING  
THE APPLICATION OF THE AGREEMENT

The Contracting Parties agree that the liberalization measures provided under Article 5, paragraph 2 of the Agreement shall only be enforceable between the Contracting Parties who apply the provisions of the European Agreement concerning the work of crews of vehicles engaged in International Road Transport (AETR) from 1 July 1970, or equivalent conditions to those provided under the AETR, to the occasional services governed by this Agreement.

Each Contracting Party which intends, for the reasons set out above, to adopt measures for the non-application or the suspension of the liberalization provisions under Article 5, paragraph 2 of the Agreement, declares itself ready to consult the relevant Contracting Party before the possible adoption of these measures.

DECLARATION BY THE EUROPEAN ECONOMIC COMMUNITY  
CONCERNING ARTICLE 5

With regard to Article 5, the European Economic Community declares that the liberalization measures laid down for the entry of an unladen vehicle into another Contracting Party with a view to taking passengers aboard for the return journey to a destination in the territory of the Contracting Party where the vehicle is registered shall only apply, where the return to the territory of the European Economic Community is concerned, to return journeys to the Member State in which the vehicle used is registered.

DECLARATION BY THE CONTRACTING PARTIES CONCERNING  
THE DEVELOPMENT OF THE AGREEMENT

The Contracting Parties declare that the liberalization measures referred to in Article 5 of the Agreement are in line with the desired development of international passenger transport and represent a significant contribution towards the operating of these occasional services. Within the context of this Agreement and bilateral agreements, they will attempt, having regard to progress with the harmonization of the conditions of competition, to extend the scope of this liberalization on the basis of the experience gained. The Contracting Parties further declare that they will make every effort to simplify the procedure for issuing the authorization required for the services referred to in Article 5, paragraph 3, of the Agreement.

(Front cover - recto)

(green-coloured paper DIN A4 - 29,7x21 cm)

(To be worded in the official language or one of the official languages of the State where the vehicle is registered)

State in which the control document is issued  
-Distinguishing sign of the country-

Competent authority or  
duly authorized agency

Book No. ....

BOOK OF PASSENGER WAYBILLS

for international occasional road passenger services by coach and bus set up by application of the ASOR (Agreement on the International Carriage of Passengers by Road by means of Occasional Coach and Bus Services) and of EEC Regulation 117/66 (Council Regulation on the introduction of common rules for the international carriage of passengers by coach and bus).

Name and Forename of carrier or trade name : .....

Address : .....

(Place and date of issue of book)

(Signature and stamp of the authority or agency issuing the book)

(Flyleaf of the book of waybills - recto)

(green-coloured paper: DIN A4 - 29,7x21 cm)

(To be worded in the official language or one of the official languages of the State where the vehicle is registered)

IMPORTANT NOTICE

I. TRANSPORT WITHIN THE JURISDICTION OF THE "ASOR"

In pursuance of Article 5(1) and (2) of ASOR, the following shall not require authorization in the territory of the Contracting Parties other than that in which the vehicle is registered :

a) certain occasional international services carried out by means of a vehicle registered in a Contracting Party

- between the territories of two Contracting Parties, or
- starting and finishing in the territory of the same Contracting Party,

and, should the need arise, during such services, in transit through the territory of another Contracting Party or through the territory of a non-contracting State.

b) unladen journeys of the vehicles concerned with these services.

The occasional services covered by the above provisions are follows :

A) closed-door tours, i.e., services carried out by means of the same vehicle which transports the same group of passengers throughout the journey and returns to the place of departure, this place being situated on the territory of the Contracting Party where the vehicle is registered,

B) outward laden/return unladen services,

II. TRANSPORT WITHIN THE JURISDICTION OF REGULATION NO 117/66/EEC

In pursuance of Article 5(1) and (2) of Council Regulation No 117/66/EEC of 28 July 1966, certain international occasional services whose place of departure is in the territory of a Member State and whose destination is in the territory of the same or another Member State and which are operated using a vehicle registered in a Member State do not require authorization by any Member State other than the State where the vehicle is registered. For journeys in transit over the territory of an ASOR contracting party other than the Community, the ASOR provisions apply.

The occasional services covered by this provision are as follows :

A) closed-door tours, i.e., services carried out by means of the same vehicle which transports the same group of passengers throughout the journey and returns to the place of departure,

B) outward laden/return unladen services,

b) services where the outward journey is made unladen and where

- all the passengers are taken up in the same place to be carried into the territory in which the vehicle is registered, and
- the passengers :

C.1. constitute groups on the territory either of a non-Contracting Party or of a Contracting Party other than that in which the vehicle is registered and other than that in which the passengers are taken up, formed under contracts of carriage made before their arrival on the territory of the latter Contracting Party, or

C.2. have been previously brought, by the same carrier, in the course of a journey coming within b) above, into the territory of the Contracting Party where they are taken up again, or

C.3. have been invited to travel to the territory of another Contracting Party, the cost of transport being borne by the person issuing the invitation. Such passengers must constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey.

c) services where the outward journey is made unladen, provided that all the passengers are taken up in the same place and that the passengers :

C.1. constitute groups formed under contracts of carriage made before their arrival in the country where they are to be taken up, or

C.2. have been previously brought by the same carrier, in the course of a journey coming within b) above, into the country where they are taken up, and such passengers are carried out of that country, or

C.3. have been invited to travel to another Member State, the cost of transport being borne by the person issuing the invitation. The passengers must constitute a single group, which must not have been formed solely with a view to undertaking that particular journey.

#### III. COMMON PROVISIONS APPLICABLE TO ALL INTERNATIONAL SERVICES WITHIN THE SCOPE OF ASCR OR REGULATION No 117/66/EEC

1. For each journey carried out as an occasional service the carrier must complete a passenger waybill (in duplicate, before the start of the journey.

For the purpose of providing the names of passengers, the carrier may use a list already completed on a separate sheet, which must be firmly stuck in the place provided for it under item No 6 in the passenger waybill. The carrier's stamp or, where appropriate, the carrier's signature or that of the driver of the vehicle must be placed across both the list and the passenger waybill.

For services where the outward journey is made unladen, the list of passengers may be completed as provided above at the time when the passengers are taken up.

The top copy of the passenger waybill must be kept on board the vehicle throughout the journey and be produced at the request of any authorized inspecting officer.

2. A model with stiff green covers and containing the text of the model cover page recto/verso, in each official language of all the Contracting Parties to ASCR must be carried in the vehicle.

3. For the services with the outward journey made unladen, referred to in C), the carrier must attach the following supporting documents to the passenger waybill :

- in the case mentioned under C.1. the copy of the contract of carriage in so far as some countries require it, or any other equivalent document which brings out the essential data of this contract (especially place, country and date of signature, place and date when passengers are taken up, place and country of destination);
- in the case of services falling within C.2. : the passenger waybill which accompanied the vehicle during the corresponding journey made by the operator outward laden/return unladen in order to bring the passengers into the territory either of the Contracting Party or the EEC Member State where they are taken up;
- in the case of services falling within C.3. : the letter of invitation or a photocopy thereof.

4. Occasional services not of one of the above types, under points I and II, may be made subject to authorization on the territory of the Contracting Party or of the Member State of the EEC concerned.

For these services, a cross must be placed in the appropriate box, under point 4.D., of the waybill, showing whether an authorization is or is not required. If an authorization is required it must be attached to the waybill. If no authorization is required justification must be given.



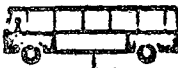
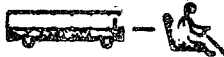


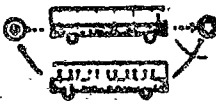

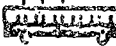
5. Save for exception authorized by the competent authorities in the course of occasional services no passenger may be taken up or set down during the journey. This authorization must also be attached.

6. The carrier is responsible for seeing that passenger waybills are duly and correctly completed. They shall be completed in block letters and in ink or ball-point pen.

(Flyleaf of the book of waybills - verso)

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

Explanation of symbols used in the passenger waybill and instructions on how to fill it in

1	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">Registration No</div>	 <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;">Number of seats available</div>
2		Name and forename of carrier, or trade name, and address
3		Name of driver or drivers
Type of service (Place a cross in the appropriate box and give details)		
A		B
Closed-door tour		
Outward journey unladen in order to collect a group of passengers and transport to the country of vehicle registration		Locality where passengers be set down and distinguishing sign of the country
C		C1
Locality where passengers will be taken up and distinguishing sign of the country Locality where the passengers are set down and distinguishing sign of the country		See "Important Notice"
D	Other occasional service (particulars)	<input type="checkbox"/> - The required authorization is attached <input type="checkbox"/> - Authorization not required because .....
Program of the journey		
3	from _____ to _____ Locality, and distinguishing sign of the country from _____ to _____	Daily stages  Use of vehicle (Indicate the number of kilometres in the relevant column) Laden   unladen
Frontier crossing points		
Passenger list (surnames and initials)		
6		41 _____ 42 _____ 43 _____ 47 _____ 48 _____







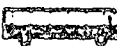

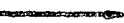
(To be worded in the official language or some of the official languages of the State of vehicle registration)

(Passenger waybill - recto)


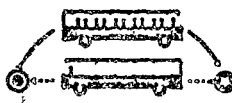

(Green coloured paper - DIN A4 - 29,7x21 cm)

(State in which the document is issued)  
-international distinguishing sign-

Book No .....  
Waybill No .....

1	 <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px; vertical-align: middle;"></span>	 <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px; vertical-align: middle;"></span>
2	 	_____
3	  	1 _____ 2 _____ 3 _____

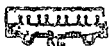
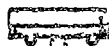

Type of service (put a cross in the appropriate box and add the required supplementary information)

A		B	
C		C1	<input type="checkbox"/> The passengers were assembled, under contract of carriage made on ..... with ..... (travel agency, association, etc.). They arrived on ..... in the territory of the Contracting Party where they are taken up. <input type="checkbox"/> In the Member State of the EEC where they are taken up (for EEC vehicles only). <input type="checkbox"/> Copy of the contract of carriage or equivalent document (cf. important notice under 11.3) is attached.
		C2	<input type="checkbox"/> previously brought by the same carrier during a service covered by B, to the country where they were retaken up. The passenger waybill for the previous outward laden journey and unladen return journey is attached.
		C3	<input type="checkbox"/> Invited to travel to ..... Cost of transport was paid by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking this particular journey. The letter of invitation (or a photocopy of it) is attached.

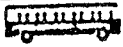
**D** Other occasional service (particulars):

The required authorization is attached

Authorization not required because .....

Programme of the journey					
Dates	from	to			
		Total			

(PASSENGER WAYBILL - VERSO)



1	22	43
2	23	44
3	24	45
4	25	46
5	26	47
6	27	48
7	28	49
8	29	50
9	30	51
10	31	52
11	32	53
12	33	54
13	34	55
14	35	56
15	36	57
16	37	58
17	38	59
18	39	60
19	40	61
20	41	62
21	42	63

13

7

Date of completion

Signature of carrier

Unforeseen changes

8

Control stamps if any

9

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