

RESOLUTION No. 95/2 ON INTERNATIONAL PASSENGER TRANSPORT BY BUSES AND COACHES

[CEMT/CM(95)3/FINAL]

The Council of Ministers of the ECMT, meeting in Vienna, on 7 and 8 June 1995,

CONSIDERING THAT:

- the facilitation of passenger transports can play an important role in the integration of new member states of the ECMT and in the development of relationships between people;
- it is therefore important to create favourable conditions for the free movement of people as mentioned in various international declarations, in particular, at the Second pan-European Transport Conference (Greece, March 1994);
- the number of ECMT Member countries has increased considerably since 1990 as a result of the political changes in Central and Eastern Europe;
- most of the new member states of the ECMT asked for adhesion to the ASOR agreement and the ASOR agreement does not provide for the possibility of accession of other countries;
- therefore the elaboration of a wider framework to extend the liberalisation of international occasional passenger transport as fixed by the ASOR Agreement for all ECMT Member countries seems to be urgent;
- implementation of the principles of the market economy as well as free access to the international transport market require a minimum harmonization of standards concerning working conditions as well as conditions for admission to the occupation of road transport operator and access to the market;
- the need to limit the environmental impact of road passenger transport and to ensure and improve road safety require harmonization of both emission and safety standards;

ADOPTS the following Resolution concerning rules for ECMT Member countries in the field of international passenger transport by buses and coaches¹;

INSTRUCTS the Committee of Deputies to report on the implementation of this Resolution.

1. Italy entered a general reservation.

Chapter I - Scope and Definitions

1. Scope

1.1 The present Resolution applies:

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

-- between the territories of two Member countries of the ECMT, or

-- starting and finishing in the territory of the same Member country, and, should need arise during such services, in transit through the territory of another Member country of the ECMT or through the territory of a non-Member country of the ECMT, and

-- using buses and coaches registered in the territory of a Member country;

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

1.2 Chapters I and II apply to any international passenger services by buses and coaches performed on the territory of an ECMT country other than the country of establishment, by vehicles registered in an ECMT country and by a carrier established in it.

2. Definitions

For the purpose of this Resolution, the following terms are defined as follows:

2.1 **Buses and coaches**, vehicles 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.

2.2 **Transport operator**, all individual and legal entities conducting any type of international passenger transport by road for a third party, using buses and coaches.

2.3 **International services**, services between or in transit through the territory of at least two Member countries of the ECMT or in transit through an ECMT Member country.

2.4 **Occasional services**, services falling neither within the definition of a regular service in paragraph 2.5 nor within the definition of a shuttle service in paragraph 2.6.

Save for exemptions authorized by the competent authority of the Member country of the ECMT 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.

Occasional services 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, called "residual services".

2.5 a) **Regular services**, services which provide for the carriage of passengers according to a specific frequency and along specified routes, whereby passengers may be taken up or set down at predetermined stopping points. Regular services can be subject to the obligation to respect previously established timetables and tariffs.

b) Services, by whomsoever organized, which provide for the carriage of specified categories of passengers to the exclusion of other passengers, in so far as such services are operated under the conditions set out in paragraph 1.a), shall also be considered 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". Their classification is not affected by the fact that they may varied according to the needs of those concerned.

2.6 a) **Shuttle services**, 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.

- b) In the course of shuttle services, no passenger may be taken up or set down during the journey.
- c) The first return journey and the last outward journey in a series of shuttles shall be made unladen.
- d) However, the service as a shuttle service shall not be affected by the fact that, with the agreement of the competent authorities in the concerned Member countries of the ECMT:
 - passengers, notwithstanding the provisions of paragraph 2.6a) make the return journey with another group;
 - passengers, notwithstanding the provisions of paragraph 2.6b) are taken up or set down along the way;
 - the first outward journey and the last return journey for the series of shuttles are, notwithstanding the provision of paragraph 2.6c), made unladen. This type of shuttle service is called **reversed shuttle**.

2.7 **Competent authority**, the authority in a member country of ECMT which is competent in the area covered by this resolution.

2.8 **Control document**, the waybill and the technical report necessary for international occasional passenger transport by road, filled in according to the provisions set out in this Resolution, according to Annexes 2 to 4, and delivered by the competent Authority of the country where the vehicle is registered. As far as the technical report is concerned, the competent Authority may be:

- the competent Authority designated by the country where the vehicle is registered, or
- the manufacturer, or
- the representative designated by the manufacturer, according to the provisions set out in the Directive 92/53/EEC, and contained in the ECMT Resolution No. 92/1 [CEMT/CM(92)8/Final].

Chapter II - Admission to the occupation of carrier²

1. Background

1.1 To engage in the activity of carrying passengers in international transport, road transport undertakings must be licensed to operate by the competent authority of the country in which they are established.

1.2 Transport undertakings which submit an application to engage in the activity of carrying passengers by road shall provide evidence that:

- a) they are of good repute;
- b) they have an appropriate financial standing³;
- c) they meet the requirements for professional competence.

Where the applicant is a natural person and does not satisfy requirement c), the competent authorities may nevertheless permit him to engage in the occupation of passenger transport operator provided

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- 2. Switzerland entered a waiting reservation under this chapter.
 - 3. The Czech Republic entered a reservation on this point.

that he designates to the said authorities another person, satisfying requirements a) and c) above, who will effectively and continuously manage the transport operations of the undertaking on an on-going basis.

Where the applicant is not a natural person, requirements a) and c) must be met by the person or persons who will effectively manage the transport operations of the undertaking on an on-going basis.

1.3 The "**good repute**" requirement shall be considered to have been met if the natural person or persons who are deemed to satisfy it under paragraph 1.2:

- have not been declared unfit to pursue the occupation of transport operator;
- have not been convicted of serious criminal offenses, including offenses of a commercial nature or have not been convicted of serious, repeated breaches of the regulations in force under labour law or the legislation governing transport operations or road traffic.

The "good repute" requirement shall be considered to be met if the person or persons in question have been rehabilitated.

1.4³ The "**appropriate financial standing**" requirement shall consist of having available sufficient resources to ensure that the undertaking is properly set up and managed.

The national authorities shall establish the requirements for an appropriate financial standing which may be assessed with reference to the finance plan, bank guarantees and share capital. The requirements of financial standing in the ECMT Member countries not members of the EU, must have the same effect as the provisions established in the framework of the European Union.

1.5 The "**professional competence**" requirement shall consist of the possession of skills demonstrated by passing a written examination, organised by the competent authority or body designated for this purpose by the Member country.

However, natural persons furnishing proof that before the introduction of the system, they were licensed in an ECMT Member country to engage in the occupation of road passenger transport operator in international transport operations shall be exempt from the requirement to furnish proof that they satisfy the provisions laid down in paragraph 1.2c). The provision shall apply to natural persons who have managed the transport operations of an undertaking.

1.6 The competent authorities of ECMT Member countries, not members of EU, shall set a date after which the natural persons who are required to fulfil the "professional competence" requirement will effectively have to do so, [the latest date being 31 December 1999]. They shall notify the ECMT Secretary General of this date.

2. Withdrawal of licences to operate as transporter of passengers by road

Member countries shall ensure that the competent authorities withdraw the licence to pursue the occupation of road passenger operator if they establish that the provisions of paragraph 1.2 are no longer

satisfied. In the case where 1.2c) is not satisfied, the undertaking will be allowed sufficient time for a replacement to be appointed.

Chapter III - Access to the international occasional passenger transport market

1. Liberalized Occasional Transport

International occasional passenger transport by buses and coaches between the Member countries of the ECMT should be undertaken on the basis of the principles laid down in the ASOR agreement⁴.

1.1 If the vehicle carrying out the transport:

- has its point of departure and/or destination in the ECMT Member country where the vehicle is registered. Concerning services provided by companies established within the European Community, the points of departure and/or destination of the services can be in any Member Country of the European Community⁵; and
- corresponds to certain technical emission and security standards as set out in Annex 1 to this Resolution,

the following transport services are exempted from permit requirement:

- a) Occasional passenger services according to the provisions set out in Chapter I paragraph 2.4a) and b);
- b) Occasional passenger services according to the provisions set out in Chapter I paragraph 2.4c) which meet the following criteria:
 - the outward journey is made unladen and all the passengers are taken up in the same place, and the passengers constitute a group, in the territory of a non-Member country of the ECMT or a Member country of the ECMT other than that in which the vehicle is registered or that where the passengers are taken up, formed under contracts of carriage made before their arrival in the territory of the latter Member country of the ECMT, and are carried to the territory of the Member country of the ECMT in which the vehicle is registered; or

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4. Agreement concerning international occasional road passenger transport by buses and coaches, signed in Dublin on 26 May 1982. The European Community and a certain number of ECMT Member countries, not Member of the European Community, are contracting parties.
 5. Austria and Germany understand this provision as valid only for services within the European Community.

- the outward journey is made unladen and all the passengers are taken up in the same place, and the passengers have been previously brought, by the same carrier by the circumstances provided for under Chapter I paragraph 2.4b), into the territory of the Member country of the ECMT where they are taken up again and carried into the territory of the Member country of the ECMT in which the vehicle is registered; or
- the outward journey is made unladen and all the passengers are taken up in the same place, and the passengers have been invited to travel into the territory of another Member country of the ECMT, 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 is brought into the territory for the Member country of the ECMT where the vehicle is registered.

1.2 The transports exempted from permit requirements shall carry a control document.

The control document has to be carried along during the transport and has to be produced to the control bodies on their demand.

2. Technical Minimum Standards

Buses and coaches carrying out international passenger transport according to the provisions of this Resolution have to correspond to technical minimum emission and security standards by the latest date of application as indicated in Annex 1 to this Resolution. Without prejudice of the aim of the Resolution, as set out in Chapter V, paragraph 1.1, buses and coaches not according to these standards will not be allowed to carry out international occasional passenger transport according to the provisions of this Resolution.

These standards have to be proved by an appropriate document according to Annex 2 to this Resolution.

Chapter IV - Social provisions

The Member countries which have not yet adhered to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) of 1 July 1970 (Geneva), as amended subsequently, should apply the equivalent provisions in the interim.

Chapter V - General Provisions

1. Aim and implications of the Resolution

1.1 The aim of this Resolution is to ensure further liberalisation by linking this to a respect for environmental and safety standards and to improve the soundness of the transport operators' profession, without affecting the degree of liberalisation established by bilateral agreements and by earlier resolutions in the areas of origin and destination and transit transport.

1.2 Where a provision of this Resolution is in conflict with the provisions of the ASOR agreement, of Community Law -- including the provisions of Regulation 2454/92/CEE, of Regulation 3820/85/CEE, of Directive 85/3/CEE and Directive 92/7/CEE -- and the agreement on the European Economic Area as well as the Vienna Convention on Road Traffic, these latter will prevail. In particular, the Member States of the European Community will apply the provisions resulting from Community Law in their internal relations and in those with third countries.

1.3 Member countries reserve the right to withhold certain provisions contained in this Resolution from operators established in a Member country who do not apply the principle of reciprocity.

1.4 Member countries of the ECMT support and encourage the efforts of the European Union and other contracting parties of the ASOR agreement with a view to conclude an agreement with the other Member countries which are not signatories to the ASOR agreement on international occasional passenger transport by bus and coach.

2. Mutual assistance

2.1 Where serious or repeated infringements of the regulations concerning road passenger transport have been committed by non-resident transport operators and might lead to withdrawal of the authorization to practise as a road passenger operator, the Member countries shall provide the Member country in which such a transport operator is established with all the information in their possession concerning those infringements and the penalties that they have imposed.

2.2 Member countries shall afford each other mutual assistance for the purpose of implementing the provisions of the present Resolution.

Chapter VI - Final provisions

Member countries entering a reservation regarding the present Resolution which can only be entered against the whole text, shall inform the Secretary General of these reservations before 1 October 1995.

The Secretary General shall notify the other Member countries when reservations are withdrawn.

Annex 1

Technical environment and security standards

| Item | ECE Regulation | EC-Directive (original-latest) | Date of implementation within the EU ⁶ | Maximum date of implementation within the ECMT |
|-----------------------|---|---|---|--|
| Exhaust emission | 49/01 49/02, approval A 49/02, approval B | 88/77 -91/542 step 1 -91/542 step 2 | 1.10.1993 1.10.1996 | 1.1.1998 1.1.2001 1.1.2001 |
| Smoke | 24/03 | 72/306 | 2.8.1972 | 1.1.1998 |
| Noise emission | 51/02 | 70/157 -84/424 -92/97 | 1.10.1989 1.10.1996 | 1.1.1998 1.1.2001 |
| Brake system | 13/06 | 71/320 -88/194 -91/422 | 1.10.1991 1.10.1994 | 1.1.1997 1.1.2001 |
| Tyres | 54 | 92/23 | 1.1.1993 | 1.1.1998 |
| Tachograph | AETR | Reg.3821/85 | 29.6.1986 | 1.1.1998 |
| Speed limiting device | 89 | 92/24 92/06 | 1.10.1994 1.1.1995 | 1.1.1998 1.1.1998 |
| Light installation | 48/01 | 76/756 -91/663 | 1.1.1994 | 1.1.1998 1.1.2001 |
| Road worthiness test | -- | 77/143 -94/23 | 1.1.1983 1.1.1997 | 1.1.1998 |
| Tyres: minimum tread | 1.6mm | 89/459 | 1.1.1992 | 1.1.1998 |

Amended or new versions of the EU directives and EU regulations mentioned above shall form part of the present list, following agreement by ECMT Member countries, the last version of the concerned directives or regulations being relevant.

As far as ECE regulations are concerned, they shall be considered to be equivalent to the above mentioned EU Directives and Regulations according to EC Directive 92/53.

6. Approval for single vehicles.

Road side inspection should follow minimum guidelines mentioned above taking into account that the vehicles are not prepared for test. Especially it should be focused on evident faults of:

- lighting
- brake system
- tyres and rims
- steering
- axle and wheel suspension
- frame and supporting structure
- smoke
- noise
- fuel and oil losses
- securing of load
- weights
- dimensions.

Annex 2

| TECHNICAL REPORT FOR BUSES | | | | |
|---|--------------|--------------------------------------|---|-------------------------------|
| Make and type | | Licence plates No. and state code | | |
| Date of the first registration | | Chassis No. | | |
| | Approval No. | Location of this mark on the vehicle | To be approved at the latest ⁷ | Date of approval ⁸ |
| Exhausted emission | | | | |
| Smoke ECE R 24.03 EC 72/306 | | | 1.1.1998 | |
| Noise emission ECE R 51.02 EC 70/157-84/424 | | | 1.1.1998 | |
| Brake system EC 71/320-88/194 | | | 1.1.1997 | |
| Tachograph (AETR) Reg. 3821/85 | | | 1.1.1998 | |
| Speed limiting device ECE R 89 EC 92/24 EC 92/06 | | | 1.1.1998 | |
| Light installation ECE R 48.01 EC 76/756-91/663 | | | 1.1.1998 1.1.2001 | |
| Tyres ECE R 54 EC 92/23 | | | 1.1.1998 | |
| Exhaust emission ECE R 49.02 EC 88/77-91/542* (EURO 1) | | | 1.1.2001 | |
| Noise emission EC 70/157-92/97*** | | | 1.1.2001 | |
| Brake system ECE R 13.06 EC 91.422 | | | 1.1.2001 | |
| Exhaust emission EC 88/77-91/542** (EURO 2) | | | 1.1.2001 | |
| *) EURO 1 has to be approved for buses with the date of first registration after 1 October 1993. **) EURO 2 has to be approved for buses with the date of first registration after 1 October 1996. ***) EC Directive 92/97 has to be approved for buses with the date of first registration after the 1 October 1996. | | | | |

7. Technical standards not being approved at the latest date indicated in this technical report for buses the vehicle is not allowed to carry out international passenger transport according to the provisions of the Resolution No. ... of the ECMT. As far as tachograph is concerned, countries having adhered to AETR should have implemented this standard on 24 April 1995 at the latest.
8. All technical standards being approved before the ultimate date of approval set out in the table of this technical report for buses, the categories of occasional passenger transport according to Chapter III, point 1.1 of the Resolution No.... of the ECMT are exempted from permit requirements.

| |
|---|
| Road worthiness test according to Directive 77/143/EEC, as last amended by Directive 94/23/EEC ⁹ |
|---|

| | | | | | | |
|---|------|------|------|------|------|------|
| 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
| 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| To be confirmed each year with the company signature of the body or establishment designated and directly supervised by the State of Registration for the purpose of Directive 77/143/EEC, as last amended by Directive 94/23/EEC | | | | | | |

9. The road worthiness test has to be passed every year.

It has to take into account the requirements for the braking systems according to Directive 92/54/EEC and for the nuisance, in particular smoke, the requirements according to Directive 92/55/EEC.

This has to be confirmed by a body or establishment designated and directly supervised by the State of Registration for the purpose of Directive 77/143/EEC, as last amended by Directive 94/23/EEC.

Annex 3

Provisions concerning the waybills

1. Carriers operating occasional services exempted from permit requirements shall, whenever required to do so by any authorized inspecting officer, produce a passenger way bill which forms part of a control document issued by the competent authorities in the Member countries of the ECMT where the vehicle is registered or by any duly authorized agency.
- 2.1 Waybills are gathered in detachable duplicate in books of 25. They are conform to the model shown in Annex 4 to this Resolution.
- 2.2 Each book shall bear a number. The passenger waybill shall also be numbered consecutively, running from 1 to 25.
- 2.3 The wording on the cover of the book and that on the passenger waybills shall be printed in the official language or several of the official languages of the country where the vehicle is registered. Translations into the other languages of the ECMT member countries can be added.
- 3.1 The book shall be made out in the name of the carrier; it shall not be transferable.
- 3.2 The top copy of the passenger waybill shall be kept on the vehicle throughout the journey to which it refers.
- 3.3 The carrier shall be responsible for seeing that passenger waybills are duly and correctly completed.
- 4.1 The passenger waybill shall be completed in duplicate by the carrier for each journey before the start of the journey.
- 4.2 For the purpose of providing the names of the 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 6 in the passenger waybill. The carrier's stamp or, where appropriate, the carriers signature or that of the driver of the vehicle shall be placed across both the list and the passenger waybill. Member states may agree to replace the name of the passengers by the figure of their number.
- 4.3 For the services involving an outward journey unladen referred to in Chapter III paragraph 1.1 b) of this Resolution, the list of passengers may be completed as provided in paragraph 4.2 above at the time when the passengers are taken up.
- 4.4 ASOR waybills may be used instead of waybills described in Annex 4.

Annex 4

(green-coloured paper: DIN A4 - 29.7 x 21 cm)

(Front cover - recto)

(To be worded in the official language or several 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 transport by buses and coaches, according to
ECMT Resolution No. 95/ of :

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

Address:
.....
.....

.....
(Place and date of issue of book)

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

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

(Front cover - verso)

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

IMPORTANT NOTICE

1. The following shall be exempted from the need for any transport authorisation on the territory of any ECMT Member country other than that in which the vehicle is registered:
 - (a) certain occasional international services carried out by means of a vehicle registered in the territory of an ECMT Member country:
 - between the territories of the ECMT Member countries, or
 - starting and finishing in the territory of the same Member country, and, should the need arise, during such services, in transit through the territory of another ECMT Member country or through the territory of a non ECMT Member country;
 - (b) unladen journeys of the vehicles concerned with these services.

The occasional services covered by the above provisions are as follows:


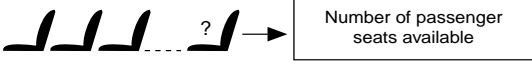


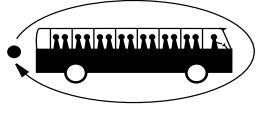
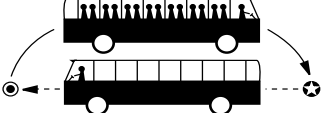
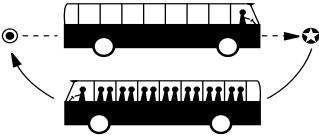



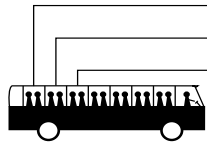
 - A. closed-door hours, i.e. services whereby the same vehicle is used to carry the same group of passenger throughout the journey and to bring them back to the place of departure, this place being situated on the territory of the ECMT Member country where the vehicle is registered.
 - B. services which make the outward journey laden and the return journey unladen;
 - C. 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 in the territory either of a non ECMT Member country or of an ECMT Member country other than that in which the vehicle is registered or than that where the passengers are taken up, formed under contracts of carriage made before their arrival on the territory of the latter country, or
 - C.2. have been previously brought by the same carrier, on a service referred to in B above, into the territory of the ECMT Member country where they are taken up again, or
 - C.3. have been invited to travel into the territory of the ECMT Member country where the carrier is established, 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.
2. For each journey carried out as an occasional service exempted for authorisation 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 whenever required by any authorised inspecting officer.
3. For services where the outward journey is made unladen, referred to in C, the carrier must attach the following supporting documents to the passenger waybill:
 - in cases 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 establishes the essential data of this contract (especially place, country and date of conclusion, place, country 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 carrier outward laden/return unladen in order to bring the passengers into the territory of the ECMT Member country where they are taken up again;
 - in the case of services falling with C.3.: the letter of invitation from the person issuing the invitation or a photocopy thereof.
4. Occasional services not falling with paragraph I may be made subject to transport authorisation on the territory of the ECMT Member country concerned. In this case, the permit replaces waybills.
5. In the course of occasional services no passenger may be taken up or set down during the journey, save for exemption authorised by the competent authorities. This authorisation 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 indelible ink.
7. The book of waybills is not transferable.

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

| | | | | |
|---|--|--|--|--|
| 1 |  |  | | |
| 2 |  | Name and first name of carrier, or trade name, and address | | |
| 3 |  | Name of driver or drivers | | |
| 4 | Type of service | | | |
| | <p>A Closed-door tour</p>  | <p>B Outward journey laden - return journey unladen</p>  <p>★ = Locality where passengers are set down and distinguishing sign of the country</p> | | |
| | <p>C Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration</p>  <p>★ = Locality where passengers are taken up and distinguishing sign of the country ● = Locality where passengers are set down and distinguishing sign of the country</p> | <p>C1</p> <p>C2 } See "Important Notice"</p> <p>C3</p> | | |
| | <p>D Another occasional service (particulars)</p> <p>☐ ← The required authorization is attached</p> <p>☐ ← Authorization not required because _____</p> | | | |
| 5 | Itinerary | Daily stages | | |
| | Dates | from _____ | to _____ |    |
| 6 | Passenger list (surnames and initials) | | | |
| |  | <p>1 _____</p> <p>2 _____</p> <p>3 _____</p> <p>_____</p> <p>21 _____</p> | <p>22 _____</p> <p>23 _____</p> <p>24 _____</p> <p>_____</p> <p>42 _____</p> | <p>43 _____</p> <p>44 _____</p> <p>45 _____</p> <p>_____</p> <p>63 _____</p> |

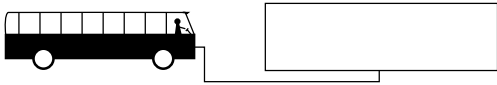
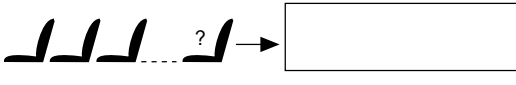
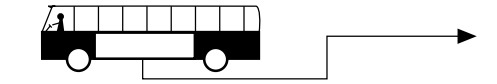

(Passenger waybill – recto)

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

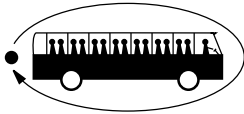
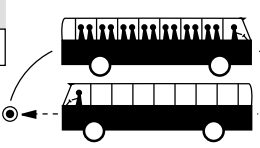
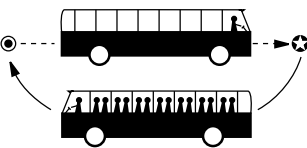
Book No




Waybill No

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

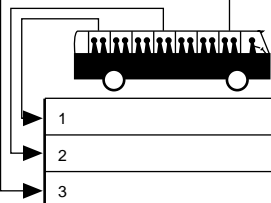
| | | |
|---|---|--|
| 1 |  |  |
| 2 |  | <hr/> <hr/> <hr/> |
| 3 |  | 1 _____ 2 _____ 3 _____ |

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

| | | |
|---|--|--|
| 4 | <p>A</p> <input type="checkbox"/>  | <p>B</p> <input type="checkbox"/>  <p>⊛ = _____ ⊙ = _____</p> |
| | <p>C Outward journey unladen in order to take up a group of passengers and transport them to the country of vehicle registration</p>  <p>⊛ = _____ ⊙ = _____</p> | <p>The passengers were:</p> <p>C1 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 ECMT Member country where they are to be taken up, <input type="checkbox"/> copy of the contract of carriage or equivalent document (cf. Important Notice under 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> |
| | <p>D Another occasional service (particulars):</p> <input type="checkbox"/> _____ <input type="checkbox"/> _____ | <input type="checkbox"/> Authorization not required because _____ <input type="checkbox"/> _____ |

| 5 | Itinerary | | Étapes journalières | | | |
|---|-----------|------|---------------------|---|---|---|
| | Dates | from | to |  km |  km |  |
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(Passenger waybill – verso)

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| 6 |  | | | | | |
| | 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 | | | | |
| 7 | Date of completion of waybill | | Signature of carrier | | | |
| 8 | Unforeseen changes | | | | | |
| 9 | Control stamps if any | | | | | |