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I

(Acts whose publication is obligatory)

**REGULATION (EC) No 685/2001 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 4 April 2001**

concerning the distribution of authorisations among Member States received through the Agreements establishing certain conditions for the carriage of goods by road and the promotion of combined transport between the European Community and the Republic of Bulgaria and between the European Community and the Republic of Hungary

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 71 thereof,

Having regard to the proposal of the Commission ⁽¹⁾,

Having regard to the opinion of the Economic and Social Committee ⁽²⁾,

Having regard to the opinion of the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽³⁾,

Whereas:

- (1) By Council Decisions 2001/265/EC ⁽⁴⁾ and 2001/266/EC ⁽⁵⁾ of 19 March 2001, the European Community has concluded Agreements with the Republic of Bulgaria and the Republic of Hungary establishing certain conditions for the carriage of goods by road and the promotion of combined transport.
- (2) These Agreements provide that the Community will receive road transit authorisations from Bulgaria and Hungary respectively.
- (3) It is necessary to establish rules governing the distribution and management of the authorisations which are made available to the Community.
- (4) For practical and management reasons, those authorisations should be made available to the Member States by the Commission.
- (5) To that end, an allocation method should be established. Thereafter, the Member States should share out the authorisations allocated to them among undertakings in accordance with objective criteria.

(6) In order to ensure the optimal use of authorisations, all unallocated authorisations should be returned to the Commission for redistribution.

(7) The allocation of authorisations should be based on criteria that take full account of existing land transport flows between Greece and the other Member States,

HAVE ADOPTED THIS REGULATION:

Article 1

This Regulation lays down the rules for the distribution between the Member States of authorisations available to the Community by virtue of Article 6(2) of the Agreements between the European Community and the Republic of Bulgaria and between the European Community and the Republic of Hungary establishing certain conditions for the carriage of goods by road and the promotion of combined transport (hereinafter referred to as 'the Agreements').

Article 2

1. The Commission shall allocate authorisations in accordance with paragraphs 2, 3 and 4.

2. The authorisations shall be allocated between Member States in accordance with the Annex. In the light of experience, especially the changes in traffic flows, the Commission will, where appropriate and at the earliest three years after the entry into force of this Regulation, make a proposal to the Council to decide on a modification of the allocation of the authorisations between Member States.

3. The authorisations for each year shall be allocated before 15 October of the preceding year.

4. The number of authorisations to be allocated for the first year of implementation of either of the Agreements shall be adjusted pro rata if the Agreement has entered into force after 1 January of that year.

⁽¹⁾ OJ C 89 E, 28.3.2000, p. 33.

⁽²⁾ OJ C 168, 16.6.2000, p. 13.

⁽³⁾ Opinion of the European Parliament on 25 October 2000 (not yet published in the Official Journal) and Council Decision of 19 March 2001.

⁽⁴⁾ See page 4 of this Official Journal.

⁽⁵⁾ See page 27 of this Official Journal.

Article 3

Member States shall distribute authorisations amongst undertakings established in their territory according to objective and non-discriminatory criteria.

authorisations which, on the basis of available data and estimates, are unlikely to be used before the end of that year. The Commission shall allocate these returned authorisations taking account of the distribution key in the Annex and the request of Member States for additional authorisations.

Article 4

Before 15 September of each year, the competent authorities of the Member States shall return to the Commission those

Article 5

This Regulation shall enter into force on the day following its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Luxembourg, 4 April 2001.

For the European Parliament

The President

N. FONTAINE

For the Council

The President

B. ROSENGREN

ANNEX

Member State	Authorisations for use in:	
	Bulgaria	Hungary
Belgium	103	103
Denmark	110	110
Germany	134	133
Greece	11 468	10 974
Spain	100	100
France	102	102
Ireland	100	100
Italy	102	102
Luxembourg	100	100
Netherlands	150	147
Austria	119	118
Portugal	100	100
Finland	102	102
Sweden	107	106
United Kingdom	103	103
Total	13 000	12 500

II

(Acts whose publication is not obligatory)

COUNCIL

COUNCIL DECISION

of 19 March 2001

concerning the conclusion of the Agreement between the European Community and the Republic of Bulgaria establishing certain conditions for the carriage of goods by road and the promotion of combined transport

(Text with EEA relevance)

(2001/265/EC)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Articles 71 and 93 in conjunction with the second subparagraph of Article 300(3) thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Parliament ⁽²⁾,

Whereas:

- (1) The conclusion of the Agreement between the European Community and the Republic of Bulgaria establishing certain conditions for the carriage of goods by road and the promotion of combined transport (hereinafter referred to as 'the Agreement') provides an appropriate means for the further development of transport relations between the Contracting Parties.
- (2) The conclusion of the Agreement contributes to the smooth functioning of the internal market because it will promote transit traffic through the Republic of Bulgaria for internal transport between Greece and the other Member States and thus enable intra-Community trade to be conducted at the least possible cost to the public at large and to reduce to a minimum the administrative and technical obstacles which affect it.
- (3) The conclusion of the Agreement promotes combined transport, with a view to protecting the environment.

- (4) The Agreement should be approved on behalf of the Community,

HAS DECIDED AS FOLLOWS:

Article 1

The Agreement between the European Community and the Republic of Bulgaria establishing certain conditions for the carriage of goods by road and the promotion of combined transport is hereby approved on behalf of the Community.

The text of the Agreement is attached to this Decision.

Article 2

The President of the Council shall give the notification provided for in Article 19 of the Agreement.

Article 3

The Commission, assisted by representatives of the members of the Council, shall represent the Community in the Community/Bulgaria Transport Committee (hereinafter referred to as 'the Committee') set up by Article 13 of the Agreement.

The position to be taken by the Community within the Committee shall be adopted by the Council acting by a qualified majority on a proposal from the Commission. The Council shall act by simple majority when the decision which the Committee proposes to take relates to the Committee's rules of procedure.

⁽¹⁾ OJ 89 E, 28.3.2000, p. 52.

⁽²⁾ Opinion delivered on 25.10.2000 (not yet published in the Official Journal).

Decisions taken by the Committee shall be published in the
Official Journal of the European Communities.

Done at Brussels, 19 March 2001.

Article 4

This Decision shall be published in the *Official Journal of the
European Communities*.

For the Council

The President

M. WINBERG

AGREEMENT

between the European Community and the Republic of Bulgaria establishing certain conditions for the carriage of goods by road and the promotion of combined transport

THE EUROPEAN COMMUNITY, hereinafter referred to as 'the Community';

of the one part, and

THE REPUBLIC OF BULGARIA, hereinafter referred to as 'Bulgaria';

of the other part,

hereinafter referred to as 'the Contracting Parties',

CONSIDERING the Europe Agreement establishing an association between the European Communities and their Member States, of the one part, and the Republic of Bulgaria, of the other part, of 8 March 1993 and in particular, point 3 of Article 57, thereof;

CONSIDERING that it is essential for the Community, in the context of the completion of the internal market and the implementation of the common transport policy, to ensure that Community goods in transit through Bulgaria, can flow as quickly and efficiently as possible without hindrance or discrimination;

CONSIDERING that Bulgaria has an interest in developing further with the Community existing mutual rights and obligations regarding access to the transport market and transit as a first step in achieving an inland transport agreement as envisaged in the aforementioned Europe Agreement;

CONSIDERING, furthermore, that it is necessary to ensure the coordinated development of transport flows between and through the territories of the Contracting Parties, particularly by introducing and developing a package of coordinated measures on road and combined transport on a competitive basis through the promotion of environmentally friendly vehicles and respecting the principle of sustainable mobility,

HAVE AGREED AS FOLLOWS:

TITLE I

AIM, SCOPE AND DEFINITIONS

Article 1

Aim

The aim of this Agreement is to promote cooperation between the Contracting Parties on the transport of goods, and, in particular, transit traffic by road, and to ensure for this purpose that transport between and through the territories of the Contracting Parties is developed in a coordinated manner.

Article 2

Scope

1. Cooperation shall cover transport of goods by road and combined transport.

2. In this connection, the scope of this Agreement shall cover in particular:

— market access for transit traffic in the field of transport of goods by road,

— legal and administrative supporting measures including commercial, taxation, social and technical measures,

— cooperation in developing a transport system which meets, *inter alia*, environmental needs,

— a regular exchange of information on the development of the transport policies of the Contracting Parties.

Article 3

Definitions

For the purpose of this Agreement, the following definitions shall apply:

(a) *transit traffic*: a journey carried out by road through the territory of (a) Member State(s) of the Community or through the territory of Bulgaria, regardless of whether it is made by a laden or unladen road vehicle without performing any loading or unloading operations in these territories;

(b) *combined transport*: the transport of goods between or through the Contracting Parties where the lorry, trailer, semi-trailer, with or without tractor unit, swap body or container of 20 feet or more use the road on the initial or final leg of the journey and on the other leg, rail or inland waterway or maritime services where this section exceeds

100 km as the crow flies, and make the initial or final road transport leg of the journey:

- between the point where the goods are loaded and the nearest suitable rail loading station for the initial leg, and between the nearest suitable rail unloading station and the point where the goods are unloaded for the final leg, or
 - within a radius not exceeding 150 km as the crow flies from the inland waterway port or seaport of loading or unloading;
- (c) *road vehicle*: a motor vehicle registered in a Contracting Party or a coupled combination of vehicles the motor vehicle of which at least is registered in a Contracting Party and which are used exclusively for the carriage of goods;
- (d) *user charges*: non-discriminatory payment of a special amount conferring the right for a road vehicle to use a given infrastructure for a given period;
- (e) *tolls*: payment of a specified amount for a road vehicle travelling the distance between two points on an infrastructure; the amount shall be based on the distance travelled and on the category of the vehicle.

TITLE II

COMBINED TRANSPORT

Article 4

General provisions

The Contracting Parties shall adopt the mutually coordinated measures necessary for the development and promotion of combined transport as a means of ensuring that a large proportion of their international transport is performed under more environment-friendly conditions.

Article 5

Supporting measures

The Contracting Parties shall take all the steps necessary to improve the competitiveness of combined transport especially by:

- (a) taking measures to encourage users and consignors to use combined transport by:
- improving the competitiveness of all types of combined transport vis-à-vis road through financial assistance to new combined transport projects by the Community or Bulgaria,
 - encouraging the use of unaccompanied combined transport and to promote, in particular, the use of swap bodies, containers and semi-trailers,
 - freeing, in the appropriate framework, the initial and/or final road haulage legs, which form an integral part of the combined transport operation, from quota systems and systems of authorisation,

- considering to grant rebates from vehicle taxes for road vehicles when used in combined transport chains,
 - improving the speed and reliability of combined transport and in particular:
 - (i) by encouraging the increase of the frequency of combined transport services in accordance with the needs of consignors and users,
 - (ii) by encouraging the reduction of the waiting time at terminals and increasing their productivity,
 - (iii) by streamlining of border controls affecting combined transport, transferring those controls for all goods except goods subject to veterinary and phytosanitary control to combined transport terminals as soon as possible,
 - ensuring non-discriminatory access to terminals when they are financed or co-financed by public funds,
 - giving, where feasible, priority allocation of the road transit authorisations, agreed in Article 6(2) by the competent authorities of the Contracting Parties, to road hauliers according to their use of combined transport as measured by the statistical data available to each Contracting Party,
 - considering, where necessary for the compatibility with rail gauges, the weights, dimensions and technical characteristics of specialised combined transport equipment and considering coordinated action to order and to put into service such equipment as is required by the level of traffic;
- (b) making accessible, on request, information available concerning new combined transport actions including technology research projects (co)-financed by that Contracting Party, by means of an executive summary, setting out the contents, results and the impact of the action or technology project;
- (c) creating suitable infrastructure by:
- introducing the UIC C1 gauge on new main lines and converting existing main lines to at least the B gauge (as agreed within AGTC, the Europe Agreement on important international combined transport links and related installations of 1 February 1991), if other means to reach interoperability of the networks are not attainable,
 - removing any bottlenecks on the road access routes to the combined transport terminals so as to enhance the use of combined transport;
- (d) considering the following actions:
- examining the possibilities to allow 44-tonne vehicles on six axles for initial and final road legs of combined transport,

- making exceptions to weekend and holiday driving restrictions for initial and final road legs of combined transport,
- allowing mutual access for combined transport operators on the railways in the context of a new agreement.

TITLE III

ROAD TRANSPORT

Article 6

General provisions

1. With regard to mutual access to transport markets, the Contracting Parties agree, initially and without prejudice to paragraph 2, to maintain the existing rights resulting from bilateral agreements or other bilateral arrangements concluded between each Member State of the Community and Bulgaria.

However, while awaiting the conclusion of an agreement between the Contracting Parties on access to the road transport market, as envisaged in Article 7, Bulgaria shall cooperate with the Member States of the Community to amend these bilateral agreements and/or arrangements as may possibly be necessary to adapt them to this Agreement.

2. In addition to the authorisations provided in the regimes described in paragraph 1, the Contracting Parties hereby agree to grant, for each calendar year, access to transit traffic by goods vehicles through the territories of the Member States of the Community and Bulgaria with effect from the date on which this Agreement enters into force, by means of authorisations as follows:

(a) the Community will receive:

13 000 authorisations valid in Bulgaria;

(b) Bulgaria will receive:

6 000 authorisations valid in the Member States of the Community for which adhesive stamps have been attached;

(c) Bulgaria will receive:

3 000 adhesive stamps for each Member State of the Community;

(d) the authorisations referred to under (a) and (b) shall correspond to the models in Annex 1a and Annex 1b respectively;

(e) the adhesive stamps referred to under (c) shall correspond to the model in Annex 1c;

(f) the authorisations referred to under (a) and (b) shall be supplied by the services of the Commission to the competent authorities of Bulgaria or, in the case of the Community, to the competent authorities of its Member States. The competent authorities shall complete the authorisation except for the headings 'Registration No of the motor vehicle', 'Outward journey' and 'Return journey' and they shall deliver them to their transport operators at

a charge so as only to cover reasonable administrative expenses;

(g) the adhesive stamps referred to under (c) shall be supplied by the services of the Commission to the competent authorities of Bulgaria. These adhesive stamps shall be attached to the authorisation prior to its use so as to indicate for which Member State or Member States of the Community the authorisation is valid;

(h) the Contracting Parties agree that no taxes or similar charges will be levied on the use of the authorisations referred to under (a) and (b);

(i) the authorisations and the adhesive stamps shall be valid for one calendar year until 31 January of the year thereafter and may be used for one outward and one return journey only.

3. The authorisations referred to in paragraph 2 may be used only by vehicles complying at least with EURO 1 standards or with provisions of the 'green lorry certificate' as reproduced in Annex 4. The evidence for compliance with this provision shall be kept on board the vehicle throughout the journey.

4. If the date on which the Agreement enters into force in accordance with Article 19 is not 1 January, the number of authorisations and adhesive stamps specified in paragraph 2 will be reduced pro rata for the calendar year in which the Agreement enters into force.

5. The competent authorities of the Contracting Parties shall issue authorisations for the transport of goods pursuant to this agreement only to carriers who are authorised according to the legislation of that Contracting Party to engage in international road transport operations. The authorisation must be kept in the vehicle. In the case of a coupled combination of vehicles it must accompany the motor vehicle. It covers the coupled combination of vehicles even if the trailer or semi-trailer is not registered in the name of the authorisation holder or if it is registered in another country.

6. The Contracting Parties shall refrain from taking any unilateral action that might lead to discrimination between Community and Bulgarian hauliers or vehicles. Each Contracting Party shall take all steps necessary to facilitate road transport referred to in this Agreement to or through its own territory.

Article 7

Access to the market

The Contracting Parties, shall, as a matter of priority and taking account of the adoption by Bulgaria of the fiscal, social and technical rules of the Community, undertake to work together to seek a common system for regulating future road transport market access between the Contracting Parties.

Article 8

Fiscal provisions

In the case of transport operations in accordance with this Agreement:

1. the Contracting Parties shall ensure that the principle of non-discrimination in terms of nationality or place of establishment is applied to road vehicle taxation, fiscal burdens, tolls and any other form of user charges made for the use of road transport infrastructure;
2. road vehicles registered in one Contracting Party shall be exempted from all vehicle taxes and charges levied on the circulation or possession of vehicles as well as from all special taxes or charges levied on transport operations in the territory of the other Contracting Party.

Road vehicles shall not be exempted from payment of taxes and charges on motor fuel, road tolls and user charges levied for the use of infrastructure;

3. the Contracting Parties shall ensure that tolls and any other form of user charges may not be imposed at the same time for the use of a single road section. However, Contracting Parties may also impose tolls on networks where user charges are levied, for the use of bridges, tunnels and mountain passes.
4. the following items shall be exempt from customs duty and from all taxes and charges:
 - (a) fuel contained in the tanks of road vehicles at the time of importation into the territory of the other Contracting Party, where the tanks are those designed by the manufacturer for the type of road vehicle in question;
 - (b) fuel held in the tanks of trailers and semi-trailers used for the cooling systems of refrigerators;
 - (c) lubricants in quantities required for use during the journey;
 - (d) spare parts and tools required for the repair of a vehicle which has broken down while performing an international road transport operation. The spare parts that are replaced should be re-exported or destroyed under the control of the competent customs authority of the other Contracting Party;
5. without prejudice to the second subparagraph of paragraph 2, if the weights, dimensions or axle load of a vehicle exceed the maximum limits in force in the territory of Bulgaria while the vehicle conforms to the provisions as laid down in Council Directive 96/53/EC on weights and dimensions, the vehicle shall not be subjected to any special charges provided it keeps to the main transit routes concerned in Bulgaria as specified in Annex 5.

Article 9

Social provisions

The Contracting Parties to this Agreement shall implement the Europe Agreement concerning the work of crews of vehicles engaged in international road transport (ERTA) of 1 July 1970, as in force at the entry into force of this Agreement or shall apply rules identical to Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 as subsequently amended.

Article 10

Technical provisions

1. Bulgaria shall adopt measures equivalent to those given in Annex 2 by the time of the entry into force of this Agreement and to those given in Annex 3 within two years of the entry into force of this Agreement.
2. The Contracting Parties to this Agreement shall implement the Europe Agreement concerning the international carriage of dangerous goods by road (ADR) of 30 September 1957, as in force at the entry into force of this Agreement.
3. Bulgaria shall endeavour to harmonise on the basis of Community rules its legislation on the carriage of perishable goods, live animals and dangerous goods.
4. The Contracting Parties shall pool their experience and exchange information on their legislation so as to improve the flow and safety of traffic during peak periods (weekends, public holidays, the tourist season).
5. The Contracting Parties shall cooperate in encouraging the introduction, development and coordination of interoperable road traffic information systems.
6. The Contracting Parties shall also endeavour to harmonise the technical assistance to be provided to drivers, the dissemination of essential information on traffic and emergency services including ambulance services and other matters of concern to drivers.

TITLE IV

SIMPLIFICATION OF FORMALITIES

Article 11

Simplification of formalities

1. The Contracting Parties agree to simplify the formalities concerning the flow of goods transported in accordance with the present Agreement.
2. The Contracting Parties agree to begin negotiations with a view to concluding an agreement on the facilitation of controls and formalities relating to the carriage of goods.
3. The Contracting Parties agree, to the extent necessary, to take joint action on, and to encourage, the adoption of further simplification measures.

TITLE V

FINAL PROVISIONS

Article 12

Widening of the scope

If one of the Contracting Parties concludes, on the basis of experience in the application of this Agreement, that other

measures which do not fall within the scope of this Agreement are in the interest of a coordinated European transport policy and, in particular, may help to solve the problems of transit traffic, it shall make suggestions in this respect to the other Contracting Party.

Article 13

Joint Committee

The body responsible for cooperation shall be a Joint Committee to be known as the 'Community/Bulgaria Transport Committee'. The Committee shall:

- be made up of representatives appointed by the Community and Bulgaria,
- meet at the request of either Contracting Party, alternately in the territory of each Contracting Party,
- establish its own rules of procedure,
- act by mutual agreement,
- ensure the proper implementation of this Agreement and, in particular:
 - (a) shall examine ways of cooperating and promoting of combined transport, and will review at least every two years the progress made towards realising these aims,
 - (b) shall review the annexes to this Agreement at least every two years,
 - (c) shall resolve any disputes which may arise over the application and interpretation of this Agreement. In the case of disagreement, the decision shall be referred to a subsequent meeting of the Joint Committee to be held within two months of the date of referral in accordance with the conditions to be laid down in its rules of procedure,
 - (d) shall coordinate the monitoring, forecasting and other statistical work relating to international road and combined transport and, in particular, road transit traffic,
 - (e) shall, as necessary, adopt measures concerning the technical adaptation of the provisions of the present Agreement,
 - (f) should prepare any recommendations for possible increases in the number of authorisations/adhesive stamps,
 - (g) shall discuss, as necessary, all other topics relevant to the implementation of this Agreement.

Article 14

Infringements

1. In the event of an infringement of the provisions of this Agreement by a road vehicle, or by a driver of such a vehicle, the competent authority of the Contracting Party in whose territory the infringement occurred may notify the infringement to the competent authority of the other Contracting Party, which may take steps as provided by its national laws.

2. The competent authority receiving any such notification shall as soon as possible inform the competent authority of the other Contracting Party of the action taken.

3. The provisions of this Article shall be without prejudice to lawful sanctions that may be applied by the courts or enforcement authorities, of either the Member State of the European Community or Bulgaria, in whose territory the infringement occurred.

Article 15

Duration of the Agreement

This Agreement shall be concluded for a period of five years. If neither of the Contracting Parties denounces it, with six months notice before the expiry of this period, the Agreement shall be automatically renewed for a period of three years.

Article 16

Denunciation of the Agreement

Each Party may denounce the Agreement with six months notice to be notified to the other Party.

Article 17

Annexes

The Annexes shall form an integral part of this Agreement.

Article 18

Languages

This Agreement shall be drawn up in duplicate in the Danish, Dutch, English, Finnish, French, German, Greek, Italian, Portuguese, Spanish, Swedish and Bulgarian languages, each text being equally authentic.

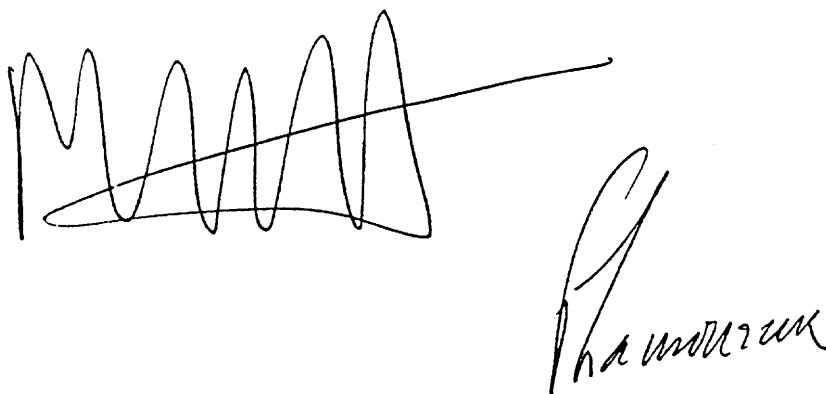
Article 19

Entry into force

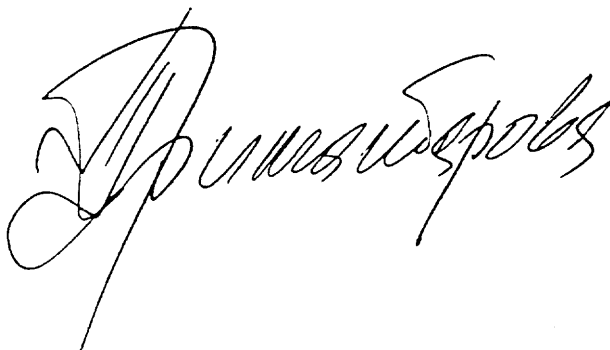
This Agreement shall be concluded in accordance with the Contracting Parties' own procedures. It shall enter into force on the first day of the second month after the Contracting Parties have notified one another of the completion of the procedures necessary for that purpose.

Hecho en Bruselas, el veintiseis de julio del año dos mil.
Udfærdiget i Bruxelles den seksogetyvende juli to tusind.
Geschehen zu Brüssel am sechszwanzigsten Juli zweitausend.
Έγινε στις Βρυξέλλες, στις είκοσι έξι Ιουλίου δύο χιλιάδες.
Done at Brussels on the twenty-sixth day of July in the year two thousand.
Fait à Bruxelles, le vingt-six juillet deux mille.
Fatto a Bruxelles, addì ventisei luglio duemila.
Gedaan te Brussel, de zesentwintigste juli tweeduizend.
Feito em Bruxelas, em vinte e seis de Julho de dois mil.
Tehty Brysselissä kahdentenakymmenentenäkuudentena päivänä heinäkuuta vuonna kaksituhatta.
Som skedde i Bryssel den tjugosjätte juli tjugohundra.
Подписано на 26 юли 2000 г. в Брюксел

Por la Comunidad Europea
For Det Europæiske Fællesskab
Für die Europäische Gemeinschaft
Για την Ευρωπαϊκή Κοινότητα
For the European Community
Pour la Communauté européenne
Per la Comunità europea
Voor de Europese Gemeenschap
Pela Comunidade Europeia
Euroopan yhteisön puolesta
På Europeiska gemenskapens vägnar



За Република България



ANNEX 1a

(First page of authorisation, in Bulgarian)

Ministry of Transport and Communications of the Republic of Bulgaria

EC No ...

Road haulage transit authorisation

Valid for one outward and one return journey for transit of Bulgaria

Carrier and address		
		
		
Registration No of motor vehicle		(¹) Valid until 31.1.[year]

Outward journey: Loaded in on ⁽¹⁾ (place/country)	Entered Bulgaria ⁽³⁾
	Left Bulgaria ⁽³⁾
Return journey: Loaded in on ⁽²⁾ (place/country)	Entered Bulgaria ⁽³⁾
	Left Bulgaria ⁽³⁾
Unloaded in ⁽¹⁾ (country)	
Unloaded in ⁽²⁾ (country)	

Ministry of Transport and Communications of the Republic of Bulgaria	Issued at
Signature	(4)
Name of official	Date

(¹) Valid only if completed by the carrier prior to outward journey.

(²) Valid only if completed by the carrier prior to return journey.

(³) To be stamped at the external frontier of Bulgaria.

(4) Signature and stamp of the issuing authority in the Member State.

(Second page of the authorisation)

General provisions

(Text in Bulgarian)

This authorisation permits the carriage of goods by road in transit through Bulgaria.

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the State which issued it, or, where it is a forgery, by the State in which transit operations are carried out.

It may be used for only one vehicle at a time. 'Vehicle' means a motor vehicle registered in the State of establishment or a coupled combination of vehicles of which at least the motor vehicle is registered in the State of establishment and used exclusively for the carriage of goods.

It must be carried in the vehicle. In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

The carrier must respect all national laws and regulations with regard to transport and traffic of Bulgaria.

The technical standards of construction and equipment which vehicles use to carry out transit operations must meet those laid down for vehicles put into circulation in international transport and, in addition, correspond at least to EURO 1 standards. Evidence of compliance with this provision shall be kept on board the vehicle throughout the journey.

This authorisation must be returned to the competent issuing authority within 15 days of its use.

General provisions (summary)

(Text in the official languages of the Community)

This authorisation permits the carriage of goods by road in transit through Bulgaria.

ANNEX 1b

(First page of authorisation, in German and Italian)

European Commission

BULGARIA No ...

Road haulage transit authorisation

Valid for one outward and one return journey for transit in those Member States of the European Community for which adhesive stamps have been attached and cancelled

(3)	(3)	(3)	(3)	(3)	(3)
-----	-----	-----	-----	-----	-----

Carrier and address		
		
		
Registration No of motor vehicle		(¹) Valid until 31.1.[year]

Outward journey: Loaded in on ⁽¹⁾ (place/country) Unloaded in ⁽¹⁾ (country)	Entered European Community ⁽³⁾	
Return journey: Loaded in on ⁽²⁾ (place/country) Unloaded in ⁽²⁾ (country)	Left European Community ⁽³⁾	

European Commission	Issued at
Signature	(4)
Name of official	Date

(¹) Valid only if completed by the carrier prior to outward journey.

(²) Valid only if completed by the carrier prior to return journey.

(³) To be stamped at the external frontier of the European Community.

(⁴) Signature and stamp of the issuing authority.

(Second page of the authorisation)

General provisions

(Text in German and Italian)

This authorisation permits the carriage of goods by road in transit through those Member States of the European Community for which adhesive stamps have been attached and cancelled.

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the State that issued it, or, where it is a forgery, by the State in which transit operations are carried out.

It may be used for only one vehicle at a time. 'Vehicle' means a motor vehicle registered in the State of establishment or a coupled combination of vehicles of which at least the motor vehicle is registered in the State of establishment and used exclusively for the carriage of goods.

It must be carried in the vehicle. In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

The carrier must respect all national laws and regulations with regard to transport and traffic of the Member State of the European Community transited.

The technical standards of construction and equipment which vehicles use to carry out transit operations must meet those laid down for vehicles put into circulation in international transport and, in addition, correspond at least to EURO 1 standards. Evidence of compliance with this provision shall be kept on board the vehicle throughout the journey.

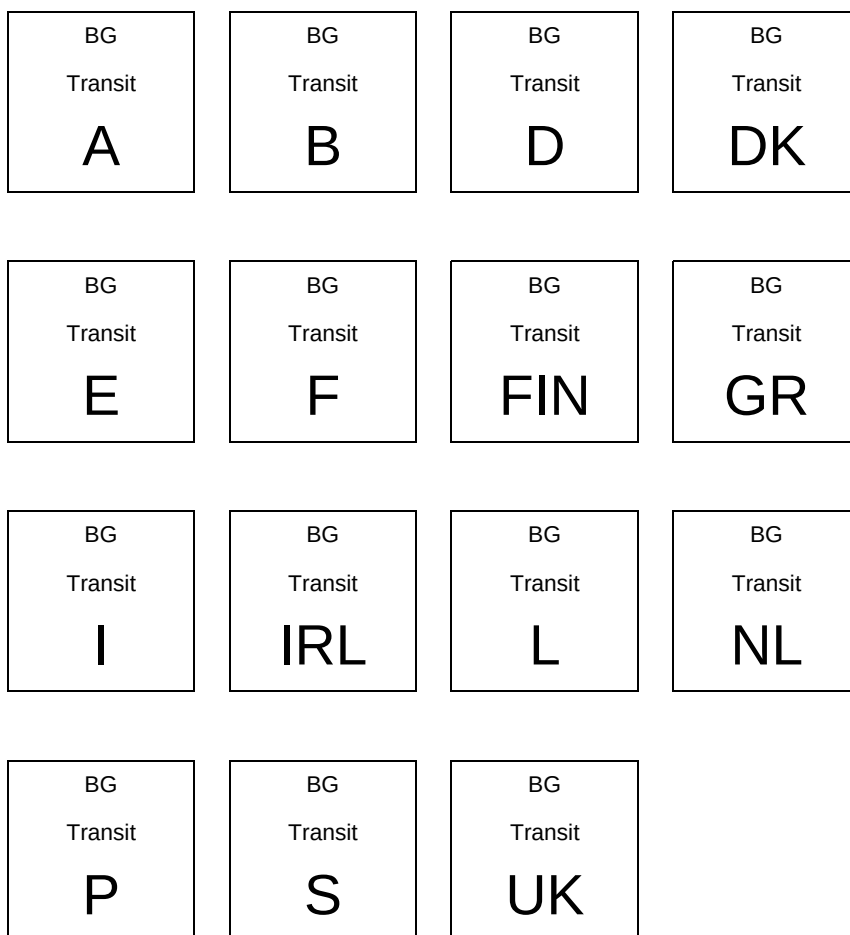
This authorisation must be returned to the competent issuing authority within 15 days of its use.

General provisions (summary)

(Text in Bulgarian and the official languages of the Community except German and Italian)

This authorisation permits the carriage of goods by road in transit through those Member States of the European Community for which adhesive stamps have been attached and cancelled.

ANNEX 1c

(Adhesive stamp)

—

ANNEX 2

Pertinent dispositions of the *acquis communautaire*

1. Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles (OJ L 36, 9.2.1988, p. 33), as last modified by Directive 96/1/EC of the European Parliament and of the Council (OJ L 40, 17.2.1996, p. 1).
 2. Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16), as last modified by Commission Directive 96/20/EC (OJ L 92, 13.4.1996, p. 23).
-

ANNEX 3

1. Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).
 2. Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to road-worthiness tests for motor vehicles and their trailers (OJ L 46, 17.2.1997, p. 1).
 3. Council Directive 71/320/EEC of 26 July 1971 on the approximation of laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers (OJ L 202, 6.9.1971, p. 37), as last amended by Commission Directive 91/422/EEC of 15 July 1991 (OJ L 233, 22.8.1991, p. 21).
-

N° ...

EXIGENCES DE BRUIT ET D'ÉMISSIONS POLLUANTES POUR LE CAMION «VERT»

Certificat de conformité aux normes techniques spécifiées dans la résolution CEMT/CM(91) 26 final

Le soussigné:	
Constructeur ou représentant agréé du constructeur dans le pays d'immatriculation ⁽¹⁾ :	
du véhicule décrit ci-après, atteste par la présente que ledit véhicule est, à la date du , identique au véhicule qui a été le déclaré conforme aux spécifications de la résolution CEMT/CM(91) 26 final et que les caractéristiques mentionnées sur ce certificat sont exactes.	

Cachet du constructeur ou du représentant agréé du constructeur dans le pays d'immatriculation

Lieu	Date
Signature	

Type de véhicule:
Numéro d'identification du véhicule:
Type de moteur:
Numéro du moteur:

Mesures selon ⁽¹⁾: ISO, CEE/ONU R.85, directive 80/1269/CEE, telle que modifiée par la directive 89/491/CEE	
Puissance maximale du moteur (kW):	à un régime moteur de (tr/mn):

Mesures selon ⁽¹⁾: CEE/ONU R.51/02, directive 70/157/CEE, telle que modifiée par la directive 92/97/CEE			
Maximum admis [dB(A)] ⁽²⁾	Puissance moteur	Valeurs mesurées [dB(A)]	
78	≤ 150 kW		
80	> 150 kW		
Le:	à:		
Par:			
Vitesse d'approche (km/h):	Sur le rapport:		
Bruit de l'air comprimé [dB(A)]:			
Niveau de bruit à proximité [dB(A)]:	à un régime moteur de (tr/mn):		

Mesures selon: annexe 1 g KDV 1967 ⁽³⁾	
Bruit de frein moteur [dB(A)]:	au point de mesure 2:
Bruit ambiant [dB(A)]:	au point de mesure 6:

Mesures selon ⁽¹⁾: CEE/ONU R.49/02 formulaire A, directive 88/77/CEE telle que modifiée par la directive 91/542/CEE, formulaire A		
Valeurs maximales (g/kWh) ⁽²⁾	Polluants	Valeurs mesurées (g/kWh)
4,9	CO	
1,23	HC	
9,0	NO _x	
Puissance ≤ 85 kW: 0,68	Particules	
Puissance > 85 kW: 0,4		

⁽²⁾ Résolution CEMT/CM(91) 26 final.

⁽³⁾ KDV («Kraftfahrzeuggesetzdurchführungs-Verordnung»): décret d'application de la loi relative aux véhicules à moteur (Autriche).

⁽¹⁾ Rayer les mentions inutiles.

No ...

REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS FOR THE 'GREEN' LORRY

Certificate of compliance with the technical provisions of Resolution CEMT/CM(91)26/final

The:	
as manufacturer/authorised representative of the manufacturer in the State of registration ⁽¹⁾ :	
of the vehicle described hereafter, hereby confirms that the said vehicle is, on identical to a vehicle, which was on in compliance with the provisions of Resolution CEMT/CM(91)26/final, and confirms that the particulars entered overleaf are correct.	

Compagny signature of the manufacturer or of the authorised representative of the manufacturer in the State of registration

Place

Signature

Date

Vehicle type:
Vehicle identification number:
Engine type:
Engine number:

Measured according to ⁽¹⁾ : ISO, ECE R.85, Directive 80/1269/EEC, as amended by Directive 89/491/EEC	
Maximum engine power (kW):	at engine speed (rpm):

Measured according to ⁽¹⁾ : ECE R.51/02, Directive 70/157/EEC, as amended by Directive 92/97/EEC			
Maximum values (dB(A)) ⁽²⁾	Engine power	Measured values (dB(A))	
78	≤ 150 kW		
80	> 150 kW		
On:	In:		
By:			
Approach speed (km/h):	in gear:		
Compressed air noise (dB(A)):			
Proximity noise level (dB(A)):	at engine speed (rpm):		

Measured according to: Annex 1 g KDV 1967 ⁽³⁾	
Engine braking noise (dB(A)):	at measure point 2:
Ambient noise (dB(A)):	at measure point 6:

Measured according to ⁽¹⁾ : ECE R.49/02 Approval A, Directive 88/77/EEC, as amended by Directive 91/542/EEC, Approval A		
Maximum values (g/kWh) ⁽²⁾	Pollutant	Measured value (g/kWh)
4.9	CO	
1.23	HC	
9.0	NO _x	
Power ≤ 85 kW: 0.68 Power > 85 kW: 0.4	Particle	

⁽¹⁾ Delete as inapplicable.

⁽²⁾ ECMT Resolution CEMT/CM(91)26/final.

⁽³⁾ KDV ('Kraftfahrzeugdurchführungs-Verordnung') = HGV Act implementing regulations (Austria).

Fahrzeugtyp:
Fahrzeugidentifizierungsnummer:
Motortyp:
Motornummer:

Messung nach (1): ISO, ECE R.85, RL 80/1269/EWG, in der Fassung der RL 89/491/EWG	Bei Motordrehzahl (1/min):
Größte Motorleistung (kW):	

Messung nach (1): ISO, ECE R.85, RL 80/1269/EWG, in der Fassung der RL 89/491/EWG	Bei Motordrehzahl (1/min):
Größte Motorleistung (kW):	

Messung nach ⁽¹⁾: ISO, ECE R.85, RL 80/1269/EWG, in der Fassung der RL 89/491/EWG		
Größte Motorleistung (kW): Bei Motordrehzahl (1/min):		
Messung nach ⁽¹⁾: ECE R.51/02, RL 70/157/EWG, in der Fassung der RL 92/97/EWG		
Höchstwerte (dB(A)) ⁽²⁾	Motorleistung	gemessene Werte (dB(A))
78	≤ 150 kW	
80	> 150 kW	
am: in:		
von:		
Annäherungsgeschwindigkeit (km/h): im Getriebe:gang:		
Druckluftgeräusch (dB(A)):		
Nahfeldpegel (dB(A)):		
bei Motordrehzahl (1/min):		

Messung nach: Anlage 1 g KDV 1967 ⁽³⁾	
Motorbremsgeräusch (dB(A)):	
	im Messpunkt 2:
	im Messpunkt 6:

Messung nach ⁽¹⁾ : ECE R.49/02 Stufe A, RL 88/77/EWG, in der Fassung der RL 91/542/EWG, Stufe A	Grenzwerte (g/kWh) ⁽²⁾	Schadstoffe	gemessene Werte (g/kWh)
	4,9	CO	
	1,23	HC	
	9,0	NO _x	
Leistung ≤ 85 kW: 0,68 Leistung > 85 kW: 0,4		Partikel	

(²) CEMT Resolution CEMT/CM(91)26/Final.

(³) KDV = Kraftfahrzeugführungs-Verordnung in Österreich.

ANNEX 5

Transit routes in Bulgaria permitting Community vehicles conforming to Community rules on weights and dimensions to transit Bulgaria without paying any special charges

1. Community vehicles conforming to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59) shall be exempt from any special charges relating to them being in excess of the Bulgarian rules on weights and dimensions providing the vehicles keep to the following transit routes within Bulgaria:
 - *transit route Vidin/Kulata* (Pan-European corridor IV): namely the ferryboat from the Romanian border to Vidin, E79 from Vidin to Vratza and Botevgrad, E79/E83 from Botevgrad to Sofia, E79 Sofia south-eastern bypass and E79 from Sofia to Kulata and the Greek border,
 - *transit route Russe/Kulata* (Pan-European corridor IX, TINA link Biala/Botevgrad and Pan-European corridor IV): namely the Danube bridge from the Romanian border to Russe, E85 from Russe to Biala, E83 from Biala to Pleven and Botevgrad, E79/E83 from Botevgrad to Sofia, E79 Sofia south-eastern bypass and E79 from Sofia to Kulata and the Greek border,
 - *transit route Kalotina/Kulata* (Pan-European corridors X and IV): namely the E80 from Federal Republic of Yugoslavia border to Kalotina and Sofia, E80 Sofia south-western bypass and E79 from Sofia to Kulata and the Greek border,
 - *transit route Vidin/Svilengrad* (Pan-European corridors IV and IX): namely the ferryboat from the Romanian border to Vidin, E79 from Vidin to Vratza and Botevgrad, E79/E83 from Botevgrad to Sofia, E79 Sofia eastern bypass, E80 from Sofia to Plovdiv, Orizovo and Haskovo, E80/E85 from Haskovo to Svilengrad and E85 from Svilengrad to the Greek border,
 - *transit route Russe/Svilengrad* (Pan-European corridor IX): namely the Danube bridge from the Romanian border to Russe, E85 from Russe to Biala, E85 from Biala to Veliko Tarnovo and Haskovo, E80/E85 from Haskovo to Svilengrad and E85 from Svilengrad to the Greek border,
 - *transit Route Kalotina/Svilengrad* (Pan-European corridors X, IV and IX): namely the E80 from the Federal Republic of Yugoslavia border to Kalotina and Sofia, E80 Sofia southern bypass, E80 from the Sofia to Orizovo, E80 from Orizovo to Haskovo and E80/E85 from Haskovo to Svilengrad, E85 from Svilengrad to the Greek border.
2. The following sections of the transit routes mentioned in point 1 shall be temporarily excluded from the application of point 1 of this Annex until 31 December 2001 at the latest unless the Joint Committee determines that the sections concerned have already been upgraded (or realigned) to the required standards permitting use by vehicles conforming to the Community rules on weights and dimensions:
 - E79, Sofia to Kulata and Greek border
 - E80, Federal Republic of Yugoslavian border to Kalotina and Sofia
 - E80, Orizovo to Haskovo
 - E80/E85, Haskovo to Svilengrad
 - E83, Biala to Pleven and Botevgrad
 - E85, Russe to Biala
 - E85, Svilengrad to Greek border.
3. The following section of the transit routes mentioned in part 1 shall be temporarily excluded from the application of part 1 of this Annex until 31 December 2004 at the latest unless the Joint Committee determines that the section concerned has already been upgraded (or realigned) to the required standards permitting the use by vehicles conforming to the Community rules on weights and dimensions:
 - E79, Vidin to Vratza and Botevgrad.
4. The following section of the transit routes mentioned in paragraph 1 shall be temporarily excluded from the application of part 1 of this Annex until 31 December 2007 at the latest unless the Joint Committee determines that the section concerned has already been upgraded (or realigned) to the required standards permitting use by vehicles conforming to the Community rules on weights and dimensions:
 - E85, Biala to Veliko Tarnovo and Haskovo.

Information on the entry into force of the Road Transit Agreement between the European Community and the Republic of Bulgaria for the carriage of goods

The Road Transit Agreement between the European Community and the Republic of Bulgaria, which the Council decided to conclude on 19 March 2001, will come into force on 1 May 2001, the procedures provided for in Article 19 of the Agreement having been completed on 20 March 2001.

COUNCIL DECISION

of 19 March 2001

concerning the conclusion of the Agreement between the European Community and the Republic of Hungary establishing certain conditions for the carriage of goods by road and the promotion of combined transport

(Text with EEA relevance)

(2001/266/EC)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Articles 71 and 93 in conjunction with the first subparagraph of Article 300(3) thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Parliament ⁽²⁾,

Whereas:

- (1) The conclusion of the Agreement between the European Community and the Republic of Hungary establishing certain conditions for the carriage of goods by road and the promotion of combined transport (hereinafter referred to as 'the Agreement') provides an appropriate means for the further development of transport relations between the Contracting Parties.
- (2) The conclusion of the Agreement contributes to the smooth functioning of the internal market because it will promote transit traffic through the Republic of Hungary for internal transport between Greece and the other Member States and thus enable intra-Community trade to be conducted at the least possible cost to the public at large and to reduce to a minimum the administrative and technical obstacles which affect it.
- (3) The conclusion of the Agreement promotes combined transport, with a view to protecting the environment.
- (4) The Agreement should be approved on behalf of the Community,

HAS DECIDED AS FOLLOWS:

Article 1

The Agreement between the European Community and the Republic of Hungary establishing certain conditions for the

carriage of goods by road and the promotion of combined transport is hereby approved on behalf of the Community.

The text of the Agreement is attached to this Decision.

Article 2

The President of the Council shall give the notification provided for in Article 19 of the Agreement ⁽³⁾.

Article 3

The Commission, assisted by representatives of the members of the Council, shall represent the Community in the Community/Hungary Transport Committee (hereinafter referred to as 'the Committee') set up by Article 13 of the Agreement.

The position to be taken by the Community within the Committee shall be adopted by the Council acting by a qualified majority on a proposal from the Commission. The Council shall act by simple majority when the decision which the Committee proposes to take relates to the Committee's rules of procedure.

Decisions taken by the Committee shall be published in the *Official Journal of the European Communities*.

Article 4

This Decision shall be published in the *Official Journal of the European Communities*.

Done at Brussels, 19 March 2001.

For the Council

The President

M. WINBERG

⁽¹⁾ OJ 89 E, 28.3.2000, p. 36.

⁽²⁾ Opinion delivered on 25.10.2000 (not yet published in the Official Journal).

⁽³⁾ The date of entry into force of the Agreement will be published in the *Official Journal of the European Communities* by the General Secretariat of the Council.

AGREEMENT

between the European Community and the Republic of Hungary establishing certain conditions for the carriage of goods by road and the promotion of combined transport

THE EUROPEAN COMMUNITY, hereinafter referred to as 'the Community';

of the one part, and

THE REPUBLIC OF HUNGARY, hereinafter referred to as 'Hungary';

of the other part,

hereinafter referred to as 'the Contracting Parties',

CONSIDERING the Europe Agreement establishing an association between the European Communities and their Member States, of the one part, and the Republic of Hungary, of the other part, of 16 December 1991, and in particular, point 3 of Article 56, thereof, as well as the Exchange of Letters between the Community and Hungary on land transport infrastructure;

CONSIDERING that it is essential for the Community, in the context of the completion of the internal market and the implementation of the common transport policy, to ensure that Community goods in transit through Hungary, can flow as quickly and efficiently as possible without hindrance or discrimination;

CONSIDERING that Hungary has an interest in developing further with the Community existing mutual rights and obligations regarding access to the transport market and transit as a first step in achieving an inland transport agreement as envisaged in the aforementioned Europe Agreement;

CONSIDERING, furthermore, that it is necessary to ensure the coordinated development of transport flows between and through the territories of the Contracting Parties, particularly by introducing and developing a package of coordinated measures on road and combined transport on a competitive basis through the promotion of environmentally friendly vehicles and respecting the principle of sustainable mobility,

HAVE AGREED AS FOLLOWS:

TITLE I

AIM, SCOPE AND DEFINITIONS

Article 1

Aim

The aim of this Agreement is to promote cooperation between the Contracting Parties on the transport of goods, and, in particular, transit traffic by road, and to ensure for this purpose that transport between and through the territories of the Contracting Parties is developed in a coordinated manner.

Article 2

Scope

1. Cooperation shall cover transport of goods by road and combined transport.

2. In this connection, the scope of this Agreement shall cover in particular:

— market access for transit traffic in the field of transport of goods by road,

— legal and administrative supporting measures including commercial, taxation, social and technical measures,

— cooperation in developing a transport system which meets, *inter alia*, environmental needs,

— a regular exchange of information on the development of the transport policies of the Contracting Parties.

Article 3

Definitions

For the purpose of this Agreement, the following definitions shall apply:

(a) *transit traffic*: a journey carried out by road through the territory of (a) Member State(s) of the Community or through the territory of Hungary, regardless of whether it is made by a laden or unladen road vehicle without performing any loading or unloading operations in these territories;

(b) *combined transport*: the transport of goods between or through the Contracting Parties where the lorry, trailer, semi-trailer, with or without tractor unit, swap body or container of 20 feet or more use the road on the initial or final leg of the journey and on the other leg, rail or inland waterway or maritime services where this section exceeds

100 km as the crow flies, and make the initial or final road transport leg of the journey:

- between the point where the goods are loaded and the nearest suitable rail loading station for the initial leg, and between the nearest suitable rail unloading station and the point where the goods are unloaded for the final leg, or
 - within a radius not exceeding 150 km as the crow flies from the inland waterway port or seaport of loading or unloading;
- (c) *road vehicle*: a motor vehicle registered in a Contracting Party or a coupled combination of vehicles the motor vehicle of which at least is registered in a Contracting Party and which are used exclusively for the carriage of goods;
- (d) *user charges*: non-discriminatory payment of a special amount conferring the right for a road vehicle to use a given infrastructure for a given period;
- (e) *tolls*: payment of a specified amount for a road vehicle travelling the distance between two points on an infrastructure; the amount shall be based on the distance travelled and on the category of the vehicle.

TITLE II

COMBINED TRANSPORT

Article 4

General provisions

The Contracting Parties shall adopt the mutually coordinated measures necessary for the development and promotion of combined transport as a means of ensuring that a large proportion of their international transport is performed under more environment-friendly conditions.

Article 5

Supporting measures

The Contracting Parties shall take all the steps necessary to improve the competitiveness of combined transport especially by:

- (a) taking measures to encourage users and consignors to use combined transport by:
- improving the competitiveness of all types of combined transport vis-à-vis road through financial assistance to new combined transport projects by the Community or Hungary,
 - encouraging the use of unaccompanied combined transport and to promote, in particular, the use of swap bodies, containers and semi-trailers,
 - freeing, in the appropriate framework, the initial and/or final road haulage legs, which form an integral part of the combined transport operation, from quota systems and systems of authorisation,

- considering to grant rebates from vehicle taxes for road vehicles when used in combined transport chains,
 - improving the speed and reliability of combined transport and in particular:
 - (i) by encouraging the increase of the frequency of combined transport services in accordance with the needs of consignors and users,
 - (ii) by encouraging the reduction of the waiting time at terminals and increasing their productivity,
 - (iii) by streamlining of border controls affecting combined transport, transferring those controls for all goods except goods subject to veterinary and phytosanitary control to combined transport terminals as soon as possible,
 - ensuring non-discriminatory access to terminals when they are financed or co-financed by public funds,
 - giving, where feasible, priority allocation of the road transit authorisations, agreed in Article 6(2) by the competent authorities of the Contracting Parties, to road hauliers according to their use of combined transport as measured by the statistical data available to each Contracting Party,
 - considering, where necessary for the compatibility with rail gauges, the weights, dimensions and technical characteristics of specialised combined transport equipment and considering coordinated action to order and to put into service such equipment as is required by the level of traffic;
- (b) making accessible, on request, information available concerning new combined transport actions including technology research projects (co)-financed by that Contracting Party, by means of an executive summary, setting out the contents, results and the impact of the action or technology project;
- (c) creating suitable infrastructure by:
- introducing the UIC C1 gauge on new main lines and converting existing main lines to at least the B gauge (as agreed within AGTC, the Europe Agreement on important international combined transport links and related installations of 1 February 1991), if other means to reach interoperability of the networks are not attainable,
 - removing any bottlenecks on the road access routes to the combined transport terminals so as to enhance the use of combined transport;
- (d) considering the following actions:
- examining the possibilities to allow 44-tonne vehicles on six axles for initial and final road legs of combined transport,

- making exceptions to weekend and holiday driving restrictions for initial and final road legs of combined transport,
- allowing mutual access for combined transport operators on the railways in the context of a new agreement.

TITLE III

ROAD TRANSPORT

Article 6

General provisions

1. With regard to mutual access to transport markets, the Contracting Parties agree, initially and without prejudice to paragraph 2, to maintain the existing rights resulting from bilateral agreements or other bilateral arrangements concluded between each Member State of the Community and Hungary.

However, while awaiting the conclusion of an agreement between the Contracting Parties on access to the road transport market, as envisaged in Article 7, Hungary shall cooperate with the Member States of the Community to amend these bilateral agreements and/or arrangements as may possibly be necessary to adapt them to this Agreement.

2. In addition to the authorisations provided in the regimes described in paragraph 1, the Contracting Parties hereby agree to grant, for each calendar year, access to transit traffic by goods vehicles through the territories of the Member States of the Community and Hungary with effect from the date on which this Agreement enters into force, by means of authorisations as follows:

(a) the Community will receive:

12 500 authorisations valid in Hungary;

(b) Hungary will receive:

6 000 authorisations valid in the Member States of the Community for which adhesive stamps have been attached;

(c) Hungary will receive:

3 000 adhesive stamps for each Member State of the Community;

(d) the authorisations referred to under (a) and (b) shall correspond to the models in Annex 1a and Annex 1b respectively;

(e) the adhesive stamps referred to under (c) shall correspond to the model in Annex 1c;

(f) the authorisations referred to under (a) and (b) shall be supplied by the services of the Commission to the competent authorities of Hungary or, in the case of the Community, to the competent authorities of its Member States. The competent authorities shall complete the authorisation except for the headings 'Registration No of the motor vehicle', 'Outward journey' and 'Return journey' and they shall deliver them to their transport operators at

a charge so as only to cover reasonable administrative expenses;

(g) the adhesive stamps referred to under (c) shall be supplied by the services of the Commission to the competent authorities of Hungary. These adhesive stamps shall be attached to the authorisation prior to its use so as to indicate for which Member State or Member States of the Community the authorisation is valid;

(h) the Contracting Parties agree that no taxes or similar charges will be levied on the use of the authorisations referred to under (a) and (b);

(i) the authorisations and the adhesive stamps shall be valid for one calendar year until 31 January of the year thereafter and may be used for one outward and one return journey only.

3. The authorisations referred to in paragraph 2 may be used only by vehicles complying at least with EURO 1 standards or with provisions of the 'green lorry certificate' as reproduced in Annex 4. The evidence for compliance with this provision shall be kept on board the vehicle throughout the journey.

4. If the date on which the Agreement enters into force in accordance with Article 19 is not 1 January, the number of authorisations and adhesive stamps specified in paragraph 2 will be reduced pro rata for the calendar year in which the Agreement enters into force.

5. The competent authorities of the Contracting Parties shall issue authorisations for the transport of goods pursuant to this agreement only to carriers who are authorised according to the legislation of that Contracting Party to engage in international road transport operations. The authorisation must be kept in the vehicle. In the case of a coupled combination of vehicles it must accompany the motor vehicle. It covers the coupled combination of vehicles even if the trailer or semi-trailer is not registered in the name of the authorisation holder or if it is registered in another country.

6. The Contracting Parties shall refrain from taking any unilateral action that might lead to discrimination between Community and Hungarian hauliers or vehicles. Each Contracting Party shall take all steps necessary to facilitate road transport referred to in this Agreement to or through its own territory.

Article 7

Access to the market

The Contracting Parties, shall, as a matter of priority and taking account of the adoption by Hungary of the fiscal, social and technical rules of the Community, undertake to work together to seek a common system for regulating future road transport market access between the Contracting Parties.

Article 8

Fiscal provisions

In the case of transport operations in accordance with this Agreement:

1. the Contracting Parties shall ensure that the principle of non-discrimination in terms of nationality or place of establishment is applied to road vehicle taxation, fiscal burdens, tolls and any other form of user charges made for the use of road transport infrastructure;
2. road vehicles registered in one Contracting Party shall be exempted from all vehicle taxes and charges levied on the circulation or possession of vehicles as well as from all special taxes or charges levied on transport operations in the territory of the other Contracting Party.

Road vehicles shall not be exempted from payment of taxes and charges on motor fuel, without prejudice to paragraph 4, and of road tolls and user charges levied for the use of infrastructure;

3. the Contracting Parties shall ensure that tolls and any other form of user charges may not be imposed at the same time for the use of a single road section. However, Contracting Parties may also impose tolls on networks where user charges are levied, for the use of bridges, tunnels and mountain passes.
4. the following items shall be exempt from customs duty and from all taxes and charges at the time of importation into the territory of the other Contracting Party:
 - (a) fuel contained in the tanks of road vehicles at the time of importation into the territory of the other Contracting Party, where the tanks are those designed by the manufacturer for the type of road vehicle in question;
 - (b) fuel held in the tanks of trailers and semi-trailers used for the cooling systems of refrigerators;
 - (c) lubricants in quantities required for use during the journey;
 - (d) spare parts and tools required for the repair of a vehicle which has broken down while performing an international road transport operation. The spare parts that are replaced should be re-exported or destroyed under the control of the competent customs authority of the other Contracting Party;
5. without prejudice to the second subparagraph of paragraph 2, if the weights, dimensions or axle load of a vehicle exceed the maximum limits in force in the territory of Hungary while the vehicle conforms to the provisions as laid down in Council Directive 96/53/EC on weights and dimensions, the vehicle shall not be subjected to any special charges provided it keeps to the main transit routes concerned in Hungary as specified in Annex 5.

Article 9

Social provisions

The Contracting Parties to this Agreement shall implement the Europe Agreement concerning the work of crews of vehicles engaged in international road transport (ERTA) of 1 July 1970, as in force at the entry into force of this Agreement or shall apply rules identical to Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 as subsequently amended.

Article 10

Technical provisions

1. Hungary shall adopt measures equivalent to those given in Annex 2 by the time of the entry into force of this Agreement and to those given in Annex 3 within two years of the entry into force of this Agreement.
2. The Contracting Parties to this Agreement shall implement the Europe Agreement concerning the international carriage of dangerous goods by road (ADR) of 30 September 1957, as in force at the entry into force of this Agreement.
3. Hungary shall endeavour to harmonise on the basis of Community rules its legislation on the carriage of perishable goods, live animals and dangerous goods.
4. The Contracting Parties shall pool their experience and exchange information on their legislation so as to improve the flow and safety of traffic during peak periods (weekends, public holidays, the tourist season).
5. The Contracting Parties shall cooperate in encouraging the introduction, development and coordination of interoperable road traffic information systems.
6. The Contracting Parties shall also endeavour to harmonise the technical assistance to be provided to drivers, the dissemination of essential information on traffic and emergency services including ambulance services and other matters of concern to drivers.

TITLE IV

SIMPLIFICATION OF FORMALITIES

Article 11

Simplification of formalities

1. The Contracting Parties agree to simplify the formalities concerning the flow of goods transported in accordance with the present Agreement.
2. The Contracting Parties agree to begin negotiations with a view to concluding an agreement on the facilitation of controls and formalities relating to the carriage of goods.
3. The Contracting Parties agree, to the extent necessary, to take joint action on, and to encourage, the adoption of further simplification measures.

TITLE V

FINAL PROVISIONS

Article 12

Widening of the scope

If one of the Contracting Parties concludes, on the basis of experience in the application of this Agreement, that other

measures which do not fall within the scope of this Agreement are in the interest of a coordinated European transport policy and, in particular, may help to solve the problems of transit traffic, it shall make suggestions in this respect to the other Contracting Party.

Article 13

Joint Committee

The body responsible for cooperation shall be a Joint Committee to be known as the 'Community/Hungary Transport Committee'. The Committee shall:

- be made up of representatives appointed by the Community and Hungary,
- meet at the request of either Contracting Party, alternately in the territory of each Contracting Party,
- establish its own rules of procedure,
- act by mutual agreement,
- ensure the proper implementation of this Agreement and, in particular:
 - (a) shall examine ways of cooperating and promoting of combined transport, and will review at least every two years the progress made towards realising these aims,
 - (b) shall review the annexes to this Agreement at least every two years,
 - (c) shall resolve any disputes which may arise over the application and interpretation of this Agreement. In the case of disagreement, the decision shall be referred to a subsequent meeting of the Joint Committee to be held within two months of the date of referral in accordance with the conditions to be laid down in its rules of procedure,
 - (d) shall coordinate the monitoring, forecasting and other statistical work relating to international road and combined transport and, in particular, road transit traffic,
 - (e) shall, as necessary, adopt measures concerning the technical adaptation of the provisions of the present Agreement,
 - (f) should prepare any recommendations for possible increases in the number of authorisations/adhesive stamps,
 - (g) shall discuss, as necessary, all other topics relevant to the implementation of this Agreement.

Article 14

Infringements

1. In the event of an infringement of the provisions of this Agreement by a road vehicle, or by a driver of such a vehicle, the competent authority of the Contracting Party in whose territory the infringement occurred may notify the infringement to the competent authority of the other Contracting Party, which may take steps as provided by its national laws.

2. The competent authority receiving any such notification shall as soon as possible inform the competent authority of the other Contracting Party of the action taken.

3. The provisions of this Article shall be without prejudice to lawful sanctions that may be applied by the courts or enforcement authorities, of either the Member State of the European Community or Hungary, in whose territory the infringement occurred.

Article 15

Duration of the Agreement

This Agreement shall be concluded for a period of five years. If neither of the Contracting Parties denounces it, with six months notice before the expiry of this period, the Agreement shall be automatically renewed for a period of three years.

Article 16

Denunciation of the Agreement

Each Party may denounce the Agreement with six months notice to be notified to the other Party.

Article 17

Annexes

The Annexes shall form an integral part of this Agreement.

Article 18

Languages

This Agreement shall be drawn up in duplicate in the Danish, Dutch, English, Finnish, French, German, Greek, Italian, Portuguese, Spanish, Swedish and Hungarian languages, each text being equally authentic.

Article 19

Entry into force

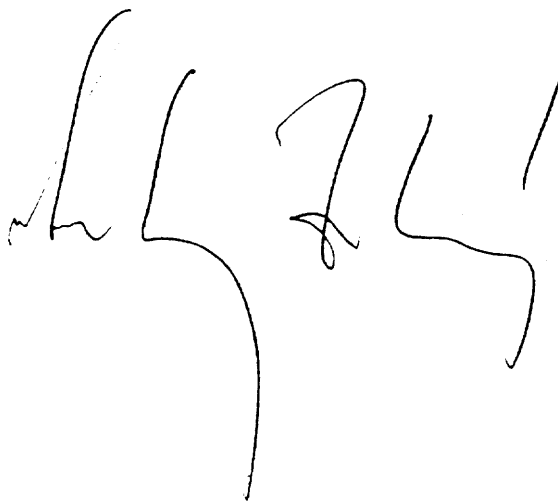
This Agreement shall be concluded in accordance with the Contracting Parties' own procedures. It shall enter into force on the first day of the second month after the Contracting Parties have notified one another of the completion of the procedures necessary for that purpose.

Hecho en Bruselas, el doce de julio del año dos mil.
Udfærdiget i Bruxelles den tolvte juli to tusind.
Geschehen zu Brüssel am zwölften Juli zweitausend.
Έγινε στις Βρυξέλλες, στις δώδεκα Ιουλίου δύο χιλιάδες.
Done at Brussels on the twelfth day of July in the year two thousand.
Fait à Bruxelles, le douze juillet deux mille.
Fatto a Bruxelles, addì dodici luglio duemila.
Gedaan te Brussel, de twaalfde juli tweeduizend.
Feito em Bruxelas, em doze de Julho de dois mil.
Tehty Brysselissä kahdententoista päivänä heinäkuuta vuonna kaksituhatta.
Som skedde i Bryssel den tolfte juli tjugohundra.
Kelt Brüsszelben, 2000. július 12.-én.

Por la Comunidad Europea
For Det Europæiske Fællesskab
Für die Europäische Gemeinschaft
Για την Ευρωπαϊκή Κοινότητα
For the European Community
Pour la Communauté européenne
Per la Comunità europea
Voor de Europese Gemeenschap
Pela Comunidade Europeia
Euroopan yhteisön puolesta
På Europeiska gemenskapens vägnar



A Magyar Köztársaság nevében



ANNEX 1a

(First page of authorisation, in Hungarian)

Ministry of Transport, Communication and Water Management
of the Republic of Hungary

EC No ...

Road haulage transit authorisation

Valid for one outward and one return journey for transit of Hungary

Carrier and address		
		
		
Registration No of motor vehicle		(¹) Valid until 31.1.[year]

Outward journey: Loaded in on ⁽¹⁾ (place/country)	Entered Hungary ⁽³⁾
	Left Hungary ⁽³⁾
Return journey: Loaded in on ⁽²⁾ (place/country)	Entered Hungary ⁽³⁾
	Left Hungary ⁽³⁾
Unloaded in ⁽¹⁾ (country)	
Unloaded in ⁽²⁾ (country)	

Ministry of Transport, Communication and Water Management of the Republic of Hungary	Issued at
Signature Name of official	Date

(¹) Valid only if completed by the carrier prior to outward journey.

(²) Valid only if completed by the carrier prior to return journey.

(³) To be stamped at the external frontier of Hungary.

(4) Signature and stamp of the issuing authority in the Member State.

(Second page of the authorisation)

General provisions

(Text in Hungarian)

This authorisation permits the carriage of goods by road in transit through Hungary.

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the State which issued it, or, where it is a forgery, by the State in which transit operations are carried out.

It may be used for only one vehicle at a time. 'Vehicle' means a motor vehicle registered in the State of establishment or a coupled combination of vehicles of which at least the motor vehicle is registered in the State of establishment and used exclusively for the carriage of goods.

It must be carried in the vehicle. In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

The carrier must respect all national laws and regulations with regard to transport and traffic of Hungary.

The technical standards of construction and equipment which vehicles use to carry out transit operations must meet those laid down for vehicles put into circulation in international transport and, in addition, correspond at least to EURO 1 standards. Evidence of compliance with this provision shall be kept on board the vehicle throughout the journey.

This authorisation must be returned to the competent issuing authority within 15 days of its use.

General provisions (summary)

(Text in the official languages of the Community)

This authorisation permits the carriage of goods by road in transit through Hungary.

ANNEX 1b

(First page of authorisation, in German and Italian)

European Commission

HUNGARY No ...

Road haulage transit authorisation

Valid for one outward and one return journey for transit in those Member States of the European Community for which adhesive stamps have been attached and cancelled

(3)	(3)	(3)	(3)	(3)	(3)
-----	-----	-----	-----	-----	-----

Carrier and address		
		
		
Registration No of motor vehicle		(¹) Valid until 31.1.[year]

Outward journey: Loaded in on ⁽¹⁾ (place/country) Unloaded in ⁽¹⁾ (country)	Entered European Community ⁽³⁾
Return journey: Loaded in on ⁽²⁾ (place/country) Unloaded in ⁽²⁾ (country)	Left European Community ⁽³⁾

European Commission	Issued at
Signature	(4)
Name of official	Date

(¹) Valid only if completed by the carrier prior to outward journey.

(²) Valid only if completed by the carrier prior to return journey.

(³) To be stamped at the external frontier of the European Community.

(4) Signature and stamp of the issuing authority.

(Second page of the authorisation)

General provisions

(Text in German and Italian)

This authorisation permits the carriage of goods by road in transit through those Member States of the European Community for which adhesive stamps have been attached and cancelled.

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the State that issued it, or, where it is a forgery, by the State in which transit operations are carried out.

It may be used for only one vehicle at a time. 'Vehicle' means a motor vehicle registered in the State of establishment or a coupled combination of vehicles of which at least the motor vehicle is registered in the State of establishment and used exclusively for the carriage of goods.

It must be carried in the vehicle. In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

The carrier must respect all national laws and regulations with regard to transport and traffic of the Member State of the European Community transited.

The technical standards of construction and equipment which vehicles use to carry out transit operations must meet those laid down for vehicles put into circulation in international transport and, in addition, correspond at least to EURO 1 standards. Evidence of compliance with this provision shall be kept on board the vehicle throughout the journey.

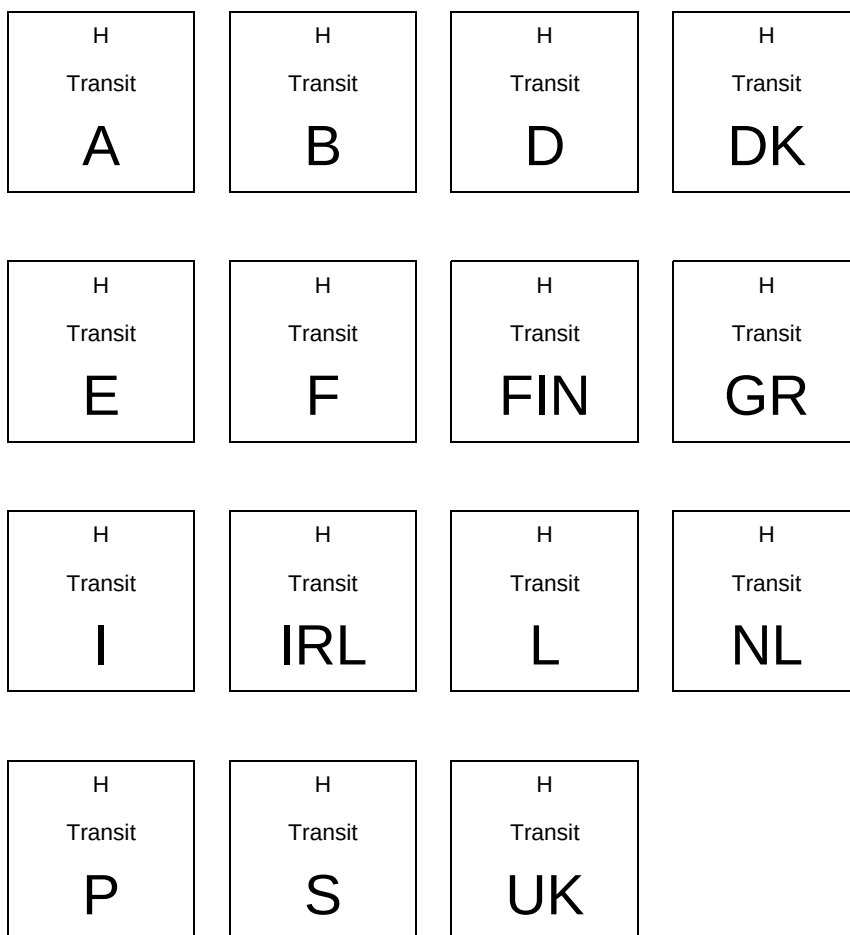
This authorisation must be returned to the competent issuing authority within 15 days of its use.

General provisions (summary)

(Text in Hungarian and the official languages of the Community except German and Italian)

This authorisation permits the carriage of goods by road in transit through those Member States of the European Community for which adhesive stamps have been attached and cancelled.

ANNEX 1c

(‘Adhesive stamp’)

—

ANNEX 2

Pertinent dispositions of the *acquis communautaire*

1. Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles (OJ L 36, 9.2.1988, p. 33), as last modified by Directive 96/1/EC of the European Parliament and of the Council (OJ L 40, 17.2.1996, p. 1).
 2. Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16), as last modified by Commission Directive 96/20/EC (OJ L 92, 13.4.1996, p. 23).
-

ANNEX 3

1. Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).
 2. Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to road-worthiness tests for motor vehicles and their trailers (OJ L 46, 17.2.1997, p. 1).
 3. Council Directive 71/320/EEC of 26 July 1971 on the approximation of laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers (OJ L 202, 6.9.1971, p. 37), as last amended by Commission Directive 91/422/EEC of 15 July 1991 (OJ L 233, 22.8.1991, p. 21).
-

N° ...

EXIGENCES DE BRUIT ET D'ÉMISSIONS POLLUANTES POUR LE CAMION «VERT»

Certificat de conformité aux normes techniques spécifiées dans la résolution CEMT/CM(91) 26 final

Le soussigné:	
Constructeur ou représentant agréé du constructeur dans le pays d'immatriculation ⁽¹⁾ :	
du véhicule décrit ci-après, atteste par la présente que ledit véhicule est, à la date du , identique au véhicule qui a été le déclaré conforme aux spécifications de la résolution CEMT/CM(91) 26 final et que les caractéristiques mentionnées sur ce certificat sont exactes.	

Cachet du constructeur ou du représentant agréé du constructeur dans le pays d'immatriculation

Lieu	Date
Signature	

Type de véhicule:
Numéro d'identification du véhicule:
Type de moteur:
Numéro du moteur:

Mesures selon ⁽¹⁾: ISO, CEE/ONU R.85, directive 80/1269/CEE, telle que modifiée par la directive 89/491/CEE	
Puissance maximale du moteur (kW):	à un régime moteur de (tr/mn):

Mesures selon ⁽¹⁾: CEE/ONU R.51/02, directive 70/157/CEE, telle que modifiée par la directive 92/97/CEE			
Maximum admis [dB(A)] ⁽²⁾	Puissance moteur	Valeurs mesurées [dB(A)]	
78	≤ 150 kW		
80	> 150 kW		
Le:	à:		
Par:			
Vitesse d'approche (km/h):	Sur le rapport:		
Bruit de l'air comprimé [dB(A)]:			
Niveau de bruit à proximité [dB(A)]:	à un régime moteur de (tr/mn):		

Mesures selon: annexe 1 g KDV 1967 ⁽³⁾	
Bruit de frein moteur [dB(A)]:	au point de mesure 2:
Bruit ambiant [dB(A)]:	au point de mesure 6:

Mesures selon ⁽¹⁾: CEE/ONU R.49/02 formulaire A, directive 88/77/CEE telle que modifiée par la directive 91/542/CEE, formulaire A		
Valeurs maximales (g/kWh) ⁽²⁾	Polluants	Valeurs mesurées (g/kWh)
4,9	CO	
1,23	HC	
9,0	NO _x	
Puissance ≤ 85 kW: 0,68	Particules	
Puissance > 85 kW: 0,4		

⁽²⁾ Résolution CEMT/CM(91) 26 final.

⁽³⁾ KDV («Kraftfahrzeuggesetzführungs-Verordnung»): décret d'application de la loi relative aux véhicules à moteur (Autriche).

⁽¹⁾ Rayer les mentions inutiles.

No ...

REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS FOR THE 'GREEN' LORRY

Certificate of compliance with the technical provisions of Resolution CEMT/CM(91)26/final

The:	
as manufacturer/authorised representative of the manufacturer in the State of registration ⁽¹⁾ :	
of the vehicle described hereafter, hereby confirms that the said vehicle is, on identical to a vehicle, which was on, in compliance with the provisions of Resolution CEMT/CM(91)26/final, and confirms that the particulars entered overleaf are correct.	

Compagny signature of the manufacturer or of the authorised representative of the manufacturer in the State of registration

Place	Signature	Date
-------	-----------	------

Vehicle type:
Vehicle identification number:
Engine type:
Engine number:

Measured according to ⁽¹⁾ : ISO, ECE R.85, Directive 80/1269/EEC, as amended by Directive 89/491/EEC	
Maximum engine power (kW):	at engine speed (rpm):

Measured according to ⁽¹⁾ : ECE R.51/02, Directive 70/157/EEC, as amended by Directive 92/97/EEC			
Maximum values (dB(A)) ⁽²⁾	Engine power	Measured values (dB(A))	
78	≤ 150 kW		
80	> 150 kW		
On:	In:		
By:			
Approach speed (km/h):	in gear:		
Compressed air noise (dB(A)):			
Proximity noise level (dB(A)):	at engine speed (rpm):		

Measured according to: Annex 1 g KDV 1967 ⁽³⁾	
Engine braking noise (dB(A)):	at measure point 2:
Ambient noise (dB(A)):	at measure point 6:

Measured according to ⁽¹⁾ : ECE R.49/02 Approval A, Directive 88/77/EEC, as amended by Directive 91/542/EEC, Approval A		
Maximum values (g/kWh) ⁽²⁾	Pollutant	Measured value (g/kWh)
4.9	CO	
1.23	HC	
9.0	NO _x	
Power ≤ 85 kW: 0.68 Power > 85 kW: 0.4	Particle	

⁽¹⁾ Delete as inapplicable.

⁽²⁾ ECMT Resolution CEMT/CM(91)26/final.

⁽³⁾ KDV ('Kraftfahrzeugdurchführungs-Verordnung') = HGV Act implementing regulations (Austria).

Nr. ...

ANFORDERUNGEN AN DAS LÄRM- UND ABGASVERHALTEN DES UMWELTFREUNDLICHEN LASTKRAFTWAGENS

Nachweis der Erfüllung der technischen Voraussetzungen gemäß Resolution CEMT/CM(91)26/Final

Die/Der:

als Hersteller oder als im Zulassungsstaat Bevollmächtigter des Herstellers ⁽¹⁾:

des nachstehend beschriebenen Fahrzeuges bestätigt hiermit, dass dieses Fahrzeug am mit dem Fahrzeug übereinstimmt, das am den Bestimmungen der CEMT-Resolution CEMT/CM(91)26/Final entsprechen hat, sowie die Richtigkeit der umseitig eingetragenen Daten.

Fahrzeugtyp:	
Fahrzeugidentifizierungsnummer:	
Motortyp:	
Motornummer:	

Messung nach ⁽¹⁾ : ISO, ECE R.85, RL 80/1269/EWG, in der Fassung der RL 89/491/EWG	
Größte Motorleistung (kW):	
Bei Motordrehzahl (1/min):	

Messung nach ⁽¹⁾ : ECE R.51/02, RL 70/157/EWG, in der Fassung der RL 92/97/EWG			
Höchstwerte (dB(A)) ⁽²⁾	Motorleistung	gemessene Werte (dB(A))	
78	≤ 150 kW		
80	> 150 kW		
am:	in:		
von:			
Annäherungsgeschwindigkeit (km/h):		im Getriebeingang:	
Druckluftgeräusch (dB(A)):			
Nahfeldpegel (dB(A)):			
bei Motordrehzahl (1/min):			

Messung nach: Anlage 1 g KDV 1967 ⁽³⁾	
Motorbremsgeräusch (dB(A)):	
Rundumgeräusch (dB(A)):	im Messpunkt 2:
	im Messpunkt 6:

Messung nach ⁽¹⁾ : ECE R.49/02 Stufe A, RL 88/77/EWG, in der Fassung der RL 91/542/EWG, Stufe A			
Grenzwerte (g/kWh) ⁽²⁾	Schadstoffe	gemessene Werte (g/kWh)	
4,9	CO		
1,23	HC		
9,0	NO _x		
Leistung ≤ 85 kW: 0,68		Partikel	
Leistung > 85 kW: 0,4			

Ort

Unterschrift

Datum

⁽¹⁾ Nichtzutreffendes streichen.

⁽²⁾ CEMT Resolution CEMT/CM(91)26/Final.

⁽³⁾ KDV = Kraftfahrzeugdurchführungs-Verordnung in Österreich.

ANNEX 5

Transit routes in Hungary permitting Community vehicles conforming to Community rules on weights and dimensions to transit Hungary without paying any special charges

1. Community vehicles conforming to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59) shall be exempt from any special charges relating to them being in excess of the Hungarian rules on weights and dimensions providing the vehicles keep to the following transit routes within Hungary:
 - *transit route Hegyeshalom/Nagylak* (Pan-European corridor IV): namely the E60 from the Austrian border to Hegyeshalom and Budapest, E60 Budapest southern bypass, E75 from Budapest to Kiskunfelegyhaza and Szeged, E68 from Szeged to Nagylak and the Romanian border,
 - *transit route Rajka/Nagylak* (Pan-European corridor IV): namely the E65 from the Slovakian border to Rajka and Hegyeshalom, E60 from Hegyeshalom to Budapest, E60 Budapest southern bypass, E75 from Budapest to Kiskunfelegyhaza and Szeged, E68 from Szeged to Nagylak and the Romanian border,
 - *transit route Torniszentmiklos/Nagylak* (Pan-European corridors V and IV): namely the 'new road' from the Slovenian border to Torniszentmiklos and Becsehely, E71 from Becsehely to Siofok and Budapest, E60 Budapest southern bypass, E75 from Budapest to Kiskunfelegyhaza and Szeged, E68 from Szeged to Nagylak and the Romanian border,
 - *transit route Hegyeshalom/Röszke* (Pan-European corridors IV and X): namely the E60 from the Austrian border to Hegyeshalom and Budapest, E60 Budapest southern bypass, E75 from Budapest to Kiskunfelegyhaza, Szeged, Röszke and the Federal Republic of Yugoslavia border,
 - *transit route Rajka/Röszke* (Pan-European corridors IV and X): namely the E65 from the Slovakian border to Rajka and Hegyeshalom, E60 from Hegyeshalom to Budapest, E60 Budapest southern bypass, E75 from Budapest to Kiskunfelegyhaza, Szeged, Röszke and the Federal Republic of Yugoslavia border.
 2. The following sections of the transit routes mentioned in point 1 shall be temporarily excluded from the application of point 1 of this Annex until 31 December 2002 at the latest unless the Joint Committee determines that the sections concerned have already been upgraded (or realigned) to the required standards permitting use by vehicles conforming to the Community rules on weights and dimensions:
 - E75, Kiskunfelegyhaza to Szeged.
 3. The following section of the transit routes mentioned in part 1 shall be temporarily excluded from the application of part 1 of this Annex until 31 December 2003 at the latest. The Joint Committee, however, shall examine the actual situation of infrastructure and traffic flows in due time and submit a report by 31 December 2002 at the latest, that will contain recommendations concerning the expiry of the deadline of 31 December 2003. On the basis of that report the Contracting Parties will review this date:
 - E68, Szeged to Nagylak and the Romanian border.
 4. The following section of the transit routes mentioned in paragraph 1 shall be temporarily excluded from the application of paragraph 1 of this Annex until the Joint Committee determines that the sections concerned have already been upgraded (or realigned) to the required standards permitting use by vehicles conforming to the Community rules on weights and dimensions:
 - E71, Becsehely to Siofok,
 - E75, Szeged to Röszke and the Federal Republic of Yugoslavia border,
 - 'new road', the Slovenian border to Torniszentmiklos and Becsehely.
 5. The special charges payable for the sections mentioned in points 2, 3 and 4 shall be proportional to the length of the non-upgraded parts of the transit routes mentioned in point 1. All necessary steps shall be taken by the competent Hungarian bodies to ensure that any related additional administrative arrangements are effected in a simple and efficient manner.
-