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I

(Acts whose publication is obligatory)

**COMMISSION REGULATION (EC) No 2084/2002
of 25 November 2002
establishing the standard import values for determining the entry price of certain fruit and
vegetables**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Commission Regulation (EC) No 3223/94 of 21 December 1994 on detailed rules for the application of the import arrangements for fruit and vegetables ⁽¹⁾, as last amended by Regulation (EC) No 1947/2002 ⁽²⁾, and in particular Article 4(1) thereof,

Whereas:

- (1) Regulation (EC) No 3223/94 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in the Annex thereto.

- (2) In compliance with the above criteria, the standard import values must be fixed at the levels set out in the Annex to this Regulation,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 4 of Regulation (EC) No 3223/94 shall be fixed as indicated in the Annex hereto.

Article 2

This Regulation shall enter into force on 26 November 2002.

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

Done at Brussels, 25 November 2002.

For the Commission
J. M. SILVA RODRÍGUEZ
Agriculture Director-General

⁽¹⁾ OJ L 337, 24.12.1994, p. 66.

⁽²⁾ OJ L 299, 1.11.2002, p. 17.

ANNEX

to the Commission Regulation of 25 November 2002 establishing the standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)

CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	052	47,4
	204	51,8
	999	49,6
0707 00 05	052	63,2
	628	146,4
	999	104,8
0709 90 70	052	76,2
	204	122,4
	999	99,3
0805 20 10	052	71,6
	204	78,9
	999	75,3
0805 20 30, 0805 20 50, 0805 20 70, 0805 20 90	052	65,1
	999	65,1
0805 50 10	052	69,9
	600	66,4
	999	68,2
0808 10 20, 0808 10 50, 0808 10 90	060	31,9
	400	103,6
	404	90,9
	720	97,8
	999	81,0
0808 20 50	052	112,3
	400	130,4
	720	96,5
	999	113,1

⁽¹⁾ Country nomenclature as fixed by Commission Regulation (EC) No 2020/2001 (OJ L 273, 16.10.2001, p. 6). Code '999' stands for 'of other origin'.

**COMMISSION REGULATION (EC) No 2085/2002
of 25 November 2002**

amending Regulation (EC) No 21/2002 establishing the supply balances and Community aid for the outermost regions under Council Regulations (EC) Nos 1452/2001, 1453/2001 and 1454/2001 as regards vegetable oil, products processed from fruit and vegetables and milk and milk products for the French overseas departments and the Canary Islands

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1454/2001 of 28 June 2001 introducing specific measures for certain agricultural products for the Canary Islands and repealing Regulation (EEC) No 1601/92 (Poseican) ⁽¹⁾, as last amended by Commission Regulation (EC) No 1922/2002 ⁽²⁾, and in particular Article 3(6) thereof,

Having regard to Council Regulation (EC) No 1452/2001 of 28 June 2001 introducing specific measures for certain agricultural products for the French overseas departments, amending Directive 72/462/EEC and repealing Regulations (EEC) No 525/77 and (EEC) No 3763/91 (Poseidom) ⁽³⁾, and in particular Article 3(6) thereof,

Whereas:

(1) Commission Regulation (EC) No 21/2002 ⁽⁴⁾, as last amended by Regulation (EC) No 1976/2002 ⁽⁵⁾, establishes the forecast supply balances and Community aid for the outermost regions under Council Regulations (EC) No 1452/2001, (EC) No 1453/2001 ⁽⁶⁾ and (EC) No 1454/2001.

(2) The forecast supply balance for the 2002 calendar year for vegetable oils (except olive oil) for processing in the French overseas departments provides for an annual quantity of 8 500 tonnes for Réunion. Information provided by the French authorities shows that this will be insufficient to cover the needs of the Réunion processing industry. The quantity should therefore be increased to 11 000 tonnes.

(3) The forecast supply balance for the 2002 calendar year for olive oil for the Canary Islands provides for an annual overall quantity of 10 550 tonnes broken down

as follows: 550 tonnes for virgin olive oil, 9 600 tonnes for olive oil and 400 tonnes for olive-residue oil. Information provided by the Spanish authorities shows that the quantities allocated for virgin olive oil and olive oil have now been exhausted. They should therefore be increased by setting the overall quantity for the three categories of oil at 14 500 tonnes.

(4) The forecast supply balance for the 2002 calendar year for fruit pulp falling within CN code 2008 and fruit juice falling within CN code 2009 in the French overseas departments provides for annual quantities of 200 tonnes and 50 tonnes respectively. Information provided by the French authorities suggests that these quantities will be insufficient to cover the needs of the processing industry in those departments. They should therefore be increased to 350 tonnes of fruit pulp and 190 tonnes of fruit juice.

(5) The forecast supply balance for the 2002 calendar year for the Canary Islands for products processed from fruit and vegetables provides for annual quantities of 350 tonnes for citrus fruit falling within CN code 2008 30 tonnes and 900 tonnes for other preserved fruits falling within CN code 2008 99. Information provided by the Spanish authorities shows that the quantities allocated for the two products are likely to be insufficient to cover the needs of the processing industry in the Islands. The quantities should therefore be increased to 400 tonnes of citrus fruit and 1 050 tonnes of other preserved fruits. By contrast, information shows that the quantities allocated for apricots and fruit mixtures are not being used and consequently those quantities will be reduced by 50 tonnes and 175 tonnes respectively.

(6) Regulation (EC) No 21/2002 should therefore be amended accordingly as regards the supply of vegetable oils to Réunion and olive oil to the Canary Islands and the supply of processed fruit and vegetables to the French overseas departments and the Canary Islands.

⁽¹⁾ OJ L 198, 21.7.2001, p. 45.

⁽²⁾ OJ L 293, 29.10.2002, p. 11.

⁽³⁾ OJ L 198, 21.7.2001, p. 11.

⁽⁴⁾ OJ L 8, 11.1.2002, p. 15.

⁽⁵⁾ OJ L 305, 7.11.2002, p. 12.

⁽⁶⁾ OJ L 198, 21.7.2001, p. 26.

- (7) The forecast supply balance for the 2002 calendar year for the Canary Islands for dairy products provides for an annual quantity of 106 300 tonnes for products falling within CN code 0401, i.e. 105 000 tonnes for direct consumption. Information provided by the Spanish authorities shows that the quantity allocated for these products is likely to be insufficient to cover the direct consumption needs of the Islands. It should therefore be increased by 8 500 tonnes. By contrast, information shows that the quantity allocated for butter is not being used and consequently that quantity will be reduced by 750 tonnes.
- (8) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for Oils and Fats, the Management Committee for Products processed from Fruit and Vegetables and the Management Committee for Milk and Milk Products,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 21/2002 is amended as follows:

1. In Annex I 'OVERSEAS DEPARTMENTS', Part 2 is replaced by the following:

'Part 2

Vegetable oil

Forecast supply balance and Community aid for the supply of Community products per calendar year

Description	CN code	Department	Quantity (in tonnes)	Aid (EUR/tonne)
Vegetable oil ⁽¹⁾	1507 to 1516 ⁽²⁾	Martinique	300	30
		Réunion	11 000	35
		Total	11 300	

⁽¹⁾ For use in the processing industry.

⁽²⁾ Except 1509 and 1510.

The French authorities may alter the breakdown of the quantity in this part by up to 20 % of the quantity laid down for each department. They shall inform the Commission of any such alteration.'

2. In Annex III 'Canary Islands', Part 3 is replaced by the following:

'Part 3

Vegetable oil

Forecast supply balance and Community aid for the supply of Community products per calendar year

Description	CN code	Quantity (in tonnes)	Aid (EUR/tonne)
Vegetable oils (except olive oil):			
— vegetable oils (processing and/or packaging sector)	1507 to 1516 ⁽¹⁾	20 000	25
— vegetable oils (direct consumption)	1507 to 1516 ⁽¹⁾	9 000	25
Olive oil:			
— virgin olive oil	1509 10 90	14 500	10
— olive oil	1509 90 00		
— olive-residue oil	1510 00 90		

⁽¹⁾ Except 1509 and 1510.'

3. In Annex I 'OVERSEAS DEPARTMENTS', Part 3 is replaced by the following:

'Part 3

Products processed from fruit and vegetables

Forecast supply balance and Community aid for the supply of Community products per calendar year

Description	CN code	Department	Quantity (in tonnes)	Aid (EUR/tonne)
Fruit purées obtained by cooking, whether or not containing added sugar or other sweetening matter, for processing:				
— citrus fruit	ex 2007 91			
— other, not including tropical fruit	ex 2007 99	Total	0	390,9
Fruit pulp, otherwise prepared or preserved, whether or not containing added sugar or other sweetening matter or spirit, not elsewhere specified or included, for processing:				
— citrus fruit	ex 2008 30			
— pears	ex 2008 40			
— apricots	ex 2008 50			
— cherries	ex 2008 60			
— peaches	ex 2008 70			
— strawberries	ex 2008 80			
— mixtures, not including tropical fruit	ex 2008 92			
— other, not including tropical fruit	ex 2008 99	Total	350	215,2
Concentrated fruit juice (including grape must), unfermented and not containing added spirit, whether or not containing added sugar or other sweetening matter, for processing:				
— orange juice	ex 2009 11 11, ex 2009 11 19, ex 2009 19 11, ex 2009 19 19	Total	190	369,9
— grapefruit juice	ex 2009 20 11, ex 2009 20 19			
— grape juice	ex 2009 60 11, ex 2009 60 19, ex 2009 60 51, ex 2009 60 71			
— apple juice	ex 2009 70 11, ex 2009 70 19			
— pear juice	ex 2009 80 11, ex 2009 80 19			
— other fruit juice not including tropical fruit juice	ex 2009 80 35, ex 2009 80 38			
— mixtures of apple and pear juice	ex 2009 90 11, ex 2009 90 19			
— other mixtures not including tropical fruit juice	ex 2009 90 21, ex 2009 90 29	Total	0	399,6'

4. In Annex III 'Canary Islands' Part 4 is replaced by the following:

'Part 4

Products processed from fruit and vegetables

Forecast supply balance and Community aid for the supply of Community products per calendar year

Description	CN code	Quantity (in tonnes)	Aid (EUR/tonne)
Jams, fruit jellies, marmalades, fruit purées and fruit pastes, obtained by cooking, whether or not containing added sugar or other sweetening matter:			
— preparations other than homogenised, containing fruit other than citrus fruit	2007 99	4 250 ⁽¹⁾	389,9
Fruits and other edible parts of plants, otherwise prepared or preserved, whether or not containing added sugar or other sweetening matter or spirit, not elsewhere specified or included:			
— pineapples	2008 20	3 200	176,0
— citrus fruit	2008 30	400	206,3
— pears	2008 40	2 700 ⁽²⁾	181,5
— apricots	2008 50	50	210,3
— peaches	2008 70	7 000	192,4
— strawberries	2008 80	400 ⁽³⁾	226,7
— other, including mixtures, other than those of CN code 2008 19:			
— mixtures	2008 92	2 025 ⁽⁴⁾	189,2
— other	2008 99	1 050	222,0

⁽¹⁾ Including 750 tonnes for the products intended for processing and/or packaging.

⁽²⁾ Including 1 700 tonnes for the products intended for processing and/or packaging.

⁽³⁾ Including 350 tonnes for the products intended for processing and/or packaging.

⁽⁴⁾ Including 550 tonnes for the products intended for processing and/or packaging.

5. In Annex III — Canary Islands, Part 9 is replaced by the following:

'Part 9

Milk and milk products

Forecast supply balance and Community aid for the supply of Community products per calendar year

Description	CN code	Quantity (in tonnes)
Milk and cream, not concentrated or containing added sugar or other sweetening matter	0401	114 800 ⁽¹⁾
Milk and cream, not concentrated or containing added sugar or other sweetening matter	0402	29 000 ⁽²⁾
Butter and other fats and oils derived from milk; dairy spreads	0405	3 250

Description	CN code	Quantity (in tonnes)
Cheese and curd	0406	15 000
	0406 30	
	0406 90 23	
	0406 90 25	
	0406 90 27	
	0406 90 76	
	0406 90 78	
	0406 90 79	
	0406 90 81	
	0406 90 86	1 900
Milk preparations containing no fats	0406 90 87	
	0406 90 88	
Milk preparations containing no fats	1901 90 99	3 000 ⁽³⁾
Milk preparations for children containing no milk fats, etc.	2106 90 92	180

⁽¹⁾ Including 1 300 tonnes for the processing and/or packaging sector.

⁽²⁾ To be broken down as follows:

- 7 250 tonnes falling within CN codes 0402 91 and/or 0402 99 for direct consumption,
- 7 250 tonnes falling within CN codes 0402 91 and/or 0402 99 for the processing and/or packaging sector,
- 14 500 tonnes falling within CN codes 0402 10 and/or 0402 21 for the processing and/or packaging sector.

⁽³⁾ The entire balance is for the processing and/or packaging sector.

Where two quantities are set for a product in the forecast supply balance, for direct consumption and for processing or packaging respectively, the breakdown between the two uses may be adjusted, up to a maximum of 20 % of the total of the quantities set for the product.'

Article 2

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 Brussels, 25 November 2002.

For the Commission

Franz FISCHLER

Member of the Commission

**COMMISSION REGULATION (EC) No 2086/2002
of 25 November 2002**

amending Regulation (EC) No 753/2002 laying down certain rules for applying Council Regulation (EC) No 1493/1999 as regards the description, designation, presentation and protection of certain wine sector products

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1493/1999 of 17 May 1999 on the common organisation of the market in wine ⁽¹⁾, as last amended by Regulation (EC) No 2585/2001 ⁽²⁾, and in particular Articles 53 and 80 thereof,

Whereas:

- (1) Commission Regulation (EC) No 753/2002 ⁽³⁾ provides for a period to elapse between its entry into force and the date from which it is to apply, namely 1 January 2003, to allow the operators and authorities concerned a smooth transition from the previous rules, included in several Council and Commission Regulations on the designation and presentation of wine and the new detailed rules implementing Regulation (EC) No 1493/1999.
- (2) In order to allow the Member States more time to bring their national legislation up to date, following many discussions between the various authorities concerned and between those authorities and the trade, and so that economic operators are not inconvenienced by measures entering into force on 1 January 2003, i.e. in the middle of the current wine year, and in order to provide certain third countries with the necessary information on the

new Regulation, the date of application of Regulation (EC) No 753/2002 should be postponed until the beginning of the next wine year.

- (3) Regulation (EC) No 753/2002 should be amended accordingly.
- (4) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for Wine,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 753/2002 is hereby amended as follows:

- (a) In the first subparagraph of Article 47(2), '31 December 2002' is replaced by '31 July 2003'.
- (b) In the second paragraph of Article 49, '1 January 2003' is replaced by '1 August 2003'.

Article 2

This Regulation shall enter into force on the third 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 Brussels, 25 November 2002.

For the Commission

Franz FISCHLER

Member of the Commission

⁽¹⁾ OJ L 179, 14.7.1999, p. 1.

⁽²⁾ OJ L 345, 29.12.2001, p. 10.

⁽³⁾ OJ L 118, 4.5.2002, p. 1.

**COMMISSION REGULATION (EC) No 2087/2002
of 25 November 2002**

fixing Community producer and import prices for carnations and roses with a view to the application of the arrangements governing imports of certain floricultural products originating in Cyprus, Israel, Jordan, Morocco and the West Bank and the Gaza Strip

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EEC) No 4088/87 of 21 December 1987 fixing conditions for the application of preferential customs duties on imports of certain flowers originating in Cyprus, Israel, Jordan, Morocco and the West Bank and the Gaza Strip ⁽¹⁾, as last amended by Regulation (EC) No 1300/97 ⁽²⁾, and in particular Article 5(2)(a) thereof,

Whereas:

Pursuant to Article 2(2) and Article 3 of abovementioned Regulation (EEC) No 4088/87, Community import and producer prices are fixed each fortnight for uniflorous (bloom) carnations, multiflorous (spray) carnations, large-flowered roses and small-flowered roses and apply for two-weekly periods. Pursuant to Article 1b of Commission Regulation (EEC) No 700/88 of 17 March 1988 laying down detailed rules for the application of the arrangements for the import into the Community of certain floricultural products originating in Cyprus, Israel, Jordan, Morocco and the West Bank and the

Gaza Strip ⁽³⁾, as last amended by Regulation (EC) No 2062/97 ⁽⁴⁾, those prices are determined for fortnightly periods on the basis of weighted prices provided by the Member States. Those prices should be fixed immediately so the customs duties applicable can be determined. To that end, provision should be made for this Regulation to enter into force immediately,

HAS ADOPTED THIS REGULATION:

Article 1

The Community producer and import prices for uniflorous (bloom) carnations, multiflorous (spray) carnations, large-flowered roses and small-flowered roses as referred to in Article 1b of Regulation (EEC) No 700/88 for a fortnightly period shall be as set out in the Annex.

Article 2

This Regulation shall enter into force on 26 November 2002.

It shall apply from 27 November to 10 December 2002.

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

Done at Brussels, 25 November 2002.

For the Commission

J. M. SILVA RODRÍGUEZ
Agriculture Director-General

⁽¹⁾ OJ L 382, 31.12.1987, p. 22.

⁽²⁾ OJ L 177, 5.7.1997, p. 1.

⁽³⁾ OJ L 72, 18.3.1988, p. 16.

⁽⁴⁾ OJ L 289, 22.10.1997, p. 1.

ANNEX

to the Commission Regulation of 25 November 2002 fixing Community producer and import prices for carnations and roses with a view to the application of the arrangements governing imports of certain floricultural products originating in Cyprus, Israel, Jordan, Morocco and the West Bank and the Gaza Strip

(EUR/100 pieces)

Period: from 27 November to 10 December 2002

Community producer price	Uniflorous (bloom) carnations	Multiflorous (spray) carnations	Large-flowered roses	Small-flowered roses
	12,71	10,05	31,15	16,62
Community import prices	Uniflorous (bloom) carnations	Multiflorous (spray) carnations	Large-flowered roses	Small-flowered roses
Israel	7,28	—	12,75	10,62
Morocco	14,26	14,22	—	—
Cyprus	—	—	—	—
Jordan	—	—	—	—
West Bank and Gaza Strip	5,43	3,06	—	—

II

(Acts whose publication is not obligatory)

COUNCIL

COUNCIL DECISION

of 3 October 2002

on the conclusion of the Interbus Agreement on the international occasional carriage of passengers by coach and bus

(2002/917/EC)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Articles 71(1) and 93, in conjunction with the first sentence of the first subparagraph of Article 300(2) and the second subparagraph of Article 300(3) thereof,

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

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

Whereas:

- (1) In accordance with the Council mandate of 7 December 1995, the Commission has negotiated a European Agreement on the international occasional carriage of passengers by coach and bus with Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Moldavia, Poland, Romania, the Slovak Republic, Slovenia and Turkey.
- (2) On 22 June 2001, in accordance with the Council decision of 18 June 2001, the Interbus Agreement on the international occasional carriage of passengers by coach and bus was signed on behalf of the Community.
- (3) On 30 June 2001, the Agreement had been signed by the European Community and the following 13 countries: Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Hungary, Latvia, Lithuania, Moldavia, Poland, Romania, the Slovak Republic, Slovenia and Turkey.
- (4) The conclusion of the Interbus Agreement will help to develop transport links between the Contracting Parties; for it to enter into force, after signature, four Contracting Parties, including the Community, must have approved or ratified it.

(5) The Interbus Agreement should be approved,

HAS DECIDED AS FOLLOWS:

Article 1

The conclusion of the Interbus Agreement on the international occasional carriage of passengers by coach and bus 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 is hereby authorised to designate the person empowered to deposit, on behalf of the Community, the act of approval provided for in Article 27 of the Agreement in order to bind the Community.

Article 3

The Commission, assisted by representatives of the members of the Council, shall represent the Community in the Joint Committee (hereinafter referred to as 'the Committee') set up by Article 23 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 Procedures.

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

⁽¹⁾ OJ C 51 E, 26.6.2002, p. 193.

⁽²⁾ Assent given on 2 July 2002 (not yet published in the Official Journal).

Article 4

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

Done at Luxembourg, 3 October 2002.

For the Council

The President

F. HANSEN

AGREEMENT
on the international occasional carriage of passengers by coach and bus
(Interbus Agreement)

THE CONTRACTING PARTIES:

Having regard to the desire to promote the development of international transport in Europe and especially to facilitate the organisation and operation thereof,

Having regard to the desire to facilitate tourism and cultural exchange between the Contracting Parties,

Whereas:

The Agreement on the international carriage of passengers by road by means of occasional coach and bus services (ASOR), signed in Dublin on 26 May 1982 does not provide for any scope for the accession of new Parties.

The experience and the liberalisation achieved by this latter Agreement should be maintained.

It is desirable to provide for harmonised liberalisation of certain international occasional services by coach and bus and the transit operations thereof.

It is desirable to provide for certain harmonised rules of procedure for non-liberalised international occasional services, that are thus still subject to authorisation.

It is necessary to provide for a high degree of harmonisation of the technical conditions applying to buses and coaches carrying out international occasional services between Contracting Parties in order to improve road safety and protection of the environment.

It is necessary that Contracting Parties should apply uniform measures concerning the work of the crews of buses and coaches engaged in international road transport.

It is desirable to provide for harmonisation of the conditions for access to the occupation of road passenger transport operator.

The principle of non-discrimination on grounds of nationality or the place of establishment of the transport operator, and of the origin or destination of the bus or coach, should be considered to be a basic condition applying to the provision of international transport services.

It is necessary to provide for uniform models for transport documents such as the control document for liberalised occasional services and also the authorisation and the application form for non-liberalised services in order to facilitate and simplify inspection procedures.

It is necessary to provide for certain harmonised measures on the enforcement of the Agreement, especially as far as control procedures, penalties and mutual assistance are concerned.

It is appropriate to establish certain procedures for the management of the Agreement in order to ensure proper enforcement and to permit some technical adaptation of the Annexes.

The Agreement should be open for accession to future members of the European Conference of Ministers of Transport and to certain other European countries,

HAVE DECIDED to establish uniform rules for the international occasional carriage of passengers by coach and bus, and

HAVE AGREED AS FOLLOWS:

SECTION I

SCOPE AND DEFINITIONS

Article 1

Scope

1. This Agreement shall apply:
 - (a) to the international carriage of passengers, of any nationality, by road by means of occasional services:
 - between the territories of two Contracting Parties, or starting and finishing on the territory of the same Contracting Party and, should the need arise during such services, in transit through the territory of another Contracting Party or through the territory of a non-Contracting State,
 - carried out by transport operators for hire or reward established in a Contracting Party in accordance with its law and holding a licence to undertake carriage by means of international occasional services by coach and bus,
 - using buses and coaches registered in the Contracting Party where the transport operator is established;
 - (b) to unladen journeys of the buses and coaches concerned with these services.
2. None of the provisions of this Agreement may be interpreted as providing the possibility of operating national occasional services in the territory of a Contracting Party by operators established in another Contracting Party.
3. The use of buses and coaches designed to carry passengers for the transport of goods for commercial purposes shall be excluded from the scope of this Agreement.
4. This Agreement does not concern own-account occasional services.

Article 2

Non-discrimination

Contracting Parties shall ensure that the principle of non-discrimination on the grounds of the nationality or the place of establishment of the transport operator, and of the origin or destination of the bus or coach, is applied, in particular with regard to fiscal provisions as established in section VI, as well as control and penalties as established in section IX.

Article 3

Definitions

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

1. 'buses and coaches' are 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. 'international occasional services' are services between the territory of at least two Contracting Parties falling within neither the definition of regular services or special regular services nor the definition of a shuttle service. Such services may be operated with some degree of frequency without thereby ceasing to be occasional services;

3. 'regular services' are services which provide for the carriage of passengers according to a specified 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;

4. 'special regular services' are services, by whomsoever organised, 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 specified in point 3. Special regular services shall include:

- the carriage of workers between home and work,
- the carriage of school pupils and students to and from the educational institution.

The fact that a special regular service may be varied according to the needs of users shall not affect its classification as a regular service;

5. 1. 'shuttle services' are 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 by the same transport operator.

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 localities within a radius of 50 km;

2. in the course of shuttle services, no passenger may be taken up or set down during the journey;
3. the first return journey and the last outward journey in a series of shuttles shall be made unladen;
4. however, the classification of a transport operation as a shuttle service shall not be affected by the fact that, with the agreement of the competent authorities in the Contracting Party or Parties concerned:

- passengers, notwithstanding the provisions of subparagraph 1, make the return journey with another group or another transport operator,

- passengers, notwithstanding the provisions of subparagraph 2, are taken up or set down along the way,

- the first outward journey and the last return journey of the series of shuttles are, notwithstanding the provisions of subparagraph 3, made unladen;

6. 'Contracting Parties' are those signatories that have consented to be bound by this Agreement and for which this Agreement is in force.

This Agreement applies to those territories where the Treaty establishing the European Community is applied and under the conditions laid down in that Treaty and to BOSNIA AND HERZEGOVINA, BULGARIA, CROATIA, THE CZECH REPUBLIC, ESTONIA, HUNGARY, LATVIA, LITHUANIA, MOLDOVA, POLAND, ROMANIA, SLOVAKIA, SLOVENIA and TURKEY, as far as they have concluded this Agreement;

7. 'competent authorities' are those authorities designated by the Member States of the Community and by the other Contracting Parties to carry out the tasks set out in sections V, VI, VII, VIII and IX of this Agreement;

8. 'transit' means the part of a transport operation through the territory of a Contracting Party without passengers being picked up or set down.

SECTION II

CONDITIONS APPLYING TO ROAD PASSENGER TRANSPORT OPERATORS

Article 4

1. Contracting Parties which have not yet done so shall apply provisions equivalent to those established by the European Community Directive referred to in Annex 1.

2. Concerning the condition on the appropriate financial standing referred to in Article 3(3) of such Directive, Contracting Parties may apply a minimum available capital and reserves lower than the amount established in point (c) of the said paragraph 3, up to the date of 1 January 2003 or even to 1 January 2005 under condition in the latter case that a corresponding declaration be made at the time of the ratification of the Agreement, without prejudice to the provisions included in the Europe Agreement establishing an association between the European Communities and their Member States and certain Contracting Parties to the present Agreement.

SECTION III

TECHNICAL CONDITIONS APPLYING TO VEHICLES

Article 5

The buses and coaches used to carry out the international occasional services covered by this Agreement shall comply with the technical standards laid down in Annex 2.

SECTION IV

ACCESS TO THE MARKET

Article 6

Liberalised occasional services

The following occasional services shall be exempted from authorisation on the territory of any Contracting Party other than that in which the transport operator is established:

1. closed-door tours, that is to say services whereby the same bus or coach is used to carry the same group of passengers throughout the journey and to bring them back to the place of departure. The place of departure is in the territory of the Contracting Party in which the transport operator is established;
2. services which make the outward journey laden and the return journey unladen. The place of departure is in the territory of the Contracting Party in which the transport operator is established;
3. services during which the outward journey is made unladen and all the passengers are taken up in the same place, provided that one of the following conditions is met:
 - (a) passengers constitute groups, on the territory of a non-Contracting Party or of a Contracting Party other than that in which the transport operator is established or that where the passengers are taken up, that have been formed under contracts of carriage made before their arrival in the territory of the latter Contracting Party. Passengers are carried on the territory of the Contracting Party in which the transport operator is established;
 - (b) passengers have been previously brought, by the same transport operator in the circumstances provided for under point 2, into the territory of the Contracting Party where they are taken up again and carried into the territory of the Contracting Party in which the transport operator is established;
 - (c) passengers have been invited to travel into the territory of another Contracting Party, the cost of transport being borne by the person issuing the invitation. Such passengers must constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey and which is brought into the territory of the Contracting Party in which the transport operator is established.

The following shall also be exempted from authorisation:

4. transit operations through the territory of Contracting Parties in conjunction with occasional services that are exempted from authorisation;
5. unladen buses and coaches to be used exclusively for the replacement of a bus or a coach damaged or broken down, while performing an international service covered by this Agreement.

For services provided by transport operators established within the European Community, the points of departure and/or destination of the services can be in any Member State of the European Community, independently of the Member State in which the bus or coach is registered or the Member State in which the transport operator is established.

Article 7

Non-liberalised occasional services

1. Occasional services other than those referred to in Article 6 shall be subject to authorisation in accordance with Article 15.

2. For services provided by transport operators established within the European Community, the points of departure and/or destination of the services can be in any Member State of the European Community, independently of the Member State in which the bus or coach is registered or the Member State in which the transport operator is established.

SECTION V

SOCIAL PROVISIONS

Article 8

The Contracting Parties to this Agreement which have not yet done so shall accede to the European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) of 1 July 1970, as subsequently amended, or shall apply Community Regulations (EEC) No 3820/85 and (EEC) No 3821/85 as in force at the entry into force of this Agreement.

SECTION VI

CUSTOM AND FISCAL PROVISIONS

Article 9

1. Buses and coaches that are engaged in transport operations in accordance with this Agreement 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 Parties.

Buses and coaches shall not be exempted from payment of taxes and charges on motor fuel, value added tax on transport services, road tolls and user charges levied on the use of infrastructure.

2. 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.

3. The fuel for buses and coaches, contained in the fuel tanks established by the manufacturer for this purpose, and in any case not more than 600 litres, as well as the lubricants contained in buses and coaches for the sole purpose of their operation, shall be exempted from import duties and any other taxes and payments imposed in other Contracting Parties.

4. The Joint Committee established in Article 23 will draft a list of the taxes concerning road transport of passengers by bus and coach levied in each Contracting Party. This list will indicate the taxes falling under the provisions of paragraph 1, first subparagraph, of this Article that can only be levied in the Contracting Party of registration of the vehicle. This list will also indicate the taxes falling under the provisions of paragraph 1, second subparagraph, of this Article that may be levied in Contracting Parties other than the Contracting Party of registration of the vehicle. Contracting Parties which replace any tax included in the lists referred to with another tax of the same or a different kind shall notify the Joint Committee in order to make the necessary amendments.

5. Spare parts and tools imported for the repair of a damaged bus or coach while performing an international road transport operation shall be exempted from customs duty and from all taxes and charges at the time of importation into the territory of the other Contracting Party under the conditions laid down in its provisions concerning temporary admission of such goods. The spare parts which are replaced should be re-exported or destroyed under the control of the competent customs authority of the other Contracting Party.

SECTION VII

CONTROL DOCUMENTS FOR OCCASIONAL SERVICES EXEMPTED FROM AUTHORISATION

Article 10

The provision of services referred to in Article 6 shall be carried out under cover of a control document issued by the competent authorities or by any duly authorised agency of the Contracting Party in which the transport operator is established.

Article 11

1. The control document shall consist of detachable passenger waybills in duplicate in books of 25. The control document shall conform to the model shown in Annex 3 to this Agreement.

2. Each book and its component passenger waybills shall bear a number. The passenger waybills shall also be numbered consecutively, running from 1 to 25.

3. The wording on the cover of the book and that on the passenger waybills shall be printed in the official language or several official languages of the Contracting Party in which the transport operator is established.

Article 12

1. The book referred to in Article 11 shall be made out in the name of the transport operator; it shall not be transferable.
2. The top copy of the passenger waybill shall be kept on the bus or coach throughout the journey to which it refers.
3. The transport operator shall be responsible for seeing that passenger waybills are duly and correctly completed.

Article 13

1. The passenger waybill shall be completed in duplicate by the transport operator for each journey before the start of the journey.
2. For the purpose of providing the names of passengers, the transport operator may use a previously completed list on a separate sheet, which shall be annexed to the passenger waybill. The transport operator's stamp or, where appropriate, the transport operator's signature or that of the driver of the bus or coach shall be placed both on the list and on the passenger waybill.
3. For the services involving an outward unladen journey referred to in Article 6(3), the list of passengers may be completed as provided for in paragraph 2 at the time when the passengers are taken up.

Article 14

The competent authorities of two or more Contracting Parties may agree that the list of passengers need not be drawn up. In that case, the number of passengers must be shown on the control document.

The Joint Committee established in Article 23 shall be informed of these agreements.

SECTION VIII

AUTHORISATION FOR NON-LIBERALISED OCCASIONAL SERVICES*Article 15*

1. An authorisation for each occasional service which has not been liberalised under the provisions of Article 6 shall be issued, in mutual agreement by the competent authorities of the Contracting Parties where passengers are picked up or set down as well as by the competent authorities of the Contracting Parties crossed in transit. When the point of departure or destination is situated in a Member State of the European Community, the transit through other Member States of the Community will not be subject to authorisation.
2. The authorisation shall conform to the model laid down in Annex 5.

*Article 16***Application for authorisation**

1. The application for authorisation shall be submitted by the transport operator to the competent authorities of the Contracting Party on whose territory the point of departure is situated.

Applications shall conform to the model laid down in Annex 4.

2. Transport operators shall fill in the application form and attach evidence that the applicant is licensed to perform carriage by means of international occasional services by coach and bus referred to in Article 1(1)(a), second indent.
3. The competent authorities of the Contracting Party in whose territory the place of departure is situated shall examine the application for authorisation of the service concerned and, in the case of its approval, shall forward it to the competent authorities of the Contracting Party(ies) of destination as well as the competent authorities of the Contracting Parties in transit.

4. As a derogation from Article 15(1), Contracting Parties whose territories are crossed in transit may decide that their agreement is no longer necessary for services envisaged in this section. In this case, the Joint Committee established in Article 23 shall be informed of this decision.

5. The competent authorities of the Contracting Party(ies) whose agreement has been requested shall issue the authorisation within one month, without discrimination as to the nationality or place of establishment of the transport operator. If these authorities do not agree on the terms of the authorisation they shall inform the competent authorities of the Contracting Party(ies) concerned of the relevant reasons.

Article 17

The competent authorities of two or more Contracting Parties may agree to simplify the authorisation procedure, the model of application for authorisation and the model of authorisation for the occasional services carried out between these Contracting Parties. The Joint Committee established in Article 23 shall be informed of these agreements.

SECTION IX

CONTROLS, PENALTIES AND MUTUAL ASSISTANCE*Article 18*

The control documents referred to in Article 10 and the authorisations referred to in Article 15 shall be carried on the bus or coach and shall be presented at the request of any authorised inspecting officer.

Article 19

The competent authorities in the Contracting Parties shall ensure that transport operators comply with the provisions of this Agreement.

Article 20

A certified true copy of the licence to perform carriage by means of international occasional services by bus and coach referred to in Article 1(1)(a), second indent, shall be kept on the bus or coach and shall be presented at the request of any authorised inspecting officer.

The Joint Committee established in Article 23 shall be informed about the models of such a document issued by the competent authorities of the Contracting Parties.

Article 21

The competent authorities of the Contracting Parties shall lay down a system of penalties for breaching this Agreement. The penalties thus provided for shall be effective, proportionate and dissuasive.

Article 22

1. Where serious or repeated infringements of regulations concerning road transport, especially those concerning driving and resting time and road safety, have been committed by non-resident transport operators and might lead to withdrawal of the licence to practise as a road passenger transport operator, the competent authorities of the Contracting Party concerned shall provide the competent authorities of the Contracting Party in which such a transport operator is established with all of the information in their possession concerning those infringements and the penalties that they have imposed.

2. The competent authorities of the Contracting Party in whose territory the serious or repeated infringement of regulations concerning road transport, especially those concerning driving and resting time and road safety have occurred, may temporarily deny access for the transport operator concerned to the territory of this contracting party.

As far as the European Community is concerned, the competent authority of a Member State may only temporarily deny access to the territory of that Member State. Competent authorities of the Contracting Party of establishment of the transport operator and the Joint Committee established in Article 23 shall be informed of such measures.

3. Where serious or repeated infringements of regulations concerning road transport, especially those concerning driving and resting time and road safety, have been committed by a transport operator, the competent authorities of the

Contracting Parties where the transport operator is established shall take the appropriate measures to avoid repetition of those infringements; these measures may include the suspension or the withdrawal of the licence to practise as a road passenger transport operator. The Joint Committee established in Article 23 shall be informed of such measures.

4. Contracting Parties shall guarantee the right of the transport operator to appeal against the sanctions imposed.

SECTION X

THE JOINT COMMITTEE

Article 23

1. In order to facilitate the management of this Agreement, a Joint Committee is hereby established. This Committee shall be made up of representatives of the Contracting Parties.

2. The Joint Committee shall meet for the first time within six months of the entry into force of this Agreement.

3. The Joint Committee shall establish its own Rules of Procedure.

4. The Joint Committee shall meet at the request of at least one Contracting Party.

5. The Joint Committee may adopt decisions only when two thirds of the Contracting Parties, including the European Community, are represented in the Joint Committee meetings.

6. In so far as the Joint Committee is required to take decisions, unanimity of the Contracting Parties represented shall be required. In the event that unanimity cannot be achieved, the competent authorities concerned shall, following a request by one or more of the Contracting Parties concerned, meet for consultation within a period of six weeks.

Article 24

1. The Joint Committee shall ensure proper implementation of this Agreement. The Committee will be informed of any measure adopted or to be adopted in order to implement the provisions of this Agreement.

2. The Joint Committee shall in particular:

- (a) on the basis of the information provided by the Contracting Parties, draw up a list of competent authorities of the Contracting Parties responsible for the tasks referred to in sections V, VI VII, VIII and IX of this Agreement;
- (b) amend or adapt the control documents and other models of documents established in the Annexes to this Agreement;

- (c) amend or adapt the Annexes concerning the technical standards applying to buses and coaches, as well as Annex 1 regarding the conditions applying to road passenger transport operators referred to in Article 4, in order to incorporate future measures taken within the European Community;
- (d) on the basis of the information provided by the Contracting parties, draw up a list, for information, of all customs duties, taxes and charges referred to in Article 9(4) and (5);
- (e) amend or adapt the requirements concerning the social provisions referred to in Article 8 in order to incorporate future measures taken within the European Community;
- (f) resolve any dispute which may arise over the implementation and interpretation of this Agreement;
- (g) recommend further steps towards the liberalisation of those occasional services still subject to authorisation.

3. The Contracting Parties shall take the measures necessary to enforce any decisions adopted by the Joint Committee in accordance, where necessary, with their own internal procedures.

4. If an agreement cannot be reached to settle a dispute in accordance with paragraph 2(f) of this Article, the Contracting Parties concerned may submit the case to an arbitration panel. Each Contracting Party concerned shall appoint an arbitrator. The Joint Committee itself shall also appoint an arbitrator.

The arbitrators' decisions shall be taken by majority vote.

Contracting Parties involved in the dispute shall take the steps required to implement the arbitrators' decisions.

SECTION XI

GENERAL AND FINAL PROVISIONS

Article 25

Bilateral agreements

1. The provisions of this Agreement shall replace those relevant provisions of the agreements concluded between Contracting Parties. As far as the European Community is concerned, this provision applies to agreements concluded between any Member State and a Contracting Party.

2. Contracting Parties other than the European Community may agree not to apply Article 5 of and Annex 2 to this Agreement and apply other technical standards to buses and coaches executing occasional services between these Contracting Parties including transit of their territories.

3. Notwithstanding the provisions of Article 6 of Annex 2, the provisions of this Agreement shall replace those relevant provisions of the agreements concluded between the Member States of the European Community and other Contracting Parties.

However, the provisions granting an exemption from authorisation contained in existing bilateral agreements between Member States of the European Community and other Contracting Parties for occasional services mentioned in Article 7 may be maintained and renewed. In that case, the Contracting Parties concerned will immediately inform the Joint Committee established in Article 23.

Article 26

Signature

This Agreement shall be open for signature at Brussels from 14 April 2000 to 31 December 2000, at the General Secretariat of the Council of the European Union which shall act as the depositary of the Agreement.

Article 27

Ratification or approval and depositary of the Agreement

This Agreement shall be approved or ratified by the signatories in accordance with their own procedures. The instruments of approval or ratification shall be deposited by Contracting Parties with the General Secretariat of the Council of the European Union, which shall notify all other signatories.

Article 28

Entry into force

1. This Agreement shall enter into force for the Contracting Parties that have approved or ratified it, when four Contracting Parties including the European Community have approved or ratified it, on the first day of the third month following the date on which the fourth instrument of approval or ratification is deposited, or even on the first day of the sixth month, under condition in the latter case that a corresponding declaration be made at the time of the ratification of the Agreement.

2. This Agreement shall enter into force, for each Contracting Party that approves or ratifies it after the entry into force provided for in paragraph 1, on the first day of the third month following the date on which the Contracting Party concerned has deposited its instrument of approval or ratification.

*Article 29***Duration of the Agreement — Evaluation of the functioning of the Agreement**

1. This Agreement shall be concluded for a period of five years, dating from its entry into force.
2. The duration of this Agreement shall be automatically extended for successive periods of five years among those Contracting Parties who do not express their wish not to do so. In the latter case the Contracting Party concerned shall notify the depositary of its intention according to Article 31.
3. Before the end of each period of five years, the Joint Committee shall evaluate the functioning of this Agreement.

*Article 30***Accession**

1. After its entry into force, this Agreement shall be open to accession by countries which are full members of the European Conference of Ministers of Transport (ECMT). In the event of the accession to this Agreement by countries that are members of the Agreement on the European Economic Area, this Agreement shall not apply among the Contracting Parties of the Agreement on the European Economic Area.
2. This Agreement shall also be open to accession by the Republic of San Marino, the Principality of Andorra and the Principality of Monaco.
3. For each State acceding to this Agreement after the entry into force provided for in Article 28, the Agreement shall enter into force on the first day of the third month after deposit by such State of its instrument of accession.
4. Each State acceding to this Agreement after the entry into force provided for in Article 28 may be granted a period of three years maximum for the adoption of provisions equivalent to the directive(s) referred to in Annex 1. The Joint Committee shall be informed of any such measures adopted.

*Article 31***Denunciation**

Each Contracting Party may, for its part, denounce this Agreement with one year's notice by simultaneous notification of the other Contracting Parties through the Depositary of the Agree-

ment. The Joint Committee shall also be informed of the reasons of the denunciation. However, the Agreement cannot be denounced during the first four years which follow its entry into force, as provided for under Article 28.

If the Agreement is denounced by one or more Contracting Parties, and the number of Contracting Parties falls below the number agreed for the original entry into force as provided for in Article 28, the Agreement shall remain in force unless the Joint Committee, comprising the remaining Contracting Parties, decides otherwise.

*Article 32***Termination**

A Contracting Party that has acceded to the European Union shall cease to be treated as a Contracting Party from the date of such accession.

*Article 33***Annexes**

Annexes to this Agreement shall constitute an integral part thereto.

*Article 34***Languages**

This Agreement, drawn up in the English, French and German languages, these texts being authentic, shall be deposited in the archives of the General Secretariat of the Council of the European Union, which shall transmit a certified true copy to each of the Contracting Parties.

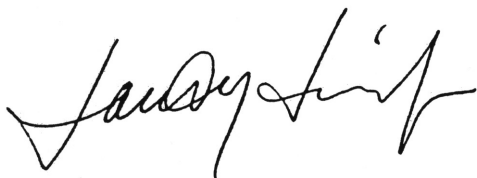
Each Contracting Party shall ensure a proper translation of this Agreement in its official language or official languages. A copy of this translation shall be deposited in the archives of the General Secretariat of the Council of the European Union.

A copy of all translations of the Agreement and the Annexes will be sent by the Depositary to all Contracting Parties.

IN WITNESS WHEREOF the undersigned plenipotentiaries have signed this Agreement.

Open for signature in Brussels between 14 April 2000 and 30 June 2001
Ouvert à la signature à Bruxelles entre le 14 avril 2000 et le 30 juin 2001
Liegt zwischen dem 14. April 2000 und 30. Juni 2001 in Brüssel zur Unterzeichnung auf

For the European Community
Pour la Communauté européenne
Für die Europäische Gemeinschaft



22-06-2001

For Bosnia-Herzegovina
Pour la Bosnie-Herzégovine
Für Bosnien-Herzegowina



14-06-2001

For the Republic of Bulgaria
Pour la République de Bulgarie
Für die Republik Bulgarien



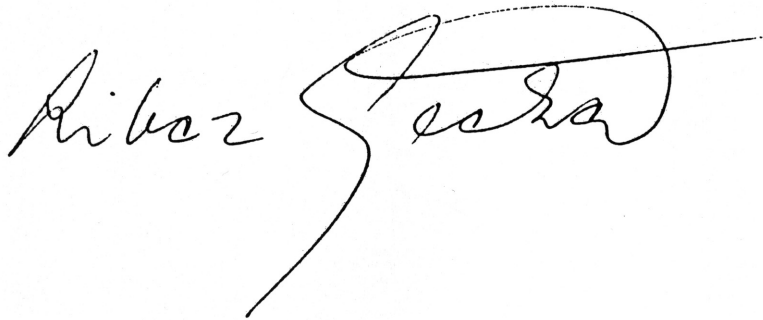
11-12-2000

For the Republic of Croatia
Pour la République de Croatie
Für die Republik Kroatien



27-04-2001

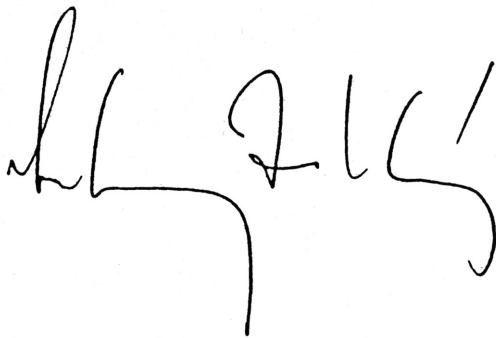
For the Czech Republic
Pour la République tchèque
Für die Tschechische Republik

A handwritten signature in black ink, appearing to read 'Jiri Bělobržek', with a large, sweeping flourish extending from the end of the signature.

26-06-2001

For the Republic of Estonia
Pour la République d'Estonie
Für die Republik Estland

For the Republic of Hungary
Pour la République de Hongrie
Für die Republik Ungarn

A handwritten signature in black ink, appearing to read 'László Csizs', with a large, sweeping flourish extending from the end of the signature.

27-06-2001

For the Republic of Latvia
Pour la République de Lettonie
Für die Republik Lettland

A handwritten signature in black ink, appearing to read 'Valdis Karpulis', with a large, sweeping flourish extending from the end of the signature.

15-12-2000

For the Republic of Lithuania
Pour la République de Lituanie
Für die Republik Litauen



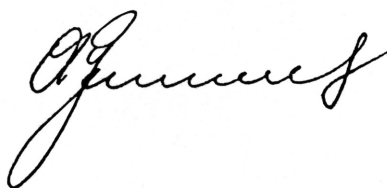
29 -09- 2000

For the Republic of Moldova
Pour la République de Moldova
Für die Republik Moldau



28 -09- 2000

For the Republic of Poland
Pour la République de Pologne
Für die Republik Polen



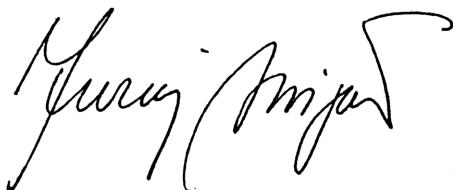
11 -12- 2000

For Romania
Pour la Roumanie
Für Rumänien



02 -10- 2000

For the Slovak Republic
Pour la République slovaque
Für die Slowakische Republik



14 -12- 2000

For the Republic of Slovenia
Pour la République de Slovénie
Für die Republik Slowenien



22-12-2000

For the Republic of Turkey
Pour la République de Turquie
Für die Republik Türkei



11-06-2001

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ANNEX

ANNEX 1

The conditions applying to road passenger transport operators

The European Community Directive referred to in Article 4 is the following:

Council Directive 96/26/EC of 29 April 1996 on admission to the occupation of road haulage operator and road passenger transport operator and mutual recognition of diplomas, certificates and other evidence of formal qualification intended to facilitate for these operators the right to freedom of establishment in national and international transport operations (*Official Journal of the European Communities* L 124, 23.5.1996, p. 1), as last amended by Council Directive 98/76/EC of 1 October 1998 (*Official Journal of the European Communities* L 277, 14.10.1998 p. 17).

ANNEX 2

Technical standards applying to buses and coaches*Article 1*

As from the date of entry into force for each Contracting Party of the Interbus Agreement, buses and coaches carrying out international occasional carriage of passengers shall comply with the rules established in the following legal texts:

- (a) Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers (*Official Journal of the European Communities* L 46, 17.2.1997, p. 1);
- (b) 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 (*Official Journal of the European Communities* L 57, 2.3.1992, p. 27);
- (c) 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 (*Official Journal of the European Communities* L 235, 17.9.1996, p. 59);
- (d) Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (*Official Journal of the European Communities* L 370 of 31.12.1985, p. 8), as last amended by Commission Regulation (EC) No 2135/98 of 24.9.1998 (*Official Journal of the European Communities* L 274, 9.10.1998, p. 1) or equivalent rules established by the AETR Agreement including its Protocols.

Article 2

As from the date of entry into force of the Interbus Agreement for each Contracting Party, Contracting Parties other than the European Community shall comply, for buses and coaches carrying out international occasional carriage of passengers, with the technical requirements of the following Community Directives or equivalent UN-ECE Regulations on uniform provisions concerning the type-approval for new vehicles and their equipment.

Item	UN-ECE Regulation/last amendment	EC Directive (original — latest)	Date of implementation within the EU
Exhaust emission	49/01 49/02, approval A 49/02, approval B	88/77 91/542 step 1 91/542 step 2 96/1	1.10.1993 1.10.1996
Smoke	24/03	72/306	2.8.1972
Noise emission	51/02	70/157 84/424 92/97	1.10.1989 1.10.1996
Brake system	13/09	71/320 88/194 91/422 98/12	1.10.1991 1.10.1994
Tyres	54	92/23	1.1.1993
Light installation	48/01	76/756 91/663 97/28	1.1.1994

Article 3

The buses and coaches carrying out the following services:

- (a) services from any Member State of the Community (except Greece) to any Contracting Party of Interbus;
- (b) services from any Contracting Party of Interbus to any Member State of the Community (except Greece);
- (c) services from any Contracting Party of Interbus to Greece in transit through any other Member State of the Community carried out by transport operators established in any Contracting Party of Interbus;

shall be subject to the following rules.

1. Buses and coaches first registered before 1 January 1980 cannot be used for the occasional services covered by the Interbus Agreement.

2. Buses and coaches first registered between 1 January 1980 and 31 December 1981 can be used only until 31 December 2000.
3. Buses and coaches first registered between 1 January 1982 and 31 December 1983 can be used only until 31 December 2001.
4. Buses and coaches first registered between 1 January 1984 and 31 December 1985 can be used only until 31 December 2002.
5. Buses and coaches first registered between 1 January 1986 and 31 December 1987 can be used only until 31 December 2003.
6. Buses and coaches first registered between 1 January 1988 and 31 December 1989 can be used only until 31.12.2004.
7. Only buses and coaches first registered as from 1 January 1990 (EURO 0) can be used from 1 January 2005.
8. Only buses and coaches first registered as from 1 October 1993 (EURO 1) can be used from 1 January 2007.

Article 4

Buses and coaches carrying out the following services:

- (a) services from Greece to Contracting Parties of Interbus;
- (b) services from Contracting Parties of Interbus to Greece;

shall be subject to the following rules:

1. Buses and coaches first registered before 1 January 1980 cannot be used for the occasional services covered by the Interbus Agreement.
2. Buses and coaches first registered between 1 January 1980 and 31 December 1981 can be used only until 31 December 2000.
3. Buses and coaches first registered between 1 January 1982 and 31 December 1983 can be used only until 31 December 2001.
4. Buses and coaches first registered between 1 January 1984 and 31 December 1985 can be used only until 31 December 2003.
5. Buses and coaches first registered between 1 January 1986 and 31 December 1987 can be used only until 31 December 2005.
6. Buses and coaches first registered between 1 January 1988 and 31 December 1989 can be used only until 31 December 2007.
7. Only buses and coaches first registered as from 1 January 1990 (EURO 0) can be used from 1 January 2008.
8. Only buses and coaches first registered as from 1 January 1993 (EURO 1) can be used from 1 January 2010.

Article 5

Community buses and coaches used in bilateral traffic between Greece and other Member States of the Community in transit through Contracting Parties of the Interbus Agreement are not covered by present rules on technical standards, but are subject to European Community rules.

Article 6

1. The rules on technical standards included in bilateral agreements or arrangements between Member States of the Community and Contracting Parties of the Interbus Agreement, concerning bilateral traffic and transit, which are stricter than the rules established in this Agreement may be applied until 31 December 2006.
2. Member States of the Community and Contracting Parties of the Interbus Agreement concerned shall inform the Joint Committee established in Article 23 of the Agreement on the contents of such bilateral agreements or arrangements.

Article 7

1. A document proving the date of the vehicle's first registration shall be kept on board and shall be presented at the request of any authorised inspecting officer. For the purpose of this Annex, the terms 'date of vehicle's first registration' shall refer to the first registration of the vehicle after its manufacture. When this date of registration is not available, it will be referred to as the date of construction.
2. Where the original bus engine has been replaced by a new engine, the document referred to in paragraph 1 of this Article shall be substituted by a document proving the compliance of the new engine with the relevant type-approval rules mentioned in Article 3.

Article 8

1. Notwithstanding the provision referred to in paragraph (a) of Article 1 of this Annex, Contracting Parties may establish random inspections in order to control that the buses and coaches concerned comply with the provisions of Directive 96/96/EC. For the purpose of this Annex 'random inspections' shall mean an unscheduled and therefore unexpected inspection of a bus or coach circulating on the territory of a Contracting Party carried out by the authorities at the roadside.
 2. In order to carry out the roadside inspection provided for in this Annex, competent authorities of Contracting Parties shall use the checklist included in Annex IIa and IIb. A copy of this checklist drawn up by the authority which carried it out shall be given to the driver of the bus or coach and presented on request in order to simplify or avoid, where possible, subsequent inspections within a short and unreasonable period.
 3. If the vehicle examiner considers that the deficiency in the maintenance of the bus or coach justifies further examination, the bus or coach may be subjected to a roadworthiness test at an approved testing centre in accordance with Article 2 of Directive 96/96/EC.
 4. Without prejudice to other penalties which may be imposed, if the consequence of the random inspection is that the bus or coach does not comply with the provisions of Directive 96/96/EC and therefore is considered to present a serious risk to its occupants or other road users, the bus or coach may be banned immediately from use on public roads.
 5. Roadside checks shall be carried out without discrimination on the grounds of nationality, residence or registration of buses and coaches and drivers respectively.
-

ANNEX IIa

CHECKLIST

1. Place of check: 2. Date: 3. Time:
4. Vehicle nationality mark and registration number:
5. Class of vehicle
☐ Coach ⁽¹⁾
6. Name and address of transport operator carrying out transport:
.....
7. Nationality:
8. Driver:
9. Consignor, address, place of loading:
10. Consignee, address, place of unloading:
11. Gross mass of unit:
12. Reason for failure:
 - braking system and components
 - steering linkages
 - lamps, lighting and signalling devices
 - wheels/hubs /tyres
 - exhaust system
 - smoke opacity (diesel)
 - gaseous emissions (petrol).
13. Miscellaneous/remarks:
14. Authority/officer having carried out the inspection:
15. Result of inspection:
 - pass
 - passed with minor defects
 - serious defects
 - immediate prohibition.

Signature of testing inspector/Authorisation

⁽¹⁾ Motor vehicle with at least four wheels used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat (categories M2, M3).

ANNEX IIb

TECHNICAL STANDARDS OF THE ROADSIDE CHECK

Buses and coaches as defined in Article 3 of this Agreement shall be maintained in such a condition that they can be deemed as roadworthy by the inspection authorities.

The items that shall be inspected will include those that are considered to be important for the safe and clean operation of the bus or coach. As well as simple functional checks (lighting, signalling, tyre condition, etc.), specific tests and/or inspections shall be carried out on the vehicle's brakes and the motor vehicle's emissions in the following manner:

1. Brakes

Every part of the braking system and its means of operation shall be maintained in good and efficient working order and be properly adjusted.

The bus or coach's brakes shall be capable of performing the following three braking functions:

- (a) for buses and coaches and their trailers and semi-trailers, a service brake capable of slowing down the vehicle and of stopping it safely, rapidly and efficiently, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;
- (b) for buses and coaches and their trailers and semi-trailers, a parking brake capable of holding the bus or coach stationary, whatever its condition of loading, on a noticeable upward or downward gradient, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical;
- (c) for buses and coaches, a secondary (emergency) brake capable of slowing down and stopping the bus or coach, whatever its condition of loading, within a reasonable distance, even in the event of failure of the service brake.

Where the maintenance condition of the bus or coach is in doubt, the inspection authorities may test the bus' or coach's braking performance in accordance with some or all of the provisions of Directive 96/96/EC Annex II(I).

2. Exhaust emissions**2.1. Exhaust emission****2.1.1. Buses and coaches equipped with positive-ignition (petrol) engines**

- (a) Where the exhaust emissions are not controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled:

1. visual inspection of the exhaust system in order to check that there is no leakage;
2. if appropriate, visual inspection of the emission control system in order to check that the required equipment has been fitted.

After a reasonable period of engine conditioning (taking account of the bus or coach manufacturer's recommendations) the carbon monoxide (CO) content of the exhaust gases is measured when the engine is idling (no load).

The maximum permissible CO content in the exhaust gases is that stated by the bus or coach manufacturer. Where this information is not available or where Member States' competent authorities decide not to use it as a reference value, the CO content must not exceed the following:

- for buses and coaches registered or put into service for the first time between the date from which Contracting Parties required the buses and coaches to comply with Directive 70/220/EEC⁽¹⁾ and 1 October 1986: CO — 4,5 % vol,
- for buses and coaches registered or put into service for the first time after 1 October 1986: CO — 3,5 % vol.

- (b) Where the exhaust emissions are controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled:

1. visual inspection of the exhaust system in order to check that there are no leakages and that all parts are complete;

⁽¹⁾ Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles (OJ L 76, 6.4.1970, p. 1) and corrigendum (OJ L 81, 11.4.1970, p. 15), as last amended by Directive 94/12/EC of the European Parliament and of the Council (OJ L 100, 19.4.1994, p. 42).

2. visual inspection of the emission control system in order to check that the required equipment has been fitted;
3. determination of the efficiency of the bus or coach's emission control system by measuring the lambda value and the CO content of the exhaust gases in accordance with Section 4 or with the procedures proposed by the manufacturers and approved at the time of type-approval. For each of the tests, the engine is conditioned in accordance with the bus or coach manufacturer's recommendations;
4. exhaust pipe emissions — limit values:
measurement at engine idling speed:
the maximum permissible CO content in the exhaust gases is that stated by the bus or coach manufacturer. Where this information is not available, the maximum CO content must not exceed 0,5 % vol

Measurement at high idle speed, engine speed to be at least 2 000 min⁻¹:
CO content: maximum 0,3 % vol
lambda: $1 \pm 0,03$ in accordance with the manufacturer's specifications.

2.1.2. *Buses and coaches equipped with compression ignition (diesel) engines*

Measurement of exhaust gas opacity with free acceleration (no load from idling up to cut-off speed). The level of concentration must not exceed the level recorded on the plate pursuant to Directive 72/306/EEC ⁽¹⁾. Where this information is not available or where Contracting Parties' competent authorities decide not to use it as a reference, the limit values of the coefficient of absorption are as follows:

maximum coefficient of absorption for:

- naturally aspirated diesel engines = 2,5 m⁻¹,
- turbo-charged diesel engines = 3,0 m⁻¹

or equivalent values where use is made of equipment of a type different from that used for EC type-approval.

2.1.3. *Test equipment*

Buses' and coaches' emissions are tested using equipment designed to establish accurately whether the limit values prescribed or indicated by the manufacturer have been complied with.

- 2.2. Where appropriate, a check on the correct functioning of the on-board diagnostic (OBD) emission monitoring system.

⁽¹⁾ Council Directive 72/306/EEC of 2 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in vehicles (OJ L 190, 20.8.1972, p. 1); Directive as last amended by Commission Directive 89/491/EEC (OJ L 238, 15.8.1989, p. 43).

ANNEX 3

Model of control document for occasional services exempted from authorisation

(green-coloured paper: DIN A4 = 29,7 cm x 21 cm)

(Front cover — recto)

 (To be worded in the official language(s) or one of the official languages of the Contracting Party
where the transport operator is established)

State in which the control document is issued

Competent authority or duly authorised agency

Book No

— Distinguishing sign of the country ⁽¹⁾**INTERBUS****BOOK OF PASSENGER WAYBILLS**

For the international carriage of passengers by road by means of occasional coach and bus services established pursuant to:

— Articles 6 and 10 of the Agreement on the international occasional carriage of passengers by coach and bus - Interbus Agreement.

Name or trade name of the transport operator:

Address:

.....
(Place and issue of book).....
(Signature and stamp of the authority issuing the book)

⁽¹⁾ Belgium (B), Denmark (DK), Germany (D), Greece (GR), Spain (E), France (F), Ireland (IRL), Italy (I), Luxembourg (L), Netherlands (NL), Portugal (P), United Kingdom (UK), Finland (FIN), Austria (A), Sweden (S), Bulgaria (BG), Czech Republic (CZ), Estonia (EST), Hungary (H), Lithuania (LT), Latvia (LV), Poland (PL), Romania (RO), Slovak Republic (SK), Slovenia (SLO) to be completed.

(green-coloured paper: DIN A4 = 29,7 cm × 21 cm)

(Flyleaf of the book of waybills — recto)

(To be worded in the official language(s) or one of the official languages of the Contracting Party where the transport operator is established)

IMPORTANT NOTICE

1. Services covered by the Interbus Agreement are the following.

1. International carriage of passengers of any nationality, by road by means of occasional services:
 - between the territories of two Contracting Parties, or starting and finishing in the territory of the same Contracting Party, and should the need arise during such service, in transit through the territory of another Contracting Party or through the territory of a non-Contracting State,
 - carried out by transport operators for hire or reward established in a Contracting Party in accordance with its law and holding a licence to undertake carriage by means of international occasional services by coach and bus,
 - using buses and coaches registered in the territory of the Contracting Party where the transport operator is established 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. Unladen journeys of the buses and coaches concerned with these services.
3. For the purposes of the Interbus Agreement, the term 'territory of a Contracting Party' covers, as far as the European Community is concerned, those territories where the Treaty establishing that Community is applied and under the conditions laid down in that Treaty.
4. The possibility of operating national occasional services in a Contracting Party by operators established in another Contracting Party is excluded from the scope of the Interbus Agreement.
5. The use of buses and coaches designed to carry passengers, for the transport of goods for commercial purposes is excluded from the scope of this Agreement.
6. The Interbus Agreement does not concern own-account occasional services.

2. International occasional services exempted from authorisation on the territory of any Contracting Party other than that in which the transport operator is established under the terms of Article 6 of the Interbus Agreement are the following:

1. Closed-door tours, that is to say services whereby the same bus or coach is used to carry the same group of passengers throughout the journey and to bring them back to the place of departure. The place of departure is in the territory of the Contracting Party in which the transport operator is established.
2. Services which make the outward journey laden and the return journey unladen. The place of departure is in the territory of the Contracting Party in which the transport operator is established.
3. Services during which the outward journey is made unladen and all the passengers are taken up in the same place, provided that one of the following conditions is met:
 - a) passengers constitute groups, on the territory of a non-Contracting Party or a Contracting Party other than that in which the transport operator is established or that where the passengers are taken up, that have been formed under contracts of carriage made before their arrival in the territory of the latter Contracting Party. Passengers are carried on the territory of the Contracting Party in which the transport operator is established;
 - b) passengers have been previously brought, by the same transport operator in the circumstances provided for under point 2, into the territory of the Contracting Party where they are taken up again and carried into the territory of the Contracting Party in which the transport operator is established;

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

4. Transit operations through Contracting Parties in conjunction with occasional services that are exempted from authorisation shall also be exempted from authorisation.

5. Unladen buses and coaches to be used exclusively for the replacement of a damaged or broken-down bus or coach, performing an international service covered by this Agreement shall also be exempted from authorisation.

For services provided by transport operators established within the European Community, the points of departure and/or destination of the services can be in any Member State of the European Community, independently of the Member State in which the bus or coach is registered or the Contracting Party in which the transport operator is established.

3. Conditions applicable to buses and coaches

Buses and coaches used to carry out international occasional services covered by the Interbus Agreement shall comply with the technical standards according to Article 5 and Annex 2 of such Agreement.

4. Information concerning the completion of the waybill

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

For the purpose of providing the names of passengers, the transport operator may use a list previously completed on a separate sheet, which shall be annexed to the passenger waybill. The transport operator's stamp or, where appropriate, the transport operator's signature or that of the driver of the vehicle must be placed both on the list and on 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 bus or coach throughout the journey and be produced whenever required by any authorised inspecting officer.

2. For services where the outward journey is made unladen, referred to in point 4C of the waybill, the transport operator must attach the following supporting documents to the passenger control document:

— in cases mentioned under 4C1: 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 4C2: the passenger waybill which accompanied the bus or coach during the corresponding journey made by the transport operator outward laden/return unladen in order to bring the passengers into the territory of the Contracting Party where they are taken up again,

— in the case of services falling within 4C3: the letter of invitation from the person issuing the invitation or a photocopy thereof.

3. 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. In that case an authorisation is needed.

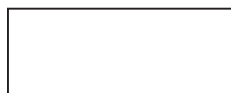
4. The transport operator is responsible for seeing that passenger waybills are duly and correctly completed. They shall be completed in block letters and in indelible ink.

5. The book of waybills is not transferable.

INTERBUS

(PASSENGER WAYBILL — RECTO)

(Green coloured paper: DIN A4 = 29,7 cm × 21 cm)



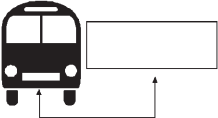
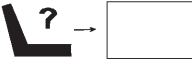
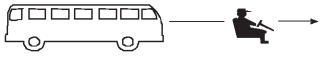
(To be worded in the official language(s) or one of the official languages of the Contracting Party where the transport operator is established)

Book No

Waybill No

(State in which the document is issued)

— Distinguishing sign of the country

		
	Vehicle registration No	Number of passenger seats available
2	 Name or trade name of transport operator	
3	 Name of driver or drivers	1. 2. 3.
Type of service (put a cross in the appropriate box and add the required supplementary information)		
A	 Closed-door tours (kørsel uden optagning eller afsætning af passagerer undervejs)	B
		 Outward journey laden/ return journey unladen ☒ Locality where passengers are set down and distinguishing sign of the country
C	Outward journey unladen and all the passengers are taken up in the same place and transported to the country in which the transport operator is established ☒ Locality where passengers are picked up and distinguish- ing sign of the country	
4	C1 (a) The passengers were grouped together, under a contract of carriage made on (Date) with (travel agency, association, etc.) (b) The passengers were grouped together on the territory of: (a) non-contracting Party (Country) (b) Contracting Party other than that in which the transport operator is established (Country) (c) Place and Contracting Party where the passengers have been taken up (Country) (d) To be carried to the Contracting Party of establishment of the transport Operator (Country) ☐ Copy of the contract of carriage or equivalent document is attached (cf. Important notice, point 4).	
C2	Passengers have previously been brought by the same transport operator on a service referred to in B, to the contracting Party in which they are to be taken up again and carried out into the territory of the Contracting Party in which the transport operator is established ☐ The passenger waybill for the previous outward laden journey and unladen return journey is attached.	
C3	Passengers have been invited to travel to (Place and country) 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. The group is brought into the territory of the Contracting Party where the transport operator is established.	

(Passenger waybill — verso)

	Itinerary	Daily Stages						
		From locality/country	To locality/country	Km laden	Km unladen	Border-crossing points		
5								
6	List of passengers							
	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 the transport operator:				
8	Unforeseen changes:							
9	Control stamps if any							

(Item 6, if necessary, can be completed on a separate sheet that will be firmly affixed to this document.)

ANNEX 4

Model of application for an authorisation for an international occasional service

(White paper — A4)

To be worded in the official language(s) or one of the official languages of the Contracting Parties where the request is made

APPLICATION FOR AN AUTHORISATION TO START AN INTERNATIONAL OCCASIONAL SERVICE

carried out by coach or bus between Contracting Parties in accordance with Article 7 of the Agreement on the
international occasional carriage of passengers by coach or bus

(Interbus Agreement)

.....
(Competent authority of the Contracting Party from which the service departs, namely, the first pick-up point for passengers)

1. Information concerning the applicant for authorisation:

Name or trade name:

Address:

Country:

Tel.:

Fax:

(Second page of the application)

2. Purpose, reasons and description of the occasional service:

.....
.....
.....
.....

3. Information concerning the route:

(a) Place of departure of service: Country:

(b) Place of destination of service: Land:

Principal route of service and border crossing points:

.....
.....
.....
.....

Countries whose territory is crossed without passengers being picked up or set down:

.....	
.....	
.....	
.....	

4. Date of carrying out of service:

5. Registration No of bus(es) or coach (es):

.....
.....

6. Any additional information:

.....
.....
.....
.....

7.

.....
(Place and date)

.....
(Signature of applicant)

(Third page of the application)

IMPORTANT NOTICE

1. Transport operators shall fill in the application form and attach evidence that the applicant has a licence to undertake carriage by means of international occasional services by coach and bus referred to in Article 1(1)(a), second indent, of the Interbus Agreement.
2. Occasional services other than those referred to in Article 6 of the Interbus Agreement shall be subject to authorisation namely, services other than the following:
 1. **closed-door tours**, that is to say services whereby the same bus or coach is used to carry the same group of passengers throughout the journey and to bring them back to the place of departure. The place of departure is in the territory of the Contracting Party in which the transport operator is established;
 2. **services which make the outward journey laden and the return journey unladen**. The place of departure is in the territory of the Contracting Party in which the transport operator is established;
 3. **services during which the outward journey is made unladen** and all the passengers are taken up in the same place, provided that one of the following conditions is met:
 - (a) passengers constitute groups, on the territory of a non-Contracting Party or of a Contracting Party other than that in which the transport operator is established or that where the passengers are taken up, that have been formed under contracts of carriage made before their arrival in the territory of the latter Contracting Party. Passengers are carried on the territory of the Contracting Party in which the transport operator is established;
 - (b) passengers have been previously brought, by the same transport operator in the circumstances provided for under point 2, into the territory of the Contracting Party where they are taken up again and carried into the territory of the Contracting Party in which the transport operator is established;
 - (c) passengers have been invited to travel into the territory of another Contracting Party, the cost of transport being borne by the person issuing the invitation. Such passengers must constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey and which is brought into the territory of the Contracting Party in which the transport operator is established;
 4. **transit operations** through Contracting Parties in conjunction with occasional services that are exempted from authorisation shall also be exempted from authorisation;
 5. **unladen buses and coaches** to be used exclusively for the replacement of a bus or coach damaged or broken down while performing an international service covered by this Agreement shall also be exempted from authorisation.

For services provided by transport operators established within the European Community, the points of departure and/or destination of the services can be in any Member State of the European Community, independently of the Member State in which the bus or coach is registered or the Member State in which the transport operator is established.

3. The application shall be made to the competent authority of the Contracting Party in which the service departs, namely, the first pick-up point for passengers.
4. The buses and coaches to be used shall be registered on the territory of the Contracting Party of establishment of the transport operator.
5. The buses and coaches used to carry out international occasional services covered by the Interbus Agreement shall comply with the technical standards laid down in Annex 2 to that agreement.

ANNEX 5

Model of authorisation for non-liberalised occasional services

(First page of authorisation)

(Pink paper — A4)

To be worded in the official language(s) or one of the official languages of the Contracting Parties
issuing the authorisation

ISSUING CONTRACTING PARTY

COMPETENT AUTHORITY

— International distinguishing sign ⁽¹⁾

(Stamp)

AUTHORISATION No ...

for an international occasional service carried out by coach or bus between Contracting Parties in accordance
with Article 7 of the Agreement on the international occasional carriage of passengers by coach and bus

(Interbus Agreement)

to:
(Surname, first name or trade name of transport operator)

Address:

Country:

Tel.

Fax

.....
(Place and date of issue).....
(Signature and stamp of issuing authority)

⁽¹⁾ Belgium (B), Denmark (DK), Germany (D), Greece (GR), Spain (E), France (F), Ireland (IRL), Italy (I), Luxembourg (L), Netherlands (NL), Portugal (P), United Kingdom (UK), Finland (FIN), Austria (A), Sweden (S), Bulgaria (BG), Czech Republic (CZ), Estonia (EST), Hungary (H), Lithuania (LT), Latvia (LV), Poland (PL), Romania (RO), Slovak Republic (SK), Slovenia (SLO) to be completed.

(Second page of authorisation)

1. Purpose, reasons and description of the occasional service:

.....

.....

.....

.....

2. Information concerning the route:

(a) place of departure of service: country:

(b) place of destination of service: country:

Principal route of service and border crossing points:

.....

.....

.....

3. Date of provision of the service:

4. Registration No of the bus(es) or coach(es):

.....

5. Other conditions:

.....

.....

6. Passenger list attached

.....
(Stamp of authority issuing authorisation)

(Third page of authorisation)

To be worded in the official language(s) or one of the official languages of the Contracting Parties
issuing the authorisation

IMPORTANT NOTICE

1. The authorisation is valid for the entire journey. It may only be used by a transport operator whose name and registration number of the bus or coach is indicated thereon.
2. The authorisation shall be kept on the bus or coach for the duration of the journey and shall be presented whenever enforcement officials so request.
3. The list of passengers is to be annexed to this authorisation.

Model of declaration to be made by Interbus Contracting Parties concerning Article 4 and Annex 1

Conditions applying to road passenger transport operators

DECLARATION BY (Name of the Contracting Party)
CONCERNING ARTICLE 4 AND ANNEX 1

1. The three conditions established in Title I of Council Directive 96/26/EC of 29 April 1996 on admission to the occupation of road haulage operator and road passenger transport operator and mutual recognition of diplomas, certificates and other evidence of formal qualification intended to facilitate for these operators the right to freedom of establishment in national and international transport operations (*Official Journal of the European Communities* L 124 of 23.5.1996, p. 1), as last amended by Council Directive 98/76/EC of 1 October 1998, (*Official Journal of the European Community* L 277 of 14.1.1998, p.17):
 - (a) have been introduced in the national legislation by
..... (reference to the Law);
 - (b) will be introduced in the national legislation
..... (date).
2. As far as the condition concerning the 'appropriate financial standing' is concerned, the existing legislation establishes that the transport operator must have available capital and reserves of at least:
 - EUR (or equivalent in national currency) per vehicle used or
 - EUR (or equivalent in national currency) per seat of the passenger transport buses or coaches used by the transport operator.

It is envisaged that the amount of the 'appropriate financial standing' will be adapted to the requirements of Directive 96/26/EC on (date, or no later than 1.1.2005).

Information on the entry into force of the Interbus Agreement on the international occasional carriage of passengers by coach and bus

The Interbus Agreement on the international occasional carriage of passengers by coach and bus will enter into force on 1 January 2003, the procedures provided for in Article 19 of the Agreement having been completed on 3 October 2002.

The entry into force as per 1 January 2003 will apply to all contracting parties which have so far ratified the Agreement, in accordance with the provisions of its Article 28. These contracting parties are: the Czech Republic, the European Community, Hungary, Lithuania, Latvia, Romania and Slovenia.

COMMISSION

COMMISSION DECISION

of 20 November 2002

adjusting the weightings applicable from 1 February, 1 March, 1 April, 1 May and 1 June 2002 to the remuneration of officials of the European Communities serving in third countries

(2002/918/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to the Staff Regulations of officials of the European Communities and the Conditions of employment of other servants of the Communities laid down by Council Regulation (EEC, Euratom, ECSC) No 259/68 ⁽¹⁾, as last amended by Regulation (EC, ECSC, Euratom) No 490/2002 ⁽²⁾, and in particular the second paragraph of Article 13 of Annex X thereto,

Whereas:

- (1) Pursuant to the first paragraph of Article 13 of Annex X to the Staff Regulations, Council Regulation (EC, Euratom) No 1522/2002 ⁽³⁾ laid down the weightings to be applied from 1 January 2002 to the remuneration of officials serving in third countries, payable in the currency of their country of employment.
- (2) The Commission has made a number of adjustments to these weightings ⁽⁴⁾ in recent months, pursuant to the second paragraph of Article 13 of Annex X to the Staff Regulations.
- (3) Some of these weightings should be adjusted with effect from 1 February, 1 March, 1 April, 1 May and 1 June 2002 given that the statistics available to the Commission show that in certain third countries the variation in

the cost of living measured on the basis of the weighting and the corresponding exchange rate has exceeded 5 % since weightings were last laid down or adjusted,

HAS DECIDED AS FOLLOWS:

Sole Article

With effect from 1 February, 1 March, 1 April, 1 May and 1 June 2002 the weightings applicable to the remuneration of officials serving in third countries payable in the currency of their country of employment are adjusted as shown in the Annex.

The exchange rates for the calculation of such remuneration shall be those used for implementation of the general budget of the European Communities for the month preceding the dates referred to in the first paragraph.

Done at Brussels, 20 November 2002.

For the Commission

Christopher PATTEN

Member of the Commission

⁽¹⁾ OJ L 56, 4.3.1968, p. 1.

⁽²⁾ OJ L 77, 20.3.2002, p. 1.

⁽³⁾ OJ L 229, 27.8.2002, p. 1.

⁽⁴⁾ OJ L 150, 8.6.2002, p. 68.

ANNEX

Place of employment	Weightings February 2002
Angola	124,4
Zimbabwe	95,4
Place of employment	Weightings March 2002
Angola	126,6
Zimbabwe	106,0
Place of employment	Weightings April 2002
Angola	125,2
Argentina	68,4
Zimbabwe	115,7
Place of employment	Weightings May 2002
Angola	125,4
Argentina	49,9
Democratic Republic of the Congo	145,4
Swaziland	47,3
Turkey	93,5
Venezuela	105,2
Zimbabwe	124,7
Place of employment	Weightings June 2002
Angola	123,7
Argentina	49,2
Djibouti	131,4
Ghana	91,0
Haiti	100,1
Romania	53,8
Zimbabwe	134,1

COMMISSION DECISION

of 22 November 2002

amending Decision 2001/765/EC authorising Member States to permit temporarily the marketing of forest reproductive material not satisfying the requirements of Council Directives 66/404/EEC and 71/161/EEC

(notified under document number C(2002) 4525)

(Text with EEA relevance)

(2002/919/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Directive 66/404/EEC of 14 June 1966 on the marketing of forest reproductive material ⁽¹⁾, as last amended by the Act of Accession of Austria, Finland and Sweden, and in particular Article 15(1) thereof,

Having regard to Council Directive 71/161/EEC of 30 March 1971 on external quality standards for forest reproductive material marketed within the Community ⁽²⁾, as last amended by the Act of Accession of Austria, Finland and Sweden, and in particular Article 15 thereof,

Having regard to the requests submitted by five Member States,

Whereas:

- (1) Production of reproductive material of the species set out in the Annex is at present insufficient in certain Member States with the result that their requirements for reproductive material of those species conforming to the provisions of Directive 66/404/EEC or Directive 71/161/EEC cannot be met.
- (2) Other Member States and third countries are not in a position to supply sufficient reproductive material of the relevant species affording the same guarantees as Community reproductive material and conforming to the provisions of Directive 66/404/EEC or Directive 71/161/EEC.
- (3) Accordingly, the Member States concerned, namely Denmark, France, Ireland, the Netherlands and the United Kingdom have requested the Commission, pursuant to those Directives to authorise them to accept for marketing seed satisfying less stringent requirements than those laid down by those Directives.
- (4) In order to cover the shortage, the applicant Member States should therefore be authorised to permit, for a limited period, the marketing of seed of the relevant species which satisfies less stringent requirements.

- (5) In reference to Article 6 of the Commission Decision 2001/765/EC ⁽³⁾, due to the biological cycles of forest reproductive material, it is appropriate to permit the marketing of stocks authorised under this decision until their exhaustion.
- (6) For genetic reasons, the seed should be collected at places of origin within the natural range of the relevant species and the strictest possible guarantees should be given to ensure the identity of the seed.
- (7) The seed should be marketed only if it is accompanied by a document bearing certain details of the seed in question.
- (8) Any Member State should be authorised to permit, in its territory, the marketing of seed which satisfies less stringent requirements in respect of provenance, if the marketing of such seed has been authorised in Denmark, France, Ireland, the Netherlands and the United Kingdom under this decision.
- (9) Decision 2001/765/EC as amended by Decision 2002/17/EC ⁽⁴⁾ should be amended accordingly.
- (10) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Seeds and Propagating Material for Agriculture, Horticulture and Forestry,

HAS ADOPTED THIS DECISION:

Article 1

Article 6 of Decision 2001/765/EC shall be amended adding the following paragraph:

‘Notwithstanding, stocks of forest reproductive material authorised under this decision and accumulated before 31 December 2002 shall be allowed to be marketed until their exhaustion.’

Article 2

Annex I to Decision 2001/765/EC is amended as set out in the Annex to this decision.

⁽¹⁾ OJ L25, 11.7.1966, p. 2326/66.

⁽²⁾ OJ L 87, 17.4.1971, p. 14.

⁽³⁾ OJ L 288, 1.11.2001, p. 40.

⁽⁴⁾ OJ L 6, 10.1.2002, p. 63.

Article 3

This decision is addressed to the Member States.

Done at Brussels, 22 November 2002.

For the Commission

David BYRNE

Member of the Commission

ANNEX

Annex I to Decision 2001/765/EC is hereby amended as follows:

1. under the columns headed '*Larix leptolepis*, kg' in the entry in respect of France, '70' is replaced by '85';
 2. under the columns headed '*Larix leptolepis*, kg' in the entry in respect of the Netherlands, '20' is replaced by '40';
 3. under the columns headed '*Larix leptolepis*, kg' in the entry in respect of the United Kingdom, '100' is replaced by '300';
 4. under the columns headed '*Pinus strobus* kg' in the entry in respect of the Netherlands, '25' is replaced by '35';
 5. under the columns headed '*Picea sitchensis*, kg' in the entry in respect of France, '40' is replaced by '65';
 6. under the columns headed '*Picea sitchensis*, kg' in the entry in respect of the United Kingdom, '300' is replaced by '450';
 7. under the columns headed '*Pseudotsuga taxifolia*, kg' in the entry in respect of France, '760' is replaced by '1 360';
 8. under the columns headed '*Pseudotsuga taxifolia*, kg' in the entry in respect of the Netherlands, '15' is replaced by '30';
 9. under the columns headed '*Pseudotsuga taxifolia*, kg' in the entry in respect of the United Kingdom, '350' is replaced by '650';
 10. under the columns headed '*Fagus sylvatica* L., kg' in the entry in respect of Denmark, '10 000' is replaced by '12 300';
 11. under the columns headed '*Larix decidua* Mill., kg' in the entry in respect of Denmark, '40' is replaced by '150';
 12. under the columns headed '*Larix decidua* Mill., kg' in the entry in respect of France, '300' is replaced by '315';
 13. under the columns headed '*Pinus nigra* Arnold, kg, Provenance' in the entry in respect of France, '—' and '—' are replaced by '20' and 'BG (Kunstendil)' respectively;
 14. under the columns headed '*Quercus pendunculata* Ehrh, kg, Provenance' in the entry in respect of Ireland, '—' and '—' are replaced by '3 000' and 'EC (IRL/OEP)' respectively;
 15. under the columns headed '*Quercus sessiliflora* Sal., kg' in the entry in respect of Denmark, '113 000' is replaced by '142 000';
 16. under the columns headed '*Quercus sessiliflora* Sal., kg, Provenance' in the entry in respect of Ireland, '—' and '—' are replaced by '4 000' and 'EC(IRL/OEP)' respectively;
 17. under the columns headed '*Quercus sessiliflora* Sal., kg' in the entry in respect of the United Kingdom, '25 000' is replaced by '29 000'.
-

COMMISSION DECISION
of 25 November 2002
amending Decision 1999/710/EC, with respect to Australia, Lithuania and Slovenia for minced meat
and meat preparations

(notified under document number C(2002) 4536)

(Text with EEA relevance)

(2002/920/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Decision 95/408/EC of 22 June 1995 on the conditions for drawing up, for an interim period, provisional lists of third country establishments from which Member States are authorised to import certain products of animal origin, fishery products or live bivalve molluscs ⁽¹⁾, as last amended by Decision 2001/4/EC ⁽²⁾, and in particular Article 2(4) thereof,

Whereas:

- (1) Provisional lists of establishments in third countries producing minced meat and meat preparations consumption have been drawn up by Commission Decision 1999/710/EC, of 15 October 1999 drawing up provisional lists of third country establishments from which Member States authorise imports of minced meat and meat preparations ⁽³⁾.
- (2) Australia, Lithuania and Slovenia have provided lists of establishments producing minced meat and meat preparations for which the competent authorities certify that the establishments are in accordance with the Community rules.
- (3) Provisional listing of these establishments can thus be drawn up for Australia, Lithuania and Slovenia. Decision 1999/710/EC should therefore be amended accordingly.
- (4) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health,

HAS ADOPTED THIS DECISION:

Article 1

In the Annex to Decision 1999/710/EC, the following rows are added:

País: **Australia** — Land: **Australien** — Land: **Australien** — Χώρα: **Αυστραλία** — Country: **Australia** — Pays: **Australie** — Paese: **Australia** — Land: **Australië** — País: **Austrália** — Maa: **Australia** — Land: **Australien**

1	2	3	4	5	6
187	Australian Food Corporation Pty Ltd	Coominya	Queensland	MM, MP	7

País: **Lituania** — Land: **Litauen** — Land: **Litauen** — Χώρα: **Λιθουανία** — Country: **Lithuania** — Pays: **Lituanie** — Paese: **Lituania** — Land: **Litouwen** — País: **Lituânia** — Maa: **Liettua** — Land: **Litauen**

1	2	3	4	5	6
87-10	R. Irtmono firma "Rovisa"	Struikiu km.	Taurage	MP	7

⁽¹⁾ OJ L 243, 11.10.1995, p. 17.

⁽²⁾ OJ L 2, 5.1.2001, p. 21.

⁽³⁾ OJ L 281, 4.11.1999, p. 82.

País: **Eslovenia** — Land: **Slovenien** — Land: **Slowenien** — Χώρα: **Σλοβενία** — Country: **Slovenia** — Pays: **Slovénie** —
Paese: **Slovenia** — Land: **Slovenië** — País: **Eslovenia** — Maa: **Slovenia** — Land: **Slovenien**

1	2	3	4	5	6
71	Perutnina Ptuj D.D.	Ptuj		MP, MM	7'

Article 2

This Decision shall apply as from the third day following that of its publication in the *Official Journal of the European Communities*.

Article 3

This Decision is addressed to the Member States.

Done at Brussels, 25 November 2002.

For the Commission

David BYRNE

Member of the Commission

(Acts adopted pursuant to Title V of the Treaty on European Union)

COUNCIL JOINT ACTION
of 25 November 2002
extending the mandate of the European Union Monitoring Mission

(2002/921/CFSP)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union and, in particular, Article 14 thereof,

Whereas:

- (1) On 22 December 2000, the Council adopted Joint Action 2000/811/CFSP on the European Union Monitoring Mission ⁽¹⁾. That Joint Action expires on 31 December 2002.
- (2) The operation of the European Union Monitoring Mission (hereinafter referred to as 'EUMM') is currently governed by the Agreement between the Union and the Federal Republic of Yugoslavia approved by Decision 2001/352/CFSP ⁽²⁾ and by that between the Union and the Former Yugoslav Republic of Macedonia approved by Decision 2001/682/CFSP ⁽³⁾, and by Memoranda of Understanding and Exchanges of Letters with the other Host Parties of the Western Balkans.
- (3) The EUMM's mandate should be extended.
- (4) It is necessary to guarantee the safety of the monitors,

HAS ADOPTED THIS JOINT ACTION:

Article 1

The mandate of the EUMM shall be extended.

Article 2

1. The primary objective of the Mission is to contribute, in a flexible manner, through information gathering and analysis in line with directions from the Secretary-General/High Representative and the Council, to the effective formulation of Union policy towards the Western Balkans.
2. To that end, the EUMM shall in particular:
 - (a) monitor political and security developments in the area of its responsibility;
 - (b) give particular attention to border monitoring, inter-ethnic issues and refugee return;

- (c) provide analytical reports on the basis of tasking received;
- (d) contribute to the early warning of the Council and to confidence building, in the context of the policy of stabilisation conducted by the Union in the region.

3. The Council may also initiate specific tasking in coordination with the Secretary-General/High Representative and the Commission.

In the fulfilment of its tasks, the EUMM shall coordinate its activities closely with the European Union Heads of Mission and relevant international organisations in the Western Balkans with a view to contributing to a more effective policy of the European Union in the Western Balkans.

Article 3

1. The Secretary General/High Representative, acting in close coordination with the Presidency, shall define the tasks of the EUMM in accordance with the policy, as adopted by the Council, regarding the Western Balkans.

2. The EUMM shall report to the Council on the accomplishment of its tasks through the Secretary-General/High Representative.

3. The Secretary-General/High Representative shall ensure that the EUMM functions flexibly and in a streamlined manner. In that context, he shall regularly reexamine the functions and the geographical territory covered by the EUMM so as to continue to adapt the internal organisation of the EUMM to the priorities of the Union in the Western Balkans. He shall report to the Council by 30 September 2003 and shall put forward recommendations. The Commission shall be fully associated.

Article 4

The EUMM shall be structured as follows:

- (a) headquarters composed of a Head of Mission, a Deputy Head of Mission, a Legal Adviser, an analysis section, a finance and administrative cell, a data base management unit and a communications and logistics cell;

⁽¹⁾ OJ L 328, 23.12.2000, p. 53, as last extended by Joint Action 2001/845/CFSP (JO L 315, 1.12.2001, p. 1).

⁽²⁾ OJ L 125, 5.5.2001, p. 1.

⁽³⁾ OJ L 241, 11.9.2001, p. 1.

- (b) EUMM offices to maintain essential local contacts, coordinate closely with Union Heads of Mission and relevant international organisations, provide operational feedback to EUMM headquarters and support to mobile teams' rapid redeployment;
- (c) mobile teams with rapid deployment capability, tasked to report in accordance with the mandate set out in Article 2(3).

Article 5

1. The Head of Mission shall be appointed by the Council on the basis of proposals submitted by the Secretary-General/High Representative for a period of one year, renewable for up to three years. He shall ensure the day-to-day management of EUMM operations.

The Deputy Head of Mission shall be seconded by the Member State holding the Presidency.

2. The number and competences of the EUMM staff shall be consistent with the objectives and structure set out in Articles 2 and 4.

3. The international staff shall be seconded by Member States for a minimum period of one year. Each Member State shall bear the costs related to the personnel seconded by it, including salaries, allowances, accommodation costs and travel expenses to and from the Western Balkans.

4. Non-European Union Member States participating in the OSCE, currently providing staff to the EUMM, may continue their participation. They shall be asked to bear the cost of sending the staff nominated by them and to contribute to the current expenditure of the EUMM in an appropriate proportion taking into account the size of their participation and their gross national product.

5. The State or Community institution having appointed a staff member shall be responsible for answering any claims linked to the appointment, from or concerning the staff member. The State or Community institution in question shall be responsible for bringing any action against the staff member linked to this appointment.

6. Levels of local staff shall be consistent with the structure set out in Article 4.

Article 6

1. The financial reference amount for the implementation of this Joint Action shall be EUR 5 182,563.

2. The amount specified in paragraph 1 shall be allocated to finance the infrastructure and current expenditure of the EUMM, including expenditure relating to local staff.

The expenditure financed by the amount stipulated in paragraph 1 shall be managed in accordance with the European Community rules and procedures applicable to the budget.

3. The Head of Mission shall report fully to, and be supervised by, the Commission on the activities undertaken in the framework of his contract.

Article 7

The detailed rules governing the EUMM operations in the area of its responsibility shall be laid down in arrangements to be concluded in accordance with the procedure laid down in Article 24 of the Treaty.

Article 8

This Joint Action shall enter into force on the date of its adoption.

It shall apply until 31 December 2003.

Article 9

This Joint Action shall be published in the Official Journal.

Done at Brussels, 25 November 2002.

For the Council

The President

T. PEDERSEN

COUNCIL DECISION
of 25 November 2002
extending the mandate of the Head of Mission of the European Union Monitoring Mission
(EUMM)

(2002/922/CFSP)

THE COUNCIL OF THE EUROPEAN UNION,

Article 2

Having regard to the Treaty on European Union, and in particular Article 23(2) thereof,

This Decision shall take effect on the date of its adoption.

Having regard to Joint Action 2002/921/CFSP of 25 November 2002 extending the mandate of the European Union Monitoring Mission ⁽¹⁾, and in particular Article 5 thereof,

It shall apply until 31 December 2003.

Whereas:

Article 3

(1) By Decision 2001/285/CFSP of 9 April 2001 ⁽²⁾, the Council appointed Mr Antóin MAC UNFRAIDH, whose mandate expires on 31 December 2002, Head of Mission of the EUMM.

This Decision shall be published in the Official Journal.

(2) The mandate of the Head of Mission of the EUMM should be extended,

HAS DECIDED AS FOLLOWS:

Done at Brussels, 25 November 2002.

Article 1

The mandate of Mr Antóin MAC UNFRAIDH as Head of Mission of the EUMM is hereby extended.

For the Council

The President

T. PEDERSEN

⁽¹⁾ See page 51 of this Official Journal.

⁽²⁾ OJ L 99, 10.4.2001, p. 2, as last extended by Decision 2001/846/CFSP (OJ L 315, 1.12.2001, p. 3).