

**Annex 11
to Decision No 7/94
of the EEA Joint Committee**

Annex XIII (TRANSPORT) to the EEA Agreement shall be amended as specified below.

A. CHAPTER I. INLAND TRANSPORT

1. The following indent shall be added in point 11 (Council Regulation (EEC) No 1107/70) before the adaptation:

"– 392 R 3578: Council Regulation (EEC) No 3578/92 of 7 December 1992
(OJ No L 364, 12.12.1992, p.11).".

2. The following shall be added in point 12 (Council Regulation (EEC) No 4060/89) before the adaptation:

", as amended by:

– 391 R 3356: Council Regulation (EEC) No 3356/91 of 7 November 1991
(OJ No L 318, 20.11.1991, p. 1).".

3. The following new point shall be inserted after point 12 (Council Regulation (EEC) No 4060/89):

"12a. 392 R 3912: Council Regulation (EEC) No 3912/92 of 17 December 1992 on controls carried out within the Community in the field of road and inland waterway transport in respect of means of transport registered or put into circulation in a third country (OJ No L 395, 31.12.1992, p. 6).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

(a)until 1 January 2005, Austria may continue to perform at its frontiers the controls referred to in letter (b) of Part 2 of the Annex to Council Regulation (EEC) No 4060/89, as well as the controls to verify compliance of vehicles registered or put into circulation in a third country with the quota arrangements agreed between Austria and the third country concerned and with the Austrian national legislation on weights, dimensions and other technical characteristics of road vehicles;

(b) the first sentence of Article 4 shall be replaced by the following:

"For the purposes of implementing this Regulation, and in accordance with Article 13 of Protocol 10 to the EEA Agreement, the provisions of Protocol 11 to the Agreement shall apply mutatis mutandis." "

4. Point 13 (Council Directive 75/130/EEC) shall be replaced by the following:

"13. 392 L 0106: Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States
(OJ No L 368, 17.12.1992, p. 38).

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptation:

to Article 6(3) shall be added:

- Austria: Strassenverkehrsbeitrag
- Finland: Varsinainen ajoneuvovero/
Den egentliga fordonsskatten
- Iceland: Þungaskattur
- Norway: Vektårsavgift
- Sweden: Fordonsskatt".

B. CHAPTER II. ROAD TRANSPORT

1. The following indent shall be added in point 14 (Council Directive 85/3/EEC) before the adaptation:

"– 392 L 0007: Council Directive 92/7/EEC of 10 February 1992
(OJ No L 57, 2.3.1992, p. 29)."

2. The following indents shall be added in point 16 (Council Directive 77/143/EEC) before the adaptation:

"– 391 L 0328: Council Directive 91/328/EEC of 21 June 1991 amending Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers
(OJ No L 178, 6.7.1991, p. 29),

- 392 L 0054: Council Directive 92/54/EEC of 22 June 1992 amending Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers (brakes) (OJ No L 225, 10.8.1992, p. 63),
- 392 L 0055: Council Directive 92/55/EEC of 22 June 1992 amending Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers (exhaust emissions) (OJ No L 225, 10.8.1992, p. 68)."

3. The following new points shall be inserted after point 17 (Council Directive 89/459/EEC):

- "17a. 391 L 0671: Council Directive 91/671/EEC of 16 December 1991 on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 3,5 tonnes (OJ No L 373, 31.12.1991, p. 26).
- 17b. 392 L 0006: Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ No L 57, 2.3.1992, p. 27), as corrected by OJ No L 244, 30.9.1993, p. 34.
- 17c. 393 D 0704: Council Decision 93/704/EC of 30 November 1993 on the creation of a Community database on road accidents (OJ No L 329, 30.12.1993, p. 63) ⁽¹⁾".

4. The following new point shall be inserted after point 18 (Council Directive 68/297/EEC):

- "18a. 393 L 0089: Council Directive 93/89/EEC of 25 October 1993 on the application by Member States of taxes on certain vehicles used for the carriage of goods by road and tolls and charges for the use of certain infrastructures (OJ No L 279, 12.11.1993, p. 32).

⁽¹⁾ Listed here for purposes of information only. For application, see Annex XXI.

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) this Directive shall not apply to Austria;

(b) the following shall be added to Article 3(1):

- Finland: Varsinainen ajoneuvovero/
 Den egentliga fordonsskatten
- Iceland: Þungaskattur
- Norway: Vektårsavgift
- Sweden: Fordonsskatt;

(c) in situations referred to in Article 8(1), regarding EFTA States, "Commission" shall read "EFTA Surveillance Authority";

(d) regarding the EFTA States, Article 6 shall be replaced by the following:

"The EFTA States to which this Directive applies shall continue to apply their existing provisions referred to in Article 3(1) so as to ensure that competition is not distorted, i.e. that the rate for each vehicle category or subcategory referred to in the Annex is not lower than the minimum laid down in that Annex.

Without prejudice to Article 6 of Council Directive 92/106/EEC of 7 December 1992, the EFTA States to which this present Directive applies may not grant any exemption from, or reduction in, the taxes referred to in Article 3 which would distort competition, i.e. which would render the chargeable tax lower than the minimum referred to in the previous paragraph.";

(e) the following shall be added at the end of the first subparagraph of Article 7(d):

"In the case of Norway, they may also be imposed on specific secondary roads.";

(f) the following shall be added to Articles 7(d) and 9:

"Regarding EFTA States, the prior consultations referred to above shall be held with the EFTA Surveillance Authority.

The EEA Joint Committee shall be informed of the consultations and their outcome. Upon request of a Contracting Party, consultations shall take place in the EEA Joint Committee.""

5. The following new point shall be inserted after point 20 (Council Regulation (EEC) No 3820/85):

"20a. 393 D 0173: Commission Decision 93/173/EEC of 22 February 1993 drawing up the standard form provided for by Article 16 of Council Regulation (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport (OJ No L 72, 25.3.1993, p. 33)."

6. The following indents shall be added in point 21 (Council Regulation (EEC) No 3821/85):

as a new indent to precede the first one (Council Regulation (EEC) No 3572/90):

"– 390 R 3314: Commission Regulation (EEC) No 3314/90 of 16 November 1990 (OJ No L 318, 17.11.1990, p. 20),",

as a new indent before the adaptations:

"– 392 R 3688: Commission Regulation (EEC) No 3688/92 of 21 December 1992 (OJ No L 374, 22.12.1992, p. 12)."

7. The following new point shall be inserted after point 23 (Council Directive 88/599/EEC):

"23a. 393 D 0172: Commission Decision 93/172/EEC of 22 February 1993 drawing up the standard reporting form provided for in Article 6 of Council Directive 88/599/EEC concerning road transport (OJ No L 72, 25.3.1993, p. 30)."

8. The following new point shall be inserted after point 24 (Council Directive 89/684/EEC):

"24a. 391 L 0439: Council Directive 91/439/EEC of 29 July 1991 on driving licences (OJ No L 237, 24.8.1991, p.1), as corrected by OJ No L 310, 12.11.1991, p. 16.

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) the EFTA States shall introduce a national driving licence in accordance with the provisions of this Directive. They may use a model other than the Community model described in Annex I to the Directive, pending review of the situation by the EEA Joint Committee before 1 July 1994;

(b) Article 2(1) shall be replaced by the following:

"The driving licences of the EFTA States shall contain the distinguishing sign of the State issuing the licence. The respective distinguishing signs are: IS (Iceland), N (Norway), A (Austria), FIN (Finland), S (Sweden).".

9. The following indent shall be added in point 25 (First Council Directive of 23 July 1962) before the adaptations:

"– 392 R 0881: Council Regulation (EEC) No 881/92 of 26 March 1992 (OJ No L 95, 9.4.1992, p. 1), as corrected by OJ No L 213, 29.7.1992, p. 36.".

10. The following new points shall be inserted after point 26 (Council Regulation (EEC) No 3164/76):

"26a. 392 R 0881: Council Regulation (EEC) No 881/92 of 26 March 1992 on access to the market in the carriage of goods by road within the Community to or from the territory of a Member State or passing across the territory of one or more Member States (OJ No L 95, 9.4.1992, p. 1), as corrected by OJ No L 213, 29.7.1992, p. 36.

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

- (a) this Regulation shall not apply to undertakings established in Austria, nor shall it apply in connection with international carriage of goods to, through and from Austria to that part of any journey carried out in the Austrian territory. For mutual rights of market access, bilateral agreements between Austria and the other Contracting Parties shall apply;
- (b) conditions for international carriage of goods to, through and from Austrian territory by hauliers established in the European Community are determined by the Agreement between the European Economic Community and the Republic of Austria on the transit of goods by road and rail, signed in Oporto on 2 May 1992, which entered into force on 1 January 1993.

For that part of any journey carried out in the Austrian territory, conditions for international carriage of goods to, through and from Austrian territory by hauliers established in Iceland, Finland, Norway and Sweden are determined by the administrative agreements/exchanges of letters/protocols concluded by the Contracting Parties concerned on 23 November 1993 (Iceland-Austria), on 24 February/2 March 1993 (Finland-Austria), on 1 February 1994 (Norway-Austria), and on 17 February 1994 (Sweden-Austria).

If the Contracting Parties to the above administrative agreements/exchanges of letters/protocols or to the Transit Agreement intend to review or consensually terminate their respective agreements, they shall notify the EEA Joint Committee thereof 6 months before the entry into force of the agreed measures. Subsequently, consultations shall take place in the EEA Joint Committee on any proposed amendment or consensual termination.

If any of the Contracting Parties considers that the abovementioned amendment or termination of the agreement concerned creates an imbalance between the rights and obligations of the Contracting Parties under the EEA Agreement, the EEA Joint Committee shall endeavour to find a mutually acceptable solution.

Any consultation and consideration according to the two preceding paragraphs shall be strictly limited to those parts of the above administrative agreements/exchanges of letters/protocols or the Transit Agreement, which are to be amended or consensually terminated.

If no solution can be found within six months, Article 114 of the Agreement shall apply *mutatis mutandis*.

The prevalence of the provisions of the Transit Agreement over the EEA Agreement to the extent that they cover the same subject matter according to Protocol 43 to this Agreement is not affected by the four preceding paragraphs;

(c)Article 1(2) shall be replaced by the following:

"In the event of carriage from a Contracting Party to a third country or Austria and vice versa, this Regulation shall not apply to that part of any journey carried out within the territory of the Contracting Party of loading or unloading, unless otherwise agreed by the Contracting Parties.";

(d)Article 1(3) shall be replaced by the following:

"This Regulation shall not affect provisions relating to the carriage referred to in paragraph 2 laid down in bilateral agreements concluded between Contracting Parties which either under bilateral authorizations or under liberalization agreements allow loading and unloading in a Contracting Party by hauliers established in another Contracting Party.";

(e)the EFTA States shall recognize the Community authorizations issued by the EC Member States in accordance with the Regulation. For the purposes of such recognition, in the General Provisions of the Community authorization set out in Annex I of the Regulation, references to "Community" shall be read "Community and Finland, Iceland, Norway and Sweden" and references to "Member State(s)" shall be read "EC Member State(s) and (or) Finland, Iceland, Norway and Sweden.";

(f) the Community and the EC Member States shall recognize the authorizations issued by Finland, Iceland, Norway and Sweden in accordance with the Regulation, as adapted in Appendix 1 to this Annex;

(g)when issued by Finland, Iceland, Norway and Sweden, the authorizations shall correspond to the model set out in Appendix 1 to this Annex."

- 26b. 390 R 3916: Council Regulation (EEC) No 3916/90 of 21 December 1990 on measures to be taken in the event of a crisis in the market in the carriage of goods by road
(OJ No L 375, 31.12.1990, p. 10).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) this Regulation shall not apply to Austria;

(b) in the cases referred to in Article 3, regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority";

(c) in situations referred to in Article 4:

- regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee";
- if the EC Commission receives a request from an EC Member State or the EFTA Surveillance Authority from an EFTA State to adopt safeguard measures, the EEA Joint Committee shall without delay be notified thereof and be provided with all relevant information.

At the request of a Contracting Party, consultations shall take place within the EEA Joint Committee. Such consultations may also be requested in the case of prolongation of the safeguard measures.

Once the EC Commission or the EFTA Surveillance Authority has adopted a decision, it shall immediately notify the measures taken to the EEA Joint Committee.

If any of the Contracting Parties considers that the safeguard measures would create an imbalance between the rights and obligations of the Contracting Parties, Article 114 of the Agreement shall apply *mutatis mutandis*;

(d) with regard to Article 5, the EFTA States shall be associated with the work of the Advisory Committee as regards its general tasks of following the situation on the transport market and giving advice as to the collection of the data necessary to monitor the market and detect a crisis.

- 26c. 393 R 3118: Council Regulation (EEC) No 3118/93 of 25 October 1993 laying down the conditions under which non-resident carriers may operate national road haulage services within a Member State
(OJ No L 279, 12.11.1993, p. 1).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) this Regulation shall not apply to undertakings established in Austria, nor shall it apply in connection with carriage of goods within Austrian territory. For mutual rights of access, bilateral agreements between Austria and the other Contracting Parties shall apply;

(b) the following shall be added to Article 2:

"The cabotage quota for Iceland, Norway, Finland and Sweden shall consist of 2 175 authorizations each valid for two months; it shall be increased annually by 30% starting on 1 January 1995.

This quota shall be allocated amongst Iceland, Norway, Finland and Sweden as follows:

	1994	1995	1996	1997	1 January 1998 - 30 June 1998
Iceland	10	13	17	2	15
Norway	39	51	66	3	567
Finland	5	4	9	70	845
Sweden	1	9	000	300	1 68
	1 1	1	1	2	5
	79	533	993	591	

The quota for 1994 shall be 1/12 of the total annual quota for 1994 multiplied by the number of calendar months remaining in 1994 after the entry into force of the decision of the EEA Joint Committee to include this Regulation in the Agreement.

The Community shall obtain 2 816 supplementary cabotage authorizations, each valid for two months; this number of authorizations shall be increased annually by 30% starting on 1 January 1995.

The Community cabotage authorizations shall be allocated amongst EC Member States as follows:

	1994	1995	1996	1997	1 January 1998 - 30 June 1998
Belgium	24 3	31 6	4 11	53 5	348
Denmark	23 6	30 7	4 00	52 0	338
Germany	39 9	51 9	6 75	87 8	571
Greece	10 8	14 1	1 84	24 0	156
Spain	25 2	32 8	4 27	55 6	362
France	33 0	42 9	5 58	72 6	472
Ireland	11 0	14 3	1 86	24 2	158
Italy	33 0	42 9	5 58	72 6	472
Luxembourg	11 4	14 9	1 94	25 3	165
Netherlands	34 4	44 8	5 83	75 8	493
Portugal	14 3	18 6	2 47	31 5	205
United Kingdom	20 7	27 0	3 51	45 7	298

The quota for 1994 shall be 1/12 of the total annual quota for 1994 multiplied by the number of calendar months remaining in 1994 after the entry into force of the decision of the EEA Joint Committee to include this Regulation in the Agreement.";

(c) in Article 3(2), "Commission" shall read "EC Commission". Regarding Iceland, Norway, Finland and Sweden, the EC Commission shall forward the cabotage authorizations to the EFTA Standing Committee which shall distribute them to the relevant States of establishment;

(d) in the cases referred to in Articles 5 and 11, regarding EFTA States, "Commission" shall read "EFTA Standing Committee";

The summary statements referred to in Article 5(2) shall at the same time be sent to the EEA Joint Committee which shall make a compilation of such statements and forward it to the EC and EFTA States;

(e) the text of Article 6(1)(e) shall be replaced by the following:

"VAT (value added tax) or turnover tax on transport services.";

(f) in situations referred to in Article 7:

- regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee";
- if the Commission receives a request from an EC Member State or the EFTA Surveillance Authority from Iceland, Norway, Finland or Sweden to adopt safeguard measures, the EEA Joint Committee shall without delay be notified thereof and be provided with all relevant information.

At the request of a Contracting Party, consultations shall take place within the EEA Joint Committee. Such consultations may also be requested in the case of prolongation of the safeguard measures.

Once the EC Commission or the EFTA Surveillance Authority has adopted a decision, it shall immediately notify the measures taken to the EEA Joint Committee.

If any of the Contracting Parties concerned considers that the safeguard measures would create an imbalance between the rights and obligations of the Contracting Parties, Article 114 of the Agreement shall apply *mutatis mutandis*;

(g) the Agreement between Denmark, Finland, Norway and Sweden on cabotage transport of goods by road, which entered into force on 11 April 1993, shall, on the date of entry into force of the EEA Joint Committee decision to include this Regulation in the EEA Agreement, be superseded by the provisions of this Regulation;

(h) Iceland, Norway, Finland and Sweden shall recognize the Community documents issued by the Commission and the EC Member States in accordance with Annexes I to III to the Regulation as sufficient proof to carry out national cabotage operations in Iceland, Norway, Finland or Sweden. For the purposes of such recognition, in the provisions of the Community documents set out in Annexes I, II, III and IV to the Regulation, references to "Member State(s)" shall read "EC Member State(s), Iceland, Norway, Finland and/or Sweden";

- (i) the Community and the EC Member States shall recognize the documents issued by Iceland, Norway, Finland and Sweden in accordance with Annexes I to III to the Regulation, as adapted in Appendix 2 to this Annex as sufficient proof to carry out national cabotage operations in an EC Member State;
- (j) when issued by Iceland, Norway, Finland and Sweden, the documents in Annexes I to IV to the Regulation shall correspond to the models set out in Appendix 2 to this Annex."

11. Point 32 (Council Regulation (EEC) No 516/72) shall be replaced by the following:

"32. 392 R 0684: Council Regulation (EEC) No 684/92 of 16 March 1992 on common rules for the international carriage of passengers by coach and bus (OJ No L 74, 20.3.1992, p. 1).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

(a)Article 1(2) shall be replaced by the following:

"In the event of carriage from a Contracting Party to a third country and vice versa, this Regulation shall not apply to that part of any journey carried out within the territory of the Contracting Party of picking up or setting down, unless otherwise agreed by the Contracting Parties.";

(b)Article 1(3) shall not apply."

12. Point 33 (Council Regulation (EEC) No 517/72) shall be replaced by the following:

"33. 392 R 1839: Commission Regulation (EEC) No 1839/92 of 1 July 1992 laying down detailed rules for the application of Council Regulation No 684/92 as regards documents for the international carriage of passengers (OJ No L 187, 7.7.1992, p. 5), as amended by:

- 393 R 2944: Commission Regulation (EEC) No 2944/93 of 25 October 1993 (OJ No L 266, 27.10.1993, p. 2).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

- (a) the EFTA States shall recognize the Community documents issued by the EC Member States in accordance with the Regulation. For the purposes of such recognition, in the provisions of the Community documents set out in Annexes I, IA, III, IV and V to the Regulation, references to "Member State(s)" shall be read "EC Member State(s), Iceland, Norway, Austria, Finland or Sweden", and, in the titles of documents set out in Annexes IA, III, IV and V, references to "Member States" shall be read "States that are either EC Member States or EFTA States";
- (b) the Community and the EC Member States shall recognize the documents issued by Iceland, Norway, Austria, Finland and Sweden in accordance with the Regulation and the adaptations set out in, or referred to in, paragraph (c);
- (c) Iceland, Norway, Austria, Finland and Sweden shall issue documents corresponding to:
 - Annex I to the Regulation. In that Annex, the reference to "EC Member State" shall be replaced by "EC Member State, Iceland, Norway, Austria, Finland or Sweden";
 - the other Annexes to the Regulation which shall be issued in accordance with the model set out in Appendix 3 to this Annex."

13. The following new point shall be inserted after point 33 (Commission Regulation (EEC) No 1839/92):

"33a. 392 R 2454: Council Regulation (EEC) No 2454/92 of 23 July 1992 laying down the conditions under which non-resident carriers may operate national road passenger transport services within a Member State (OJ No L 251, 29.8.1992, p. 1).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations :

- (a) the text of Article 4(1)(e) shall be replaced by the following:

"VAT (value added tax) or turnover tax on transport services";

(b) in situations referred to in Article 8:

- regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee";
- if the EC Commission receives a request from an EC Member State or the EFTA Surveillance Authority from an EFTA State to adopt safeguard measures, the EEA Joint Committee shall without delay be notified thereof and be provided with all relevant information.

At the request of a Contracting Party, consultations shall take place within the EEA Joint Committee. Such consultations may also be requested in the case of prolongation of the safeguard measures.

Once the EC Commission or the EFTA Surveillance Authority has adopted a decision, it shall immediately notify the measures taken to the EEA Joint Committee.

If any of the Contracting Parties considers that the safeguard measures would create an imbalance between the rights and obligations of the Contracting Parties, Article 114 of the Agreement shall apply *mutatis mutandis*;

- (c) the EFTA States shall recognize the Community documents issued by the EC Member States in accordance with the Regulation. For the purposes of such recognition, in the provisions of the Community documents set out in Annexes I, II and III to the Regulation, references to "Member State(s)" shall read "EC Member State(s), Iceland, Norway, Austria, Finland and/or Sweden";
- (d) the Community and the EC Member States shall recognise the documents issued by Iceland, Norway, Austria, Finland and Sweden in accordance with the Regulation as adapted in Appendix 4 to this Annex;
- (e) when issued by Iceland, Norway, Austria, Finland and Sweden, the documents shall correspond to the models set out in Appendix 4 to this Annex."

C. CHAPTER III. TRANSPORT BY RAIL

1. Point 37 (Council Decision No 75/327/EEC) shall be replaced by the following:

"37. 391 L 0440: Council Directive No 91/440/EEC of 29 July 1991 on the development of the Community's railways (OJ No L 237, 24.8.1991, p. 25), as corrected by OJ No L 305, 6.11.1991, p. 22.

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) in Article 7(1), "Community" shall read "EEA";

(b) Austria shall apply the provisions of this Directive as of 1 July 1995 at the latest."

D. CHAPTER IV. TRANSPORT BY INLAND WATERWAY

1. The following new point shall be inserted after point 43 (Council Regulation (EEC) No 2919/85):

"43a. 391 R 3921: Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State (OJ No L 373, 31.12.1991, p. 1)."

2. The following indents shall be added in point 45 (Commission Regulation (EEC) No 1102/89) before the adaptation:

"– 392 R 3690: Commission Regulation (EEC) No 3690/92 of 21 December 1992 (OJ No L 374, 22.12.1992, p. 22);

– 393 R 3433: Commission Regulation (EC) No 3433/93 of 15 December 1993 (OJ No L 314, 16.12.1993, p. 10)."

3. The following new point shall be inserted after point 46 (Council Directive 87/540/EEC):

"46a. 391 L 0672: Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ No L 373, 31.12.1991, p. 29).

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) the following shall be added to Annex I:

in GROUP A:

"Republic of Finland

- Laivurinkirja/Skepparbrev
- Kuljettajankirjat I ja II/Förarbrev I och II

in GROUP B:

Republic of Austria

- Kapitänspatent A
- Schiffsführerpatent A

Republic of Finland

- Laivurinkirja/Skepparbrev
- Kuljettajankirjat I ja II/Förarbrev I och II";

(b) the following shall be added to Annex II:

"Finland

- Saimaan kanava/Saima kanal
- Saimaan vesistö/Saimens vattendrag

Sweden

- Trollhätte kanal and Göta älv
- Lake Vänern
- Lake Mälaren
- Södertälje kanal
- Falsterbo kanal
- Sotenkanalen"".

H. CHAPTER V. MARITIME TRANSPORT

1. Point 55 (Council Directive 79/116/EEC) shall be deleted with effect from 13 September 1995.

2. The following new point shall be inserted after point 55 (Council Directive 79/116/EEC):

"55a. 393 L 0075: Council Directive 93/75/EEC of 13 September 1993 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods (OJ No L 247, 5.10.1993, p. 19).".

3. The following new point shall be inserted after point 56 (Council Regulation (EEC) No 613/91):

"56a. 393 R 2158: Commission Regulation (EEC) No 2158/93 of 28 July 1993 concerning the application of amendments to the International Convention for the Safety of Life at Sea, 1974, and to the International Convention for the Prevention of Pollution from Ships, 1973, for the purpose of Council Regulation (EEC) No 613/91 (OJ No L 194, 3.8.1993, p. 5).".

4. The following new point shall be inserted after point 59 (Council Decision 83/573/EEC):

"59a. 392 D 0143: Council Decision 92/143/EEC of 25 February 1992 on radio-navigation systems for Europe (OJ No L 59, 4.3.1992, p. 17).".

I. CHAPTER VI. CIVIL AVIATION

1. The following shall be added in point 63 (Council Regulation (EEC) No 2299/89) replacing the adaptation:

", as amended by

- 393 R 3089: Council Regulation (EEC) No 3089/93 of 29 October 1993 (OJ No L 278, 11.11.1993, p. 1).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptation:

for the application of Article 6(5), Article 7(3), (4) and (5), Articles 11 to 21a and Article 23(2) , regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee".

Furthermore, in Articles 15(1) and 17, regarding the EFTA States, "Court of Justice" shall read "EFTA Court" and the reference in Article 17 to Article 172 of the EEC Treaty shall be deemed to be a reference to Article 35 of the Agreement between the EFTA States on the Establishment of a Surveillance Authority and a Court of Justice."

2. The following new points shall be inserted after point 64 (Council Regulation (EEC) No 294/91):

- "64a. 392 R 2408: Council Regulation (EEC) No 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes (OJ No L 240, 24.8.1992, p. 8).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) in situations referred to in Articles 4, 6, 8, 9 and 10:

regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee";

(b) the list set out in Annex I to the Regulation shall be completed as follows :

Austria: Vienna
Finland: Helsinki-Vantaa/Helsingfors-Vanda
Iceland: Keflavík
Norway: Oslo Airport System
Sweden: Stockholm Airport System

(c) the list set out in Annex II to the Regulation shall be completed as follows:

Norway: Oslo-Fornebu/Gardermoen
Sweden: Stockholm-Arlanda/Bromma".

64b. 393 R 0095: Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports (OJ No L 14, 22.1.1993, p. 1).

The provision of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptations:

- (a) in the case referred to in Article 8(6), Articles 99 and 102 to 104 of the Agreement shall apply;
- (b) in the case referred to in Article 11(3), regarding EFTA States, "Commission" shall read "EFTA Surveillance Authority";
- (c) in situations referred to in Article 12, the Contracting Parties shall keep each other informed and, upon request, consultations shall take place within the EEA Joint Committee."

3. Point 65 (Council Regulation (EEC) No 2342/90) shall be replaced by the following:

"65. 392 R 2409: Council Regulation (EEC) No 2409/92 of 23 July 1992 on fares and rates for air services (OJ No L 240, 24.8.1992, p. 15).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptation:

in situations referred to in Articles 6 and 7, regarding the EFTA States, "Commission" shall read "EFTA Surveillance Authority" and "Council" shall read "EFTA Standing Committee".

4. The following new points shall be inserted after point 66 (Council Directive 80/1266/EEC):

"66a. 391 R 3922: Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation
(OJ No L 373, 31.12.1991, p. 4).

The provisions of the Regulation shall, for the purposes of the present Agreement, be read with the following adaptation:

Article 9 shall not apply.

66b. 392 R 2407: Council Regulation (EEC) No 2407/92 of 23 July 1992 on licensing of air carriers
(OJ No L 240, 24.8.1992, p. 1).

The provisions of the Regulation shall for the purposes of the present Agreement, be read with the following adaptations:

(a) in the case referred to in Article 5(7)(b) and (c) of the Regulation, Articles 99 and 102 to 104 of the EEA Agreement shall apply;

(b) regarding the EFTA States, the reference in Article 13(3) of the Regulation to Article 169 of the EEC Treaty shall be deemed to be a reference to Article 31 of the Agreement between the EFTA States on the Establishment of a Surveillance Authority and a Court of Justice.

66c. 393 L 0065: Council Directive 93/65/EEC of 19 July 1993 on the definition and use of compatible technical specifications for the procurement of air-traffic-management equipment and systems
(OJ No L 187, 29.7.1993, p. 52).

The provisions of the Directive shall, for the purposes of the present Agreement, be read with the following adaptations:

(a) the list set out in Annex II shall be supplemented as follows:

Austria
AUSTRO CONTROL GesmbH.,
Schnirchgasse 11,
A-1030 Wien

Finland
Ilmailulaitos/Luftfartsverket
P.O. Box 50
FIN-01531 Vantaa

Acquisitions for small airports and aerodromes may be made by local authorities or by the owners.

Norway
Luftfartsverket
P.O. Box 8124 Dep.
N-0032 Oslo

Oslo Hovedflyplass A/S
P.O. Box 2654 St. Hanshaugen
N-0131 Oslo

Acquisitions for small airports and aerodromes may be made by local authorities or by the owners.

Sweden
Luftfartsverket
S-601 79 Norrköping;

(b) this Directive shall not apply to Iceland."

5. The following new point shall be inserted after point 68 (Council Regulation (EEC) No 295/91):

"68a. 391 L 0670: Council Directive 91/670/EEC of 16 December 1991 on mutual acceptance of personnel licences for the exercise of functions in civil aviation (OJ No L 373, 31.12.1991, p. 21).".

J. ACTS OF WHICH THE CONTRACTING PARTIES SHALL TAKE NOTE

The following new points shall be inserted after point 75 (Resolution of the Council of 7 December 1970):

"76. 391 Y 0208 (01): Council Resolution of 17 December 1990 on the development of a European high-speed rail network (OJ No C 33, 8.2.1991, p. 1).

77. 392 Y 0407 (04): Council Resolution of 26 March 1992 on the extension of the system for observing the markets for the carriage of goods by rail, road and inland waterway (OJ No C 86, 7.4.1992, p. 4).".

K. The following four Appendices shall become Appendices 1, 2, 3 and 4 to Annex XIII (TRANSPORT) to the EEA Agreement:

APPENDIX 1

DOCUMENTS SET OUT IN THE ANNEX TO
COUNCIL REGULATION (EEC) No 881/92, AS ADAPTED FOR THE
PURPOSES OF THE EEA AGREEMENT

(SEE ADAPTATION (g) IN POINT 26a OF ANNEX XIII TO THE AGREEMENT)

ANNEX I

(a)

(Blue card - DIN A4)
(First page of the authorization)

(Text in (one of) the official language(s) of the EFTA State issuing the authorization)

State issuing the
authorization

Name of the competent
authority or body

Distinguishing sign ⁽¹⁾

AUTHORIZATION No ...
for the international carriage of goods by road for hire or reward

This authorization entitles

.....
.....
..... ⁽¹⁾

to engage in the international carriage of goods by road for hire or reward by any route, for journeys or parts of journeys effected for hire or reward within the territory of the European Community and Finland, Iceland, Norway and Sweden ⁽¹⁾ as laid down in Council Regulation (EEC) No 881/92 of 26 March 1992 as adapted for the purposes of the Agreement on the European Economic Area (EEA Agreement), and subject to the general provisions of this authorization.

Particular remarks:

This authorization shall be valid from to

Issued in, on ⁽¹⁾

⁽²⁾ The distinguishing signs are: IS (Iceland), N (Norway), FIN (Finland), S (Sweden).

⁽³⁾ Name or business name and full address of the haulier.

⁽⁴⁾ Hereinafter referred to as the "Reference States"; Regulation No 881/92 as adapted for the purposes of the EEA Agreement shall not apply in connection with international carriage of goods to, through and from Austria to that part of any journey carried out in the Austrian territory. For mutual rights of market access in all these cases bilateral agreements between Austria and the European Community or the Reference States shall apply.

⁽⁵⁾ Signature and stamp of the issuing competent authority or body.

(b)
(Second page of the authorization)

This authorization is issued under Council Regulation (EEC) No 881/92 of 26 March 1992 as adapted for the purposes of the EEA Agreement.

It entitles the holder to engage in the international carriage of goods by road for hire or reward by any route for journeys or parts of journeys effected within the territories of the European Community and the Reference States and, when appropriate, subject to the conditions laid down herein:

- where the point of departure and the point of arrival are situated in two different States which are either EC Member States or Reference States, with or without transit through one or more EC Member States or Reference States or third countries;
- from an EC Member State or a Reference State to a third country or vice versa, with or without transit through one or more EC Member States or Reference States or third countries;
- between third countries with transit through the territory of one or more EC Member States or Reference States,

and unladen journeys in connection with such carriage.

In the case of carriage from an EC Member State or Reference State to a third country or Austria or vice-versa, this authorization is not valid for that part of the journey effected in the EC Member State or Reference State of loading or unloading.

The authorization is personal to the holder and is not transferable.

It may be withdrawn by the competent authority of the Reference State which issued it, notably where the haulier has:

- not complied with all the conditions for using the authorization;
- supplied incorrect information with regard to the data needed for the issue or extension of the authorization.

The original of the authorization must be kept by the haulage undertaking.

A certified copy of the authorization must be kept in the vehicle. ⁽¹⁾

In the case of a coupled combination of vehicles it must accompany the motor vehicle. It covers the coupled combination of vehicles even if the trailer or semi-trailer is not registered or authorized to use the roads in the name of the authorization holder or if it is registered or authorized to use the roads in an EC Member State or another Reference State.

The authorization must be produced whenever required by an authorized inspecting officer.

Within the territory of each EC Member State and Reference State the holder must comply with the laws, regulations and administrative provisions in force in that State, in particular with regard to transport and traffic.

⁽⁶⁾ "Vehicle" means a motor vehicle registered in a Reference State or a coupled combination of vehicles, the motor vehicle of which at least is registered in a Reference State, used exclusively for the carriage of goods.

APPENDIX 2

DOCUMENTS SET OUT IN THE ANNEXES TO
COUNCIL REGULATION (EEC) No 3118/93,
AS ADAPTED FOR THE PURPOSES OF THE EEA AGREEMENT

(SEE ADAPTATION (j) IN POINT 26c OF ANNEX XIII TO THE AGREEMENT)

ANNEX I

(a)

(Thick green paper - format DIN A4)

(First page of cabotage authorization)

(Deadlines of periods of validity)

[Text to be worded in the official language or languages of the State issuing the authorization; translations in Icelandic, Norwegian, Finnish and Swedish respectively and in the official languages of the EC Member States to be given on pages (f), (g) and (h)]

COMMISSION
OF THE
EUROPEAN
COMMUNITIES

(Impressed
stamp of the
Commission
of the European
Communities)

State issuing
the authorization/
international
distinguishing
sign ⁽¹⁾

Competent
authority
or agency

CABOTAGE AUTHORIZATION No

for the national carriage of goods by road in a Member State
of the European Community ^(*) or in Iceland, Norway,
Finland or Sweden ^(**) performed by a non-resident carrier
(cabotage)

This authorization entitles ⁽⁷⁾.....

.....
.....

to carry goods by road by means of a motor vehicle or a coupled combination of vehicles, within a Member State of the European Community or within a Reference State other than that in which the holder of this authorization is established, and to move such vehicle or combination unladen over any part of the territories of the aforesaid EC or Reference States.

This authorization is valid for a period of two months

from to

issued at date

(3)

⁽⁷⁾ International distinguishing signs are: Iceland (IS), Norway (N), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom.

^(**) Hereinafter referred to as the "Reference States"; Regulation (EEC) 3118/93 as adapted for the purposes of the EEA Agreement shall not apply to undertakings established in Austria nor to the Austrian territory. For mutual rights of market access in this case, bilateral agreements between Austria and the European Community or the Reference States shall apply.

⁽⁸⁾ Name, or registered business name, and full address of carrier.

⁽³⁾ Signature and stamp of the competent authority or agency issuing the authorization.

(b)

(Second page of cabotage authorization)

[Text to be worded in the official language or languages of the Reference State issuing the authorization; translations in the official languages of the other Reference States and the EC Member States to be given on pages (c), (d) and (e)]

General provisions

This authorization permits the national carriage of goods by road in any EC Member State or Reference State other than that in which the holder of the authorization is established (cabotage).

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the Reference State which issued it or, where the authorization is a forgery, by the EC Member State or Reference State in which the cabotage transport operations are carried out.

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

In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

It must be carried in the vehicle and must be accompanied by a book of record sheets for all national cabotage operations effected under it.

The cabotage authorization and the book of record sheets must be filled in before the cabotage operations begin.

The authorization and the book of record sheets for national cabotage operations must be produced together whenever required by an authorized inspecting officer.

Save as otherwise provided in Community regulations, as adapted for the purposes of the Agreement on the European Economic Area, the performance of cabotage transport operations shall be subject to the laws, regulations and administrative provisions in force in the host EC Member State or Reference State in the following areas:

- (a) rates and conditions governing the transport contract;
- (b) weights and dimensions of road vehicles; such weights and dimensions may, where appropriate, exceed those applicable in the carrier's Reference State of establishment, but they may under no circumstances exceed the technical standards set out in the certificate of conformity;
- (c) requirements relating to the carriage of certain categories of goods, in particular dangerous goods, perishable foodstuffs, live animals;
- (d) driving and rest time;
- (e) VAT or turnover tax on transport services.

The technical standards of construction and equipment which vehicles used to carry out cabotage transport operations must meet shall be those laid down for vehicles put into circulation in international transport.

This authorization must be returned to the competent issuing authority or agency within eight days following its date of expiry.

(c), (d) and (e)

(Third, fourth and fifth pages of Reference States' cabotage authorization)

[Translations in the official languages of the other Reference States and the EC Member States of the text on page (b)]

(f), (g) and (h)

(Sixth, seventh and eighth pages of the cabotage authorization)

[Translations in the official languages of the other Reference States and the EC Member States of the text on page (a)]

ANNEX II

(a)

(Thick pink paper - format DIN A4)

(First page of short-term cabotage authorization)

(Deadlines of periods of validity)

[Text to be worded in the official language or languages of the State issuing the authorization; translations in Icelandic, Norwegian, Finnish and Swedish respectively and in the official languages of the EC Member States to be given on pages (f), (g) and (h)]

COMMISSION
OF THE
EUROPEAN
COMMUNITIES

(Impressed
stamp of the
Commission
of the European
Communities)

State issuing
the authorization/
international
distinguishing
sign ⁽⁹⁾

Competent
authority
or agency

CABOTAGE AUTHORIZATION No

for the national carriage of goods by road in a Member State
of the European Community ^(*) or in Iceland, Norway,
Finland or Sweden ^(**) performed by a non-resident carrier
(cabotage)

This authorization entitles ⁽²⁾
.....
.....

to carry goods by road by means of a motor vehicle or a coupled combination of vehicles, within a Member State of the European Community or within a Reference State other than that in which the holder of this authorization is established, and to move such vehicle or combination unladen over any part of the territories of the aforesaid EC or Reference States.

This authorization is valid for a period of one month

from to

issued at date

(3)

⁽⁹⁾ International distinguishing signs are: Iceland (IS), Norway (N), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom.

^(**) Hereinafter referred to as the "Reference States"; Regulation (EEC) 3118/93 as adapted for the purposes of the EEA Agreement shall not apply to undertakings established in Austria nor to the Austrian territory. For mutual rights of market access in this case, bilateral agreements between Austria and the European Community or the Reference States shall apply.

⁽²⁾ Name, or registered business name, and full address of carrier.

⁽³⁾ Signature and stamp of the competent authority or agency issuing the authorization.

(b)

(Second page of cabotage authorization)

[Text to be worded in the official language or languages of the Reference State issuing the authorization; translation in the official languages of the other Reference States and the EC Member States to be given on pages (c), (d) and (e)]

General provisions

This authorization permits the national carriage of goods by road in any EC Member State or Reference State other than that in which the holder of the authorization is established (cabotage).

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the Reference State which issued it or, where the authorization is a forgery, by the EC Member State or Reference State in which the cabotage transport operations are carried out.

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

In the case of a coupled combination of vehicles, it shall accompany the motor vehicle.

It must be carried in the vehicle and must be accompanied by a book of record sheets for all national cabotage operations effected under it.

The cabotage authorization and the book of record sheets must be filled in before the cabotage operations begin.

The authorization and the book of record sheets for national cabotage operations must be produced together whenever required by an authorized inspecting officer.

Save as otherwise provided in Community regulations, as adapted for the purposes of the Agreement on the European Economic Area, the performance of cabotage transport operations shall be subject to the laws, regulations and administrative provisions in force in the host EC Member State or Reference State in the following areas:

- (a) rates and conditions governing the transport contract;
- (b) weights and dimensions of road vehicles; such weights and dimensions may, where appropriate, exceed those applicable in the carrier's Reference State of establishment, but they may under no circumstances exceed the technical standards set out in the certificate of conformity;
- (c) requirements relating to the carriage of certain categories of goods, in particular dangerous goods, perishable foodstuffs, live animals;
- (d) driving and rest time;
- (e) VAT or turnover tax on transport services.

The technical standards of construction and equipment which vehicles used to carry out cabotage transport operations must meet shall be those laid down for vehicles put into circulation in international transport.

This authorization must be returned to the competent issuing authority or agency within eight days following its date of expiry.

(c), (d) and (e)

(Third, fourth and fifth pages of Reference States' cabotage authorization)

[Translations in the official languages of the other Reference States and the EC Member States of the text on page (b)]

(f), (g) and (h)

(Sixth, seventh and eighth pages of the cabotage authorization)

[Translations in the official languages of the other Reference States and the EC Member States of the text on page (a)]

ANNEX III

(a)

(Format DIN A4)

(Front cover of book of record sheets)

(Text in the official language or languages of the Reference State issuing the book of record sheets - translations in the official languages of the other Reference States to be given overleaf, and in the official languages of the EC Member States to be given on page (d))

State issuing the book of record sheets

Competent authority or agency

International distinguishing
sign of Reference State ⁽¹⁰⁾

Book No ...

BOOK OF RECORD SHEETS FOR NATIONAL CABOTAGE TRANSPORT
OPERATIONS CARRIED OUT UNDER CABOTAGE AUTHORIZATION
No. ...

This book is valid until ⁽¹¹⁾

Issued at, date

⁽¹²⁾

⁽¹⁰⁾ International distinguishing signs of Reference States are: Iceland (IS), Norway (N), Finland (FIN), Sweden (S).

⁽¹¹⁾ The period of validity may not exceed that of the cabotage authorization.

⁽¹²⁾ Stamp of the competent authority or agency issuing the book.

(b)

(Inside cover of book of record sheets)

1. (Translation in the other official languages of the Reference States of text overleaf)
2. (Text in the official language or languages of issuing Reference State)

General provisions

1. This book of record sheets contains 25 detachable sheets, numbered 1 to 25, on which details must be given, at the time of loading, of all goods transported under the cabotage authorization to which they relate. Each book is numbered and that number is marked on every page of the book.
2. The carrier is responsible for the proper completion of the records of national cabotage operations.
3. The book must accompany the cabotage authorization to which it relates and be kept on board the vehicle travelling laden or unladen under the said authorization. It must be produced whenever required by an authorized inspecting officer.
4. Record sheets must be used in numerical order and the successive loading operations must be entered in chronological order.
5. Each item in the record sheet must be completed accurately and legibly by printing in indelible ink.
6. Not later than eight days after the end of the month to which the sheet relates, each completed record sheet must be returned to the competent authority or agency of the Reference State which issued this book. When an operation spans two census periods, the date of loading determines the period which the record must cover (e.g. an operation beginning towards the end of January and ending in the early part of February should be included in the January return).

(c)

(Front of the page inserted before the 25 detachable sheets)

(Text in the official language or languages of the issuing
Reference State)

Explanatory notes

The information to be given on the following sheets relates to all goods transported under the cabotage authorization to which this record book relates.

A separate line on this sheet must be completed for each consignment of goods loaded.

Column 2: give, where appropriate, the information requested by the issuing Reference State;

Column 3: give the day (01, 02 ... 31) of the month indicated at the top of the sheet during which the vehicle departed under load;

Columns 4 and 5: specify the place and, if necessary to make this clear, the department, province, "Land", etc.;

Column 6: use the following distinguishing signs:

- Belgium: B
- Denmark: DK
- Germany: D
- Greece: GR
- France: F
- Ireland: IRL
- Spain: E
- Italy: I
- Luxembourg: L
- Netherlands: NL
- United Kingdom: GB
- Portugal: P

- Iceland: IS
- Norway: N
- Finland: FIN
- Sweden: S;

- Column 7: state the distance travelled between the place of loading and the place of unloading;
- Column 8: give the weight in tonnes to one decimal point (e.g. 10,0 t) of the consignment of goods in the same way as for the customs declaration; do not include the weight of containers or pallets;
- Column 9: in addition, describe as accurately as possible the goods in the consignment;
- Column 10: for official use only.

(d)

(Back of the page inserted before the 25 detachable sheets)

(Translation in the official languages of the EC Member
States of the text on page (a))

(e)

Name and address of carrier

Month/Year

Authorization number:

Book number:

Record sheet number:

GOODS
CARRIED

Order Code number	Date of departure	Place of loading	Place of unloading	Country	Distance (km)	Tonnage (...)	Description of goods
1 10	3	4	5	6	7	8	9
1							
2							
3							
4							

ANNEX IV

TRANSPORT OPERATIONS CARRIED OUT IN (QUARTER)
(YEAR) UNDER COVER OF COMMUNITY, ICELANDIC, NORWEGIAN,
FINNISH AND SWEDISH CABOTAGE AUTHORIZATIONS ISSUED BY
(INTERNATIONAL DISTINGUISHING SIGN OF THE COUNTRY)

Country of loading and unloading	Number of	
	Tonnes carried	Tonnes/kilometres (in thousands)
D		
F		
I		
NL		
B		
L		
GB		
IRL		
DK		
GR		
E		
P		
IS		
N		
FIN		
S		
Total Cabotage:		

APPENDIX 3

DOCUMENTS SET OUT IN THE ANNEXES TO
COMMISSION REGULATION (EEC) No 1839/92, AS ADAPTED
FOR THE PURPOSES OF THE EEA AGREEMENT

(SEE ADAPTATION (c) IN POINT 33 OF ANNEX XIII TO THE AGREEMENT)

ANNEX I A

First flyleaf

(Paper - A4)

To be worded in the official language(s) or one of the official languages of the carrier's EFTA State of establishment

ISSUING STATE

- International distinguishing sign - ⁽¹³⁾

Competent authority

.....

BOOK No

of waybills for shuttle services with accommodation
for international occasional services
carried out by coach and bus between the States that are either
EC Member States or EFTA States ^(*) issued on the basis of Regulation (EEC) No 684/92, as adapted for the purposes
of the Agreement on the European Economic Area

to.....
.....

(Surname and first name or trade name of carrier)

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

(Full address and telephone number)

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

.....
(Signature and stamp of issuing authority or organization)

⁽¹⁾ Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom.
EFTA States are: Iceland, Norway, Austria, Finland and Sweden.

To be worded in the official language(s) or one of the official languages of the carrier's EFTA State of establishment
--

Important notice

A. COMMON PROVISIONS FOR SHUTTLE SERVICES WITH ACCOMMODATION AND FOR OCCASIONAL SERVICES

1. This waybill shall be valid for the entire journey.
2. The waybill enables the holder to carry out international shuttle services with accommodation, international occasional services, and also to carry out local excursions in an EC Member State or EFTA State other than the one in which they are established. Such local excursions are only for non-resident passengers previously transported by the same carrier on an international shuttle service with accommodation or an international occasional service. The same vehicle or another vehicle from the same carrier or group of carriers must be used.
3. The waybill shall be filled in duplicate, either by the carrier or by the driver for any journey carried out in the form of a shuttle service with accommodation or in the form of an international occasional service before the beginning of each journey. Local excursions shall be filled in before the departure of the vehicle for the excursion in question. The driver shall keep the original on board the vehicle for the duration of the journey and it shall be presented whenever requested by enforcement officials.
4. The driver shall return the waybill to the carrier at the end of the journey in question. The carrier is responsible for keeping the documents. They shall be filled in legibly, in indelible letters.
5. In the case of a shuttle service with accommodation or an occasional service provided by a group of carriers acting on behalf of the same contractor, and in cases where the travellers catch a connection en route with a different carrier of the same group, the original of the waybill shall be kept on the vehicle carrying out the service. A copy of the waybill shall be kept at the base of each carrier involved and a copy shall be sent to the authorities of the EC Member State or EFTA State of establishment of the managing carrier in the month following the one in which the service was carried out, except where the EC Member State or EFTA State has exempted its carriers from this obligation in respect of one or more EC Member States or EFTA States.

B. SHUTTLE SERVICES WITH ACCOMMODATION

1. By virtue of Article 2(2.1) and (2.2) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, shuttle services with accommodation are services organized to carry, by means of repeated outward and return journeys, groups of passengers assembled in advance from a single area of departure to a single area of destination.

Area of departure and area of destination mean respectively the place where the journey begins and the place where the journey ends, together with, in each case, localities within a radius of 50 km.

The areas of departure and destination and the additional picking-up and setting-down points may be within the territory of one or more EC Member States or EFTA States.

A group assembled in advance is a group for which a body or person responsible in accordance with the rules of the State of establishment has taken charge of conclusion of the contract or collective payment of the services or has received all reservations and payments before the date of departure.

2. Shuttle services with accommodation shall include, in addition to transport, accommodation for at least 80% of the passengers with or without meals, at the place of destination and, where necessary, during the journey and the duration of the passengers' stay at the place of destination shall be at least two nights.
3. In accordance with Article 14(1) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, passengers using a shuttle service shall throughout their journey possess transport tickets, either individual or collective, which indicate:
 - the points of departure and destination,
 - the period of validity of the ticket, and
 - the price of transport, the total price of the journey including accommodation, and details of the accommodation.

C. OCCASIONAL SERVICES

1. Article 11(1), in conjunction with Article 4(1) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, states that in the case of occasional services, the following services shall be carried out under cover of a control document, namely the services defined in Article 2(3.1)(a) to (c) of the Regulation, as adapted for the purposes of the Agreement on the European Economic Area:

(a) tours, that is to say services whereby the same vehicle is used to carry one or more groups of passengers previously assembled where each group is brought back to its place of departure;

(b) services:

- which are carried out for groups of passengers previously assembled, where passengers are not brought back to their points of departure in the course of the same journey, and
- which also cover, in those cases where there is a stay at the place of destination, accommodation or other tourist services not ancillary to carriage or accommodation;

(c) services organized on the occasion of special events such as seminars, conferences and cultural or sporting events;

(d) the services listed below:

- (i) closed-door tours, i.e. services carried out using the same vehicle, which transports the same group of passengers throughout the journey and brings them back to their place of departure;
- (ii) services involving a laden journey from a place of departure to a place of destination followed by an empty journey to the vehicle's place of departure;

- (iii) services preceded by an empty journey from one EC Member State or EFTA State to another EC Member State or EFTA State within the territory of which travellers are picked up, provided that those travellers:
- are grouped by transport contracts concluded before their arrival in the country in which they are picked up, or
 - have previously been brought by the same carrier, under the conditions set out in (d) (ii), to the country in which they are again picked up and are transported out of that country, or
 - have been invited to another EC Member State or EFTA State, the transport costs being borne by the person inviting them. The passengers must form a homogeneous group which must not have been formed solely with the view to the journey in question.

A group assembled in advance is a group for which a body or person responsible, in accordance with the rules of the State of establishment, has taken charge of conclusion of the contract or collective payment of the services or has received all reservations and payments before the date of departure, and which consists of:

- either at least 12 people,
- or a number of people making up at least 40% of the vehicle's capacity excluding the driver (Article 2(3.2)).

2. Occasional services shall not cease to be occasional services solely because they are provided at certain intervals.

ANNEX III
(White paper - A4)

To be worded in the official language(s) or one of the official languages of the EC Member State or EFTA State where the request is made
--

APPLICATION (*)

TO START A REGULAR SERVICE
TO START A SHUTTLE SERVICE WITHOUT ACCOMMODATION
TO START A RESIDUAL OCCASIONAL SERVICE ⁽¹⁾
TO START A SPECIAL REGULAR SERVICE ⁽¹⁾
TO START A SERVICE FOR OWN ACCOUNT ⁽¹⁾
TO RENEW THE AUTHORIZATION FOR ONE OF THESE SERVICES

carried out by coach and bus between the States that are either EC Member States or EFTA States (**) in accordance with Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area

to

..... (Competent authority)

1. Surname and first name or trade name of the applicant for authorization and, where appropriate, of the managing carrier

.....

2. Service(s) carried out (*) by contractor(s) (*) in a pool

(*) Tick or fill in the appropriate points.

⁽¹⁾ Residual occasional services are those referred to in Article 2(3.1)(e) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area.

⁽²⁾ Special regular services, other than those listed in Article 2(1.2), second paragraph, items (a)-(d) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area.

⁽³⁾ Services for own account other than those referred to in Article 2(4) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area.

(**) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom. EFTA States are: Iceland, Norway, Austria, Finland and Sweden.

3. Names and addresses of the sub-contracting or associated carrier(s)

3.1. tel.
3.2. tel.
3.3. tel.
3.4. tel.

List attached if appropriate. (*)

(Second page of application for authorization or for renewal of authorization)

4. In the case of a:

(*) – residual occasional service
– details of characteristics

.....
.....

(*) – special regular service
– type of passengers
– establishment for whom the transport is to be carried out

.....

(*) – service for own account
– details of service

.....

5. Duration of authorization requested or date of carrying out of service (*)

6. Principal route of service (underline passenger pick-up points)

.....

7. Periods of operation

.....

8. Frequency (daily, weekly, etc.)

.....

9. Fares

Annex attached

10. Number of authorizations or of copies of authorizations requested ⁽¹⁾

11. Any additional information:

12.
(Place and date) (Signature of applicant)

(*) Tick or fill in the appropriate points.

⁽¹⁾ The attention of the applicant is drawn to the fact that, since the authorization has to be kept on board the vehicle, the number of authorizations which the applicant must have should correspond to the number of vehicles needed for carrying out the service requested at the same time.

Important notice

1. The following must be attached to the application, as appropriate:
 - (i) the timetable;
 - (ii) fare scales;
 - (iii) evidence that the applicant satisfies the requirements applicable in the EC Member State or EFTA State of establishment to persons wishing to engage in international road passenger transport;
 - (iv) information concerning the type and volume of traffic that the applicant plans to carry if it is a new service or that he has carried if this is the renewal of an authorization, and any other useful information;
 - (v) a map on an appropriate scale on which are marked out the route and the stopping points at which passengers are to be taken up or set down.
2. Article 4(4) and Article 13(1) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, state that the following services are subject to authorization:
 - (i) regular services;
 - (ii) shuttle services without accommodation;
 - (iii) residual occasional services, namely occasional services other than the following services:
 - (a) tours, that is to say services whereby the same vehicle is used to carry one or more groups of passengers previously assembled where each group is brought back to its place of departure;
 - (b) services:
 - which are carried out for groups of passengers previously assembled where passengers are not brought back to their points of departure in the course of the same journey, and
 - which also cover, in those cases where there is a stay at the place of destination, accommodation or other tourist services not ancillary to carriage or accommodation.

(Fourth page of application for authorization or for renewal of authorization)

For the purposes of points (a) and (b), a group assembled in advance is a group for which a body or person responsible, in accordance with the rules of the State of establishment, has taken charge of conclusion of the contract or collective payment of the services or has received all reservations and payments before departure, and which consists of:

- either at least 12 people,
- or a number of people making up at least 40% of the vehicle's capacity, excluding the driver;

(c) services organized on the occasion of special events such as seminars, conferences and cultural or sporting events;

(d) services listed in the Annex to Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, namely:

- closed-door tours, i.e. services carried out using the same vehicle, which transports the same group of passengers throughout the journey and brings them back to their place of departure;
- services involving a laden journey from a place of departure to a place of destination followed by an empty journey to the vehicle's place of departure;
- services preceded by an empty journey from one EC Member State or EFTA State to another EC Member State or EFTA State within the territory of which travellers are picked up, provided that those travellers:
 - = are grouped by transport contracts concluded before their arrival in the country in which they are picked up,
 - = have previously been brought by the same carrier, under the conditions set out in the second indent of subparagraph (d), to the country in which they are again picked up and are transported out of that country, or
 - = have been invited to another EC Member State or EFTA State, the transport costs being borne by the person inviting them. The passengers must form a homogeneous group which must not have been formed solely with the view to the journey in question;

(Fifth page of application for authorization or for renewal of the authorization)

- (iv) special regular services, namely special regular services other than the following services:
 - (a) the carriage of workers between home and work;
 - (b) carriage of school pupils and students to and from the educational institution;
 - (c) the carriage of soldiers and their families between their state of origin and the area of their barracks;
 - (d) urban carriage in frontier areas;

- (v) services for own account other than the following services:

transport operations carried out by an undertaking for its own employees or by a non-profit-making body for the transport of its members in connection with its objectives provided that:

- the transport activity is only an ancillary activity for the undertaking or body, and
- the vehicles used are the property of that undertaking or body or have been obtained on deferred terms by them or have been the subject of a long-term leasing contract and are driven by a member of the staff of the undertaking or body.

3. The application shall be made to the competent authority of the EC Member State or EFTA State from which the service departs, namely, the first pick-up point for passengers, or in the case of a regular service, one of the service termini.
4. The maximum period of validity for authorization is five years for regular services and two years for shuttle services without accommodation.
5. In the case of shuttle services without accommodation, groups of passengers may be picked up and set down respectively at a maximum of three different places.

ANNEX IV

(First page of authorization)
(Pink paper - A4)

To be worded in the official language(s) or one of the official languages of the EFTA State issuing the authorization

ISSUING STATE

- International distinguishing sign ⁽¹⁾ -

Competent authority

.....

AUTHORIZATION No

for a regular service ⁽¹⁾

for a shuttle service without accommodation ⁽²⁾

for a residual occasional service ⁽²⁾

for a special regular service subject to authorization ⁽²⁾

for a service for own account subject to authorization ⁽²⁾

carried out by coach and bus between the States that are either EC Member States or EFTA States ^(*) issued on the basis of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area

to.....
.....

Surname, first name or business name of carrier or of managing carrier(s)

Address tel:

Names, addresses and telephone numbers of sub-contractors, associates or members of group:

- (1).....
- (2).....
- (3).....
- (4).....
- (5).....
- (6).....

List attached if appropriate ⁽²⁾

Expiry date of authorization:

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

.....
(Signature and stamp of issuing authority)

⁽¹⁾ Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

⁽²⁾ Delete where not applicable.

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom. EFTA States are: Iceland, Norway, Austria, Finland and Sweden.

(Second page of authorization)

1. Route

(a) Place of departure of service:

(b) Place of destination of service:

(c) Principal itinerary of service, with passenger pick-up and set-down points underlined:

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

2. Periods of operation ⁽¹⁾:

3. Frequency ⁽¹⁾:

4. Timetable ⁽¹⁾:

5. Characteristics of residual occasional service ⁽¹⁾:

.....

6. In case of a special regular service ⁽¹⁾:

- type of passengers:
- establishment for whom the transport operation is carried out:
.....

7. In the case of a service for own account:

- characteristics of the journey(s) ⁽¹⁾:

.....
.....

8. Other conditions or special points:

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

.....
(Stamp of authority issuing authorization)

⁽¹⁾ Delete where not applicable.

To be worded in the official language(s) or one of the official languages of the EFTA State issuing the authorization
--

Important notice

1. The authorization is valid for the entire journey. It may not be used except by a party whose name is indicated thereon.
2. The authorization or a copy certified by the issuing authority shall be kept on the vehicle for the duration of the journey and shall be presented whenever enforcement officials so request.

ANNEX V

(First page of certificate)

(Yellow paper - A4)

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

ISSUING STATE

- International distinguishing sign ⁽¹⁾ -

Competent authority

.....

CERTIFICATE

issued for transport services for own account by coach and bus between the States that are either EC Member States or EFTA States ^(*) ⁽¹⁾

to.....

(Part for the undertaking or non-profit-making body)

The undersigned.....

responsible for the undertaking or non-profit-making body ⁽¹⁾

.....

(surname and first name or official name, full address)

certifies that:

coach or bus registration number: is the property of or has been obtained on deferred terms or has been subject of a long-term leasing contract.

The vehicle used for the transport operation carried out under cover of this certificate is driven by the staff of this undertaking and is used for the carriage of its employees or is driven by a member of the body for its members in connection with its objectives ⁽³⁾.

.....
(Signature of a director of the company or the non-profit-making body)

⁽¹⁾ Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal and United Kingdom. EFTA States are: Iceland, Norway, Austria, Finland and Sweden.

⁽²⁾ Article 2(4) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area.

⁽³⁾ Delete where not applicable.

(Second page of certificate)

(Part for the competent authority)

This constitutes a certificate within the meaning of Article 13 of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area.

Duration of authorization:

on, at.....

.....
(Signature and stamp of authority issuing certificate)

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

GENERAL PROVISIONS

1. Article 2(4) of Regulation (EEC) No 684/92, as adapted for the purposes of the Agreement on the European Economic Area, states that:

"Own account transport operations are those carried out by an undertaking for its own employees or by a non-profit-making body for the transport of its members in connection with its social objective provided that:

- the transport activity is only an ancillary activity for the undertaking or body,
- the vehicles used are the property of that undertaking or body or have been obtained on deferred terms by them or have been the subject of a long-term leasing contract and are driven by a member of the staff of the undertaking or body."

Article 13(1) of this Regulation, as adapted for the purposes of the Agreement on the European Economic Area, states that:

"Own account road transport operations defined in point 4 of Article 2 shall be exempt from any system of authorization but shall be subject to a system of certificates."

2. The certificate entitles its holder to carry out international road transport operations for own account. It is issued by the competent authority of the EC Member State or EFTA State where the vehicle is registered and is valid for the entire journey, including any transit journeys.
3. The certificate shall be filled in in indelible capital letters in triplicate by a member of the undertaking or non-profit-making body and shall be completed by the authority concerned. A copy shall be kept by the administration and a copy shall be kept by the undertaking or non-profit-making body. The driver shall keep the original or a certified copy in the vehicle for the duration of any international journeys. It shall be presented to the enforcement authorities whenever they so request. The undertaking or non-profit-making body, as appropriate, shall be responsible for keeping the certificates.

APPENDIX 4

DOCUMENTS SET OUT IN THE ANNEXES OF COUNCIL REGULATION (EEC) NO 2454/92, AS
ADAPTED FOR THE PURPOSES OF THE EEA AGREEMENT

(SEE ADAPTATION (e) IN POINT 33a OF ANNEX XIII TO THE AGREEMENT)

ANNEX I

MODEL FOR AUTHORIZATION REFERRED TO IN THE FIRST SUBPARAGRAPH OF ARTICLE 5

(Light orange paper, format DIN A4)

(First page of authorization)

(Text in (one of) the official language(s) of the EFTA State of establishment)

EFTA State of establishment -
international distinguishing sign ⁽¹⁾:

Competent authority
or agency

Authorization No.....

for national road passenger services for hire or reward in an EC Member State and EFTA State (^{*}) other than the EFTA State of establishment (cabotage transport operations).

This authorization confirms that:

.....
.....
..... ⁽¹⁴⁾

is authorized, in accordance with the Agreement on the European Economic Area, to operate national road passenger services in the field of international transport.

The following restrictions are imposed following the penalties laid down:

EC Member State
or EFTA State in which
the restriction applies -
international distinguishing
sign ⁽¹⁵⁾

Type and duration
of the restriction

This authorization is valid from to

Issued at, date.....

..... ⁽¹⁶⁾

⁽¹⁾ International distinguishing signs of EFTA States: Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal, United Kingdom. EFTA States are: Iceland, Norway, Austria, Finland, Sweden.

⁽²⁾ Name, or registered business name, and full address of carrier.

⁽³⁾ International distinguishing signs of EC Member States and EFTA States: Belgium (B), Denmark (DK), Germany (D), Greece (GR), Spain (E), France (F), Ireland (IRL), Italy (I), Luxembourg (L), Netherlands (NL), Portugal (P), United Kingdom (GB). Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

⁽⁴⁾ Signature and stamp of the competent authority or agency issuing the authorization.

(Second page of authorization)

(Text in (one of) the official language(s) of the EFTA State of establishment)

General provisions

This authorization permits cabotage transport operations in the EC Member States and EFTA States, in accordance with Council Regulation (EEC) No 2454/92 of 23 July 1992 (Official Journal of the European Communities No L 251 of 29 August 1992, p.1), as adapted for the purposes of the Agreement on the European Economic Area, laying down the conditions under which non-resident carriers may operate national road passenger transport services within an EC Member State and EFTA State.

It is personal to the holder and non-transferable.

It may be withdrawn by the competent authority of the EFTA State of establishment, where the carrier has in particular:

- failed to comply with all the conditions to which the issue of the authorization was subject;
- given inaccurate information as regards data which were required for the issue or renewal of the authorization.

The authorization or a certified copy may be withdrawn by the competent authority of any EC Member State or EFTA State in the event of forgery.

The original of the authorization or a certified copy must be carried in the vehicle and must be produced whenever required by an authorized inspecting officer.

ANNEX II

MODEL FOR BOOK OF JOURNEY FORMS REFERRED TO IN ARTICLE 6(4)

(Light orange paper, format DIN A4)

(Front cover of book of journey forms)

(Text in (one of) the official language(s) of the EFTA State of establishment)

EFTA State of establishment

Competent authority or agency

International distinguishing
sign of EFTA State ⁽¹⁷⁾

Book No

BOOK OF JOURNEY FORMS FOR CABOTAGE TRANSPORT OPERATIONS (PASSENGERS), established in accordance with the provisions of Council Regulation (EEC) No 2454/92 of 23 July 1992 (Official Journal of the European Communities No L 251 of 29 August 1992, p. 1), as adapted for the purposes of the Agreement on the European Economic Area, laying down the conditions under which non-resident carriers may operate national road passenger transport services within an EC Member State and EFTA State (*).

This book is valid until

Issued at, Date

..... ⁽¹⁸⁾

⁽¹⁾ International distinguishing signs of EFTA States: Iceland (IS), Norway (N), Austria (A), Finland (FIN), Sweden (S).

^(*) EC Member States are: Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal, United Kingdom. EFTA States are: Iceland, Norway, Austria, Finland, Sweden.

⁽²⁾ Stamp of the competent authority or agency issuing the book.

(Inside front cover of book of journey forms)

(Text in (one of) the official language(s) of the EFTA State of establishment)

General Provisions

1. This book contains 25 detachable sheets, numbered 1 to 25, one of which must be completed before the beginning of the cabotage transport operation to which it relates. Each book is numbered and that number is marked on every page of the book.

However, in the case of the special regular services referred to in the second indent of point 6 of these general provisions, the journey form must be completed in the form of a monthly statement, indicating in 4 and 5 all the dates on which the services in question were performed.

2. The carrier is responsible for the proper completion of the journey forms.
3. The journey form, together with a compilation of translations, must be carried in the vehicle throughout the cabotage journey. It must be produced whenever required by an authorized inspecting officer.

However, in the case of the special regular services referred to in the second indent of point 6 of these general provisions, the contract between the carrier and the transport organizer, or a certified copy of the contract, shall serve as the control document.

4. Each journey form must be completed legibly and in indelible ink.
5. The journey forms used must be sent to the competent authority or agency of the EFTA State of establishment.

6. It should be noted that for:

- non-regular services, cabotage transport operations are restricted to closed-door tours until 31 December 1995. All non-regular services may carry out cabotage operations from that date;
- regular services, cabotage operations are restricted to special regular services carried out in a frontier zone and intended for the carriage from home to work and vice versa of workers and for the carriage from home to educational establishment and vice versa of schoolchildren and students. Other regular services are excluded from cabotage.

7. Cabotage transport operations shall be subject, save as otherwise provided in Community regulations, as adapted for the purposes of the Agreement on the European Economic Area, to the laws, regulations and administrative provisions in force in the host EC Member State or EFTA State in the following areas:

- (a) rates and conditions governing the transport contract;
- (b) weights and dimensions of road vehicles: such weights and dimensions may, where appropriate, exceed those applicable in the carrier's EFTA State of establishment, but they may under no circumstances exceed the technical standards set out in the certificate of conformity;
- (c) requirements relating to the carriage of certain categories of passengers, viz. schoolchildren, children and persons with reduced mobility;
- (d) driving and rest time;
- (e) VAT (value added tax) or turnover tax on transport services.

8. The technical standards of construction and equipment which vehicles used to carry out cabotage transport operations must meet shall be those laid down for vehicles put into circulation in international transport.

MODEL FOR JOURNEY FORM REFERRED TO IN ARTICLE 6(3)

BOOK No

Journey form No
Cabotage transport service (passengers)
(Light orange paper, DIN A4)

EFTA State of establishment - International distinguishing sign:.....

Book No:

Journey form No:

1. Name(s) of the driver(s):.....
.....
.....

2. Name(s) and address(es) of the carrier(s):
.....
.....

3. Journey:
(a) Point(s) of departure of the service:
.....
.....

(b) Point(s) of destination of the service:
.....
.....

(c) Total distance of the service:
.....
.....

4. Date of departure:

5. Date of termination:

6. Number of passengers:

7. Unforeseen changes to the journey:
.....
.....

ANNEX III

MODEL FOR COMMUNICATION REFERRED TO IN SECOND SUBPARAGRAPH OF ARTICLE 7(1) OF REGULATION (EEC) 2454/92, AS ADAPTED FOR THE PURPOSES OF THE AGREEMENT ON THE EUROPEAN ECONOMIC AREA

CABOTAGE TRANSPORT OPERATIONS CARRIED OUT IN (QUARTER) (YEAR) BY CARRIERS ESTABLISHED IN (INTERNATIONAL DISTINGUISHING SIGN OF THE EC MEMBER STATES AND EFTA STATES)

Host EC Member State or EFTA State	Number of passengers		Number of passenger-km	
	Type of Service		Type of Service	
	special regular	non-regular	special regular	non-regular
D F I NL B L GB IRL DK GR E P IS N A FIN S				
Cabotage total				

".