

**Z A K O N**  
**O POTVRĐIVANJU SPORAZUMAO**  
**MEĐUNARODNOM POVREMENOM PREVOZU**  
**PUTNIKA AUTOBUSIMA (INTERBUS SPORAZUM) I**  
**ODLUKE BR. 1/2011 ZAJEDNIČKOG ODBORA**  
**OSNOVANOG INTERBUS SPORAZUMOM O**  
**MEĐUNARODNOM POVREMENOM PREVOZU**  
**PUTNIKA AUTOBUSIMA**

**Član 1.**

Potvrđuje se Sporazum o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum) sačinjen u Briselu 14. aprila 2000. godine u originalu na engleskom, francuskom i nemačkom jeziku i Odluka br. 1/2011 Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima sačinjena u Briselu 11. novembra 2011. godine.

**Član 2.**

Tekst Sporazuma o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum) i Odluke br. 1/2011 Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima u originalu na engleskom jeziku i u prevodu na srpski jezik glasi:

## **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 sub-paragraph 1, make the return journey with another group or another transport operator,
- passengers, notwithstanding the provisions of sub-paragraph 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 depository of the Agreement.

#### *Article 27*

#### **Ratification or approval and depository 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 depository 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 Depository 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 Depository 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

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

27-06-2001

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

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).

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## 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 <sup>(1)</sup>

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 defect
- immediate prohibition.

Signature of testing inspector/Authorisation

<sup>(1)</sup> 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 <sup>2</sup> 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;
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<sup>-1</sup>:

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 <sup>(3)</sup>. 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<sup>-1</sup>,
- turbo-charged diesel engines = 3,0 m<sup>-1</sup>

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.

<sup>2</sup> 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).

<sup>3</sup> 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 <sup>(4)</sup>**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)

<sup>4</sup> 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 x 21cm)

(Flyleaf of the book of waybills - recto)

(To be worded in the official language(s) 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


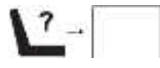
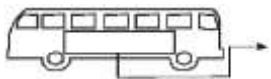
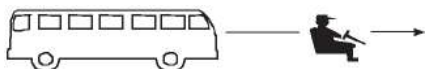


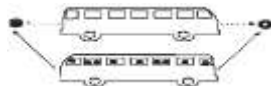
(PASSENGER WAYBILL — RECTO)

(Green coloured paper: DIN A4 = 29,7 cm x 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

		
2		Number of passenger seats available ..... ..... .....
3		1. .... 2. .... 3. ....
Type of service (put a cross in the appropriate box and add the required supplementary information)		
A	 <p>Closed-door tours (kørsel uden optagning eller afsætning af passagerer undervejs)</p>	B  <p>Outward journey laden/ return journey unladen  <input type="radio"/> Locality where passengers are set down and distinguishing sign of the country .....</p>
C	<p>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</p> <p><input type="radio"/> Locality where passengers are picked up and distinguishing sign of the country.....</p>	
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)	<p><input type="checkbox"/> Copy of the contract of carriage or equivalent document is attached (cf. Important notice, point 4).</p>
C2	<p>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</p> <p><input type="checkbox"/> The passenger waybill for the previous outward laden journey and unladen return journey is attached.</p>	
C3	<p>Passengers have been invited to travel to ..... (Place and country)</p> <p>Cost of transport being borne by the person issuing the invitation and the passengers constitute a homogeneous group which has not been formed solely with a view to undertaking that particular journey. The letter of Invitation (or a photocopy thereof) is attached.</p> <p>The group is brought into the territory of the Contracting Party where the transport operator is established.</p>	

(Passenger waybill — verso)

Itinerary	Daily Stages					
	Dates	From local ity/country	To local ity/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<sup>(1)</sup>

(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 an stamp of issuing authority)

<sup>1</sup> 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
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#### 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).

**DECISION NO 1/2011 OF THE JOINT COMMITTEE ESTABLISHED UNDER THE  
INTERBUS AGREEMENT ON THE INTERNATIONAL OCCASIONAL CARRIAGE  
OF PASSENGERS BY COACH AND BUS**

**of 11 November 2011**

**adopting its rules of procedure and adapting Annex 1 to the Agreement regarding the  
conditions applying to road passenger transport operators, Annex 2 to the Agreement  
concerning the technical standards applying to buses and coaches and the requirements  
concerning the social provisions referred to in Article 8 of the Agreement**

**(2012/25/EU)**

THE JOINT COMMITTEE,

Having regard to the Interbus Agreement on the international occasional carriage of passengers by coach and bus <sup>(1)</sup>, and in particular Articles 23 and 24 thereof,

Whereas:

(1) Pursuant to Article 23(3) of the Interbus Agreement on the international occasional carriage of passengers by coach and bus (hereinafter referred to as 'the Agreement'), the Joint Committee is required to establish its rules of procedure.

(2) The Joint Committee is responsible, in accordance with Article 24(2)(c) of the Agreement, for adapting Annex 1 to the Agreement regarding the conditions applying to road passenger transport operators and Annex 2 to the Agreement concerning the technical standards applying to buses and coaches. Furthermore, the Joint Committee is responsible, in accordance with Article 24(2)(e) of the Agreement, for adapting the requirements concerning the social provisions referred to in Article 8 of the Agreement in order to incorporate the new measures taken in the Union,

HAS DECIDED AS FOLLOWS:

*Article 1*

The rules of procedure of the Joint Committee as set out in Annex I to this Decision are hereby adopted.

*Article 2*

Annex 1 to the Agreement regarding the conditions applying to road passenger transport operators, Annex 2 to the Agreement concerning the technical standards applying to buses and coaches and the requirements concerning the social provisions referred to in Article 8 of the Agreement are hereby adapted as set out in Annex II to this Decision.

Done at Brussels, 11 November 2011.

*The Chairman*

Sz. SCHMIDT

*The Secretary*

G. PATRIS

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<sup>(1)</sup> OJ L 321, 26.11.2002, p. 13.



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**ANNEX I****Rules of procedure of the Joint Committee established under the Interbus Agreement on the international occasional carriage of passengers by coach and bus***Article 1***Name of Joint Committee**

The Joint Committee established under Article 23 of the Interbus Agreement on the international occasional carriage of passengers by coach and bus shall hereinafter be referred to as 'the Committee'.

*Article 2***Chairmanship**

1. The Committee shall be chaired by a representative of the European Commission (hereinafter referred to as 'the Commission'), on behalf of the European Union.
2. The head of the Union delegation, or where necessary his deputy, shall carry out the duties of the Chairman of the Committee.
3. The Chairman shall direct the work of the Committee.

*Article 3***Delegations**

1. The parties for which the Agreement has entered into force (hereinafter referred to as 'the parties') shall appoint their representatives on the Committee. The Union delegation shall be made up of representatives of the Commission, assisted by representatives of the Member States.
2. Each party shall appoint the head and, where necessary, deputy head of its delegation.
3. Each party may appoint new representatives on the Committee. The Secretary of the Committee shall be informed forthwith in writing of any such changes.
4. Representatives of the General Secretariat of the Council of the European Union may take part as observers in the meetings of the Committee. The Chairman, with the agreement of the other heads of delegation, may invite persons who are not members of delegations to attend a meeting of the Committee in order to provide information on specific subjects.
5. At least 1 week before the meeting, the parties shall notify the Secretary of the Committee of the composition of their delegation.

*Article 4***Secretariat**

1. A representative of the Commission shall provide the secretariat for the Committee. The Secretary shall be appointed by the Chairman of the Committee and shall carry out his duties until a new Secretary is appointed. The Chairman shall notify the name and details of the Secretary to the other parties.
2. The Secretary shall be responsible for communication between the delegations, including the transmission of documents, and shall supervise secretarial duties.

*Article 5***Meetings of the Committee**

1. The Committee shall meet at the request of at least one party. It shall be convened by the Chairman.
2. The Chairman shall send the notice of the meeting, together with the draft agenda and the meeting documents, to the heads of the other delegations at least 15 working days before the beginning of the meeting.
3. A party may request the Chairman to shorten the periods of notice referred to in paragraph 2 to take account of the urgency of a particular matter.
4. Unless otherwise decided by the heads of delegations, the meetings of the Committee shall not be public.
5. The Committee shall meet in Brussels, unless the parties agree to meet elsewhere.

*Article 6***Agenda**

1. The Chairman, assisted by the Secretary, shall draw up the draft agenda for each meeting and shall fix the date and venue of the meeting after consulting the heads of the other delegations. The Chairman shall send the provisional agenda to the other heads of delegation at least 15 working days before the beginning of the meeting. The agenda shall be accompanied by all the necessary working documents.
2. The period of notice laid down in paragraph 1 shall not apply to urgent meetings convened in accordance with Article 5(3).
3. Each party may propose one or more items to be added to the provisional agenda at the latest 24 hours before the beginning of the meeting. Requests to have items added to the agenda shall be sent in writing to the Chairman, indicating the reason therefore.
4. At the beginning of the meeting, the Committee shall adopt the agenda. The Committee may decide to add to the agenda an item which is not contained in the provisional agenda.

*Article 7***Adoption of acts**

1. The decisions of the Committee shall be adopted by unanimous vote of the parties represented, in accordance with Article 23(5) and (6) of the Agreement. The recommendations, and in particular those referred to in Article 24(2)(g) of the Agreement, shall be taken by consensus between the delegations of the parties represented. The decisions and recommendations shall bear the title 'Decision' or 'Recommendation' followed by a serial number, the date of their adoption and an indication of their content.
2. The decisions and recommendations of the Committee shall bear the signature of the Chairman and the Secretary. They shall be sent by the Secretary to the other heads of delegation.
3. Each party may decide to publish any act adopted by the Committee.
4. The acts of the Committee may be adopted by written procedure where this has been agreed by the heads of delegation. The Chairman shall submit the draft act to the other heads of delegation who shall indicate in reply whether or not they accept the draft, whether they propose amendments to the draft or whether they require more time to consider it. If the draft is adopted, the Chairman shall finalise the decision or recommendation in accordance with paragraphs 1 and 2.
5. The recommendations and decisions shall be drawn up in English, French and German, these texts being authentic. Each party shall be responsible for the correct translation of recommendations and decisions into its official language or languages. Translation into other Union languages shall be carried out by the Commission.

*Article 8***Minutes**

1. The Secretary shall draw up, under the responsibility of the Chairman, draft minutes of each meeting of the Committee within 15 working days following the meeting.
2. The minutes shall, as a general rule, indicate in respect of each item on the agenda:
  - details of the documents submitted to the Committee,
  - statements which a party has asked to be recorded,
  - the decisions taken, recommendations made and conclusions adopted.
3. The draft minutes shall be submitted to the Committee for approval in accordance with the written procedure referred to in Article 7(4). If this procedure is not completed, the minutes shall be adopted by the Committee at its next meeting.
4. Once adopted by the Committee, the minutes shall be signed by the Chairman and the Secretary and kept by the Secretary. A copy shall be sent by the Secretary to the other heads of delegation.

*Article 9***Confidentiality**

Notwithstanding the provision on the publication of acts laid down in Article 7(3), the deliberations of the meetings and the documents of the Committee shall be governed by professional secrecy.

*Article 10***Expenses**

1. Each party shall bear the expenses it incurs in taking part in the meetings of the Committee.
2. The Committee shall decide on the reimbursement of expenses connected with missions assigned to persons called in by the Chairman in accordance with Article 3(4).

*Article 11***Correspondence**

All correspondence with or from the Chairman of the Committee shall be sent to the Secretary of the Committee. The Secretary shall send a copy of all correspondence relating to the Agreement to all delegations.

*Article 12***Languages**

The languages used in meetings of the Committee and in documents shall be decided by the Committee. There shall be no obligation on the party hosting the meeting to provide interpretation for other languages.

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**ANNEX II**

**Adaptation of Annex 1 to the Agreement regarding the conditions applying to road passenger transport operators, of Annex 2 to the Agreement concerning the technical standards applying to**

**buses and coaches and of the requirements concerning the social provisions referred to in Article 8 of the Agreement <sup>(1)</sup>**

**1. Adaptation of Annex 1 to the Agreement regarding the conditions applying to road passenger transport operators**

The following Union act is added to Annex 1 to the Agreement:

‘Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51)’.

**2. Adaptation of Annex 2 to the Agreement concerning the technical standards applying to buses and coaches**

1. In Article 1 of Annex 2 to the Agreement, points (a), (b), (c) and (d) are replaced by the following:

‘(a) roadworthiness tests for motor vehicles and their trailers:

- Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on roadworthiness tests for motor vehicles and their trailers (OJ L 141, 6.6.2009, p. 12),
- Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community (OJ L 203, 10.8.2000, p. 1) as amended by Commission Directive 2003/26/EC (OJ L 90, 8.4.2003, p. 37);

(b) speed limitation devices:

- Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27) as last amended by Directive 2002/85/EC of the European Parliament and of the Council (OJ L 327, 4.12.2002, p. 8);

(c) maximum dimensions and maximum weights:

- Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59) as last amended by Directive 2002/7/EC of the European Parliament and of the Council (OJ L 67, 9.3.2002, p. 47),
- Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers and amending Directive 70/156/EEC (OJ L 233, 25.8.1997, p. 1) as amended by Commission Directive 2003/19/EC (OJ L 79, 26.3.2003, p. 6);

(d) recording equipment in road transport:

- Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8) as last amended by Commission Regulation (EU) No 1266/2009 (OJ L 339, 22.12.2009, p. 3) or equivalent rules established by the AETR Agreement including its Protocols.’.

2. Article 2 of Annex 2 to the Agreement is amended as follows:

(a) the following text is inserted after the first paragraph and before the table:

‘Exhaust emissions:

- Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles (OJ L 36, 9.2.1988, p. 33) as last amended by Commission Directive 2001/27/EC (OJ L 107, 18.4.2001, p. 10),
- Directive 2005/55/EC of the European Parliament and of the Council of 28 September 2005 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles (OJ L 275, 20.10.2005, p. 1) as last amended by Commission Directive 2008/74/EC (OJ L 192, 19.7.2008, p. 51),
- Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (EURO VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC (OJ L 188, 18.7.2009, p. 1);

Smoke:

- 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) as last amended by Commission Directive 2005/21/EC (OJ L 61, 8.3.2005, p. 25);

Noise emissions:

- Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16) as last amended by Commission Directive 2007/34/EC (OJ L 155, 15.6.2007, p. 49);

Braking devices:

- Council Directive 71/320/EEC of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and of their trailers (OJ L 202, 6.9.1971, p. 37) as last amended by Commission Directive 2002/78/EC (OJ L 267, 4.10.2002, p. 23);

Tyres:

- Council Directive 92/23/EEC of 31 March 1992 relating to tyres for motor vehicles and their trailers and to their fitting (OJ L 129, 14.5.1992, p. 95) as last amended by Commission Directive 2005/11/EC (OJ L 46, 17.2.2005, p. 42);

#### Lighting and light-signalling devices:

—Council Directive 76/756/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers (OJ L 262, 27.9.1976, p. 1) as last amended by Commission Directive 2008/89/EC (OJ L 257, 25.9.2008, p. 14);

#### Fuel tank:

—Council Directive 70/221/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to liquid fuel tanks and rear protective devices for motor vehicles and their trailers (OJ L 76, 6.4.1970, p. 23) as last amended by Commission Directive 2006/20/EC (OJ L 48, 18.2.2006, p. 16);

#### Rear-view mirrors:

—Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003 on the approximation of the law of the Member States relating to the type-approval of devices for indirect vision and of vehicles equipped with these devices, amending Directive 70/156/EEC and repealing Directive 71/127/EEC (OJ L 25, 29.1.2004, p. 1) as last amended by Commission Directive 2005/27/EC (OJ L 81, 30.3.2005, p. 44);

#### Safety belts — Installation:

—Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (OJ L 220, 29.8.1977, p. 95) as last amended by Directive 2005/40/EC of the European Parliament and of the Council (OJ L 255, 30.9.2005, p. 146);

#### Safety belts — Anchorages for safety belts:

—Council Directive 76/115/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts (OJ L 24, 30.1.1976, p. 6) as last amended by Directive 2005/41/EC of the European Parliament and of the Council (OJ L 255, 30.9.2005, p. 149);

#### Seats:

—Council Directive 74/408/EEC of 22 July 1974 on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (strength of seats and of their anchorages) (OJ L 221, 12.8.1974, p. 1) as last amended by Directive 2005/39/EC of the European Parliament and of the Council (OJ L 255, 30.9.2005, p. 143);

#### Interior construction (prevention of the risk of fire spreading):

—Directive 95/28/EC of the European Parliament and of the Council of 24 October 1995 relating to the burning behaviour of materials used in the interior construction of certain categories of motor vehicle (OJ L 281, 23.11.1995, p. 1);

#### Interior arrangement (Emergency exits, accessibility, seating dimension, superstructure resistance, etc.):

—Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001 relating to special provisions for vehicles used for the carriage of passengers comprising more than eight

seats in addition to the driver's seat, and amending Directives 70/156/EEC and 97/27/EC (OJ L 42, 13.2.2002, p. 1).';

(b) the table is replaced by the following table:

<b>'Heading</b>	<b>UN-ECE Regulation/last series of amendments</b>	<b>Union act (original-latest)</b>
Exhaust emissions	49/01 49/02, type approval A 49/02, type approval B	Directive 88/77/EEC Directive 2001/27/EC Directive 2005/55/EC Directive 2008/74/EC Regulation (EC) No 595/2009
Smoke	24/03	Directive 72/306/EEC Directive 2005/21/EC
Noise emissions	51/02	Directive 70/157/EEC Directive 2007/34/EC
Braking devices	13/11	Directive 71/320/EEC Directive 2002/78/EC
Tyres	54	Directive 92/23/EEC Directive 2005/11/EC
Lighting and light-signalling devices	48/01	Directive 76/756/EEC Directive 2008/89/EC
Fuel tank	34/02 67/01 110	Directive 70/221/EEC Directive 2006/20/EC
Rear-view mirrors	46/01	Directive 2003/97/EC Directive 2005/27/EC
Safety belts — Installation	16/06	Directive 77/541/EEC Directive 2005/40/EC
Safety belts — Anchorages	14/07	Directive 76/115/EEC

		Directive 2005/41/EC
Seats	17/08 80/01	Directive 74/408/EEC Directive 2005/39/EC
Interior construction (prevention of the risk of fire spreading)	118	Directive 95/28/EC
Interior arrangement (emergency exits, accessibility, seating dimension)	107.02	Directive 2001/85/EC
Roll-over protection	66.01	Directive 2001/85/EC'

### **3. Adaptation of the requirements concerning the social provisions referred to in Article 8 of the Agreement**

1. Following the inclusion of Directive 2000/30/EC, Article 8 of Annex 2 to the Agreement, Annex IIa to the Agreement and Annex IIb to the Agreement are deleted.

2. The Union acts listed in Article 8 of the Agreement are replaced by the following Union acts<sup>(2)</sup>:

- '— Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1) as last amended by Regulation (EC) No 1073/2009 (OJ L 300, 14.11.2009, p. 88),
- Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8) as last amended by Commission Regulation (EU) No 1266/2009 (OJ L 339, 22.12.2009, p. 3),
- Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as last amended by Commission Directive 2009/5/EC (OJ L 29, 31.1.2009, p. 45),
- Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (OJ L 299, 18.11.2003, p. 9),
- Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35),
- Directive 2003/59/EC of the European Parliament and of the Council of 15 July 2003 on the initial



qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4).'

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(<sup>1</sup>) The updating of the acts takes account of the new measures adopted by the European Union up to 31 December 2009.

(<sup>2</sup>) The updating of the acts takes account of the new measures adopted by the European Union up to 31 December 2009.

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## SPORAZUM

### o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum)

#### UGOVORNE STRANE:

imajući u vidu želju da se podstakne razvoj međunarodnog transporta u Evropi i posebno da se olakša njegova organizacija i obavljanje,

imajući u vidu želju da se olakša turizam i kulturna razmena između ugovornih strana,

s obzirom na to da:

Sporazum o međunarodnom drumskom prevozu putnika u vidu povremenih transportnih usluga prevoza autobusima (ASOR), potpisan u Dublinu 26. maja 1982. godine, ne predviđa mogućnost pristupanja novih ugovornih strana.

Potrebno je očuvati iskustvo i liberalizaciju postignutu navedenim sporazumom.

Poželjno je obezbediti usaglašenu liberalizaciju određenih međunarodnih povremenih usluga prevoza autobusima i tranzitnih vožnji u vezi sa tom uslugom .

Poželjno je obezbediti određena usaglašena pravila postupka za obavljanje neliberalizovanih međunarodnih povremenih usluga prevoza za koje je, stoga, još uvek potrebno dobiti dozvolu.

Potrebno je obezbediti visok nivo harmonizacije tehničkih uslova koji se primenjuju na autobuse kojima se obavljaju međunarodne povremene usluge prevoza između ugovornih strana radi poboljšanja bezbednosti saobraćaja na putevima i zaštite životne sredine.

Potrebno je da ugovorne strane primenjuju jedinstvene mere u pogledu rada posada autobusa u međunarodnom drumskom transportu.

Poželjno je obezbediti usklađivanje uslova za pristup delatnosti drumskog prevoza putnika.

Načelo zabrane diskriminacije na osnovu državljanstva ili mesta poslovnog nastanjenja prevoznika, kao i polazišta ili odredišta autobusa, treba smatrati osnovnim uslovom koji se primenjuje na pružanje usluga međunarodnog transporta.

Potrebno je obezbediti jedinstvene obrasce transportnih dokumenata kao što su kontrolni dokumenti za liberalizovane povremene usluge prevoza, kao i obrasce za dozvole i zahteve za neliberalizovane usluge prevoza radi olakšanja i pojednostavljivanja postupka inspekcijuskog nadzora.

Potrebno je obezbediti određene harmonizovane mere za primenu ovog sporazuma, posebno u pogledu kontrolnih postupaka, kazni i uzajamne pomoći.

Potrebno je utvrditi određene postupke sprovođenja ovog sporazuma kako bi se obezbedila pravilna primena i omogućilo tehničko prilagođavanje aneksa.

Sporazum treba da bude otvoren za pristup drugim budućim članicama Evropske konferencije ministara transporta i određenim drugim evropskim zemljama,

ODLUČILE SU da utvrde jedinstvena pravila za međunarodni povremeni prevoz putnika autobusima,

SPORAZUMELE SU SE O SLEDEĆEM:

## ODELJAK I

**OBLAST PRIMENE I DEFINICIJE***Član 1.***Oblast primene**

1. Ovaj sporazum se primenjuje na:

(a) međunarodni drumski prevoz putnika, bilo kojeg državljanstva, u vidu povremenih usluga prevoza:

- između teritorija dve ugovorne strane ili s početkom i krajem na teritoriji iste ugovorne strane a, u slučaju kada se ukaže potreba tokom pružanja datih usluga, s tranzitom preko teritorije druge ugovorne strane ili preko teritorije države koja nije ugovorna strana,
- koje, za iznajmljivanje ili naknadu, vrše prevoznici koji su poslovno nastanjeni u nekoj od ugovornih strana u skladu sa njenim zakonima i koji poseduju licencu za obavljanje prevoza u vidu međunarodnih povremenih usluga prevoza autobusima,
- koje se vrše autobusima registrovanim u ugovornoj strani u kojoj je prevoznik poslovno nastanjen;

(b) vožnje praznih autobusa povezane sa datim uslugama prevoza.

2. Nijedna odredba ovog sporazuma se ne sme tumačiti tako da se prevoznicima poslovno nastanjenim u jednoj ugovornoj strani pruža mogućnost obavljanja nacionalnih povremenih usluga prevoza na teritoriji druge ugovorne strane.

3. Upotreba autobusa namenjenih za prevoz putnika, za obavljanje prevoza tereta u komercijalne svrhe izuzeta je iz oblasti primene ovog sporazuma.

4. Ovaj sporazum se ne odnosi na povremene usluge prevoza za sopstvene potrebe.

*Član 2.***Zabrana diskriminacije**

Ugovorne strane obezbeđuju primenjivanje načela zabrane diskriminacije na osnovu državljanstva ili mesta poslovnog nastanjenja prevoznika, polazišta ili odredišta autobusa, naročito u pogledu fiskalnih odredaba utvrđenih u Odeljku VI kao i kontrole i kazni utvrđenih u Odeljku IX.

*Član 3.***Definicije**

Za svrhe ovog sporazuma primenjuju se sledeće definicije:

1. „autobusi” su vozila koja su, svojom konstrukcijom i opremom, prikladna za prevoz više od devet lica, uključujući vozača, i namenjena za tu svrhu;

2. „međunarodne povremene usluge prevoza” su usluge prevoza između teritorija najmanje dve ugovorne strane koje nisu obuhvaćene definicijom linijskog prevoza ili posebnog linijskog prevoza, niti definicijom usluge naizmeničnog prevoza. Takve usluge se mogu obavljati uz određeni stepen učestalosti, a da time ipak ne izgube karakter povremenih usluga prevoza;

3. „usluge linijskog prevoza” su usluge kojima se obezbeđuje prevoz putnika utvrđenom učestalošću i na određenim relacijama, tokom kog se putnici mogu ukrcajati ili iskrcavati na prethodno određenim mestima zaustavljanja. Za usluge

linijskog prevoza može važiti obaveza pridržavanja ranije utvrđenih redova vožnje i cenovnika;

4. „usluge posebnog linijskog prevoza” su usluge, bez obzira ko ih organizuje, kojima se obezbeđuje prevoz posebnih kategorija putnika uz isključenje drugih putnika, ukoliko se takve usluge obavljaju u skladu sa uslovima koji su određeni u tački 3. Usluge posebnog linijskog prevoza uključuju:

- prevoz radnika između njihovih domova i radnih mesta;
- prevoz učenika i studenata do obrazovnih ustanova i nazad.

Mogućnost prilagođavanja usluge posebnog linijskog prevoza potrebama korisnika ne utiče na njenu klasifikaciju kao usluge linijskog prevoza;

5. 1. „usluge naizmeničnog prevoza” su usluge kojima se, u vidu ponovljenih povratnih vožnji, prethodno formirane grupe putnika prevoze od jednog polazišta do jednog odredišta. Svaka grupa putnika koji su izvršili odlaznu vožnju vraća se na polazište kasnijom vožnjom istog prevoznika.

Polazište i odredište označavaju mesto početka odnosno mesto završetka vožnje, u oba slučaja, zajedno sa okolnim mestima koja su udaljena najviše 50 km od mesta početka, odnosno mesta završetka vožnje;

2. tokom usluga naizmeničnog prevoza putnici se ne smeju ukrcavati ili iskrcavati tokom vožnje;
3. prva povratna vožnja i poslednja odlazna vožnja u nizu naizmeničnih prevoza obavlja se praznim vozilom;
4. međutim, na klasifikaciju prevoza kao usluge naizmeničnog prevoza ne utiče činjenica da, uz saglasnost nadležnih organa ugovorne strane ili strana:
  - putnici, bez obzira na odredbe podstava 1, obavljaju povratnu vožnju sa drugom grupom ili drugim prevoznikom,
  - se putnici, bez obzira na odredbe podstava 2, ukrcavaju ili iskrcavaju tokom vožnje,
  - se, bez obzira na odredbe podstava 3, prva odlazna i poslednja povratna vožnja u nizu naizmeničnih vožnji obavljaju praznim vozilom;

6. „ugovorne strane” su potpisnice koje su pristale da se obavežu ovim sporazumom i za koje je ovaj sporazum na snazi.

Ovaj sporazum se primenjuje na teritorijama na kojima se primenjuje Ugovor o osnivanju Evropske zajednice i u skladu sa uslovima utvrđenim u tom ugovoru, te u BOSNI I HERCEGOVINI, BUGARSKOJ, HRVATSKOJ, REPUBLICI ČEŠKOJ, ESTONIJI, MAĐARSKOJ, LETONIJI, LITVANIJI, MOLDAVIJI, POLJSKOJ, RUMUNIJI, SLOVAČKOJ, SLOVENIJI i TURSKOJ pod uslovom da su zaključile ovaj sporazum;

7. „nadležni organi” su organi koje države članice Zajednice i druge ugovorne strane odrede za sprovođenje zadataka utvrđenih u odeljcima V, VI, VII, VIII i IX ovog sporazuma;

8. „tranzit” označava deo prevoza preko teritorije ugovorne strane bez ukrcavanja ili iskrcavanja putnika.

## ODELJAK II

**USLOVI KOJI SE PRIMENJUJU NA PREVOZNIKE PUTNIKA U DRUMSKOM  
TRANSPORTU***Član 4.*

1. Ugovorne strane koje to još nisu učinile, primenjuju odredbe koje su ekvivalentne odredbama utvrđenim Direktivom Evropske zajednice iz Aneksa 1.
2. U pogledu uslova odgovarajućeg finansijskog stanja iz člana 3. stav 3. date direktive, ugovorne strane mogu primenjivati minimalni raspoloživi kapital i rezerve niže od iznosa utvrđenog u navedenom stavu 3. tačka v). do 1. januara 2003. godine ili čak do 1. januara 2005. godine pod uslovom da se, u drugom slučaju, u trenutku potvrđivanja Sporazuma da odgovarajuća izjava, bez dovođenja u pitanje odredbe sadržane u Evropskom sporazumu o osnivanju udruženja između Evropskih zajednica i njihovih država članica i određenih ugovornih strana ovog sporazuma.

## ODELJAK III

**TEHNIČKI USLOVI KOJI SE PRIMENJUJU NA VOZILA***Član 5.*

Autobusi koji se koriste za obavljanje međunarodnih povremenih usluga prevoza obuhvaćenih ovim sporazumom moraju zadovoljavati tehničke standarde utvrđene u Aneksu 2.

## ODELJAK IV

**PRISTUP TRŽIŠTU***Član 6.***Liberalizovane povremene usluge prevoza**

Sledeći povremeni prevozi izuzimaju se od obaveze dobijanja dozvole na teritoriji svih ugovornih strana osim ugovorne strane u kojoj je prevoznik poslovno nastanjen:

1. kružne vožnje zatvorenih vrata, tj. usluge prevoza u okviru kojih jedan isti autobus prevozi tokom cele vožnje istu grupu putnika i vraća je na polazište. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen;
2. usluge prevoza u okviru kojih se odlazna vožnja obavlja punim, a povratna praznim vozilom. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen;
3. usluge prevoza u okviru kojih se odlazna vožnja obavlja praznim vozilom i svi putnici se ukrcavaju na istom mestu, pod uslovom da je ispunjen jedan od sledećih uslova:
  - (a) putnici čine grupu organizovanu na teritoriji države koja nije ugovorna strana ili na teritoriji države koja je ugovorna strana, osim ako je u njoj prevoznik poslovno nastanjen ili ako se u njoj vrši ukrcavanje putnika, na osnovu ugovora o prevozu zaključenih pre njihovog dolaska na teritoriju poslednje ugovorne strane. Putnici se prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;
  - (b) putnike je prethodno isti prevoznik dovezao, pod okolnostima predviđenim tačkom 2, na teritoriju ugovorne strane u kojoj se ponovno ukrcavaju i prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;
  - (c) putnici su pozvani da putuju na teritoriju druge ugovorne strane, pri čemu troškove prevoza snosi lice koje je uputilo poziv. Takvi putnici moraju sačinjavati homogenu grupu koja nije formirana isključivo radi konkretne vožnje i koja se prevozi na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen.

Od obaveze dobijanja dozvole takođe se izuzimaju:

4. tranzitne vožnje preko teritorije ugovornih strana koje su povezane sa povremenim uslugama prevoza izuzetim od obaveze dobijanja dozvole;
5. prazni autobusi koji se koriste isključivo kao zamena za autobuse koji su se oštetili ili pokvarili tokom obavljanja međunarodnog prevoza obuhvaćenog ovim sporazumom.

Za usluge prevoza koje pruža prevoznik sa poslovnim nastanjenjem unutar Evropske zajednice, polazište i/ili odredište usluga prevoza može biti u bilo kojoj državi članici Evropske zajednice, bez obzira na to u kojoj je državi članici autobus registrovan ili u kojoj je državi članici prevoznik poslovno nastanjen.

#### *Član 7.*

### **Neliberalizovane povremene usluge prevoza**

1. Za povremene usluge prevoza, osim onih navedenih u članu 6, potrebno je dobiti dozvolu u skladu sa članom 15.
2. Za usluge prevoza koje pruža prevoznik sa poslovnim nastanjenjem unutar Evropske zajednice, polazište i/ili odredište prevoza može biti u bilo kojoj državi članici Evropske zajednice, bez obzira na to u kojoj je državi članici autobus registrovan ili u kojoj je državi članici prevoznik poslovno nastanjen.

#### ODELJAK V

### **ODREDBE O SOCIJALNIM PITANJIMA**

#### *Član 8.*

Ugovorne strane ovog sporazuma, koje to još nisu učinile, pristupaju Evropskom sporazumu o radu posada na vozilima koja obavljaju međunarodni drumski prevoz (AETR) od 1. jula 1970. godine, sa naknadnim izmenama, ili primenjuju uredbe Zajednice (EEZ) broj 3820/85 i (EEZ) broj 3821/85 koje su na snazi na dan stupanja na snagu ovog sporazuma.

#### ODELJAK VI

### **CARINSKE I FISKALNE ODREDBE**

#### *Član 9.*

1. Autobusi, kojima se obavljaju prevozi u skladu sa ovim sporazumom izuzimaju se od svih poreza i naknada na vozila koji se naplaćuju za promet ili posedovanje vozila kao i od svih posebnih poreza ili naknada koji se naplaćuju za prevoze na teritoriji drugih ugovornih strana.

Autobusi nisu izuzeti od plaćanja poreza i naknada na pogonsko gorivo, poreza na dodatu vrednost za transportne usluge, putarina i naknada za korišćenje infrastrukture.

2. Ugovorne strane obezbeđuju da se putarine i drugi oblici naknada ne naplaćuju istovremeno za korišćenje jedne deonice puta. Međutim, ugovorne strane mogu takođe propisati putarine na mrežama na kojima se naplaćuju naknade za korišćenje mostova, tunela i planinskih prevoja.

3. Gorivo za autobuse, sadržano u rezervoarima koje je proizvođač ugradio u tu svrhu, i u svakom slučaju, u količini do 600 litara, kao i maziva koja se nalaze u autobusima isključivo u svrhu njihovog rada izuzimaju se od uvoznih carina i svih drugih poreza ili plaćanja koji su propisani u drugim ugovornim stranama.

4. Zajednički odbor osnovan u članu 23. će sastaviti spisak poreza koji se odnose na drumski transport putnika autobusima i koji se naplaćuju u svakoj ugovornoj

strani. Na ovom spisku moraju biti naznačeni porezi koji spadaju pod odredbe stava 1. podstav 1. ovog člana koji se mogu naplaćivati samo u ugovornoj strani u kojoj je vozilo registrovano. Na spisku se takođe moraju naznačiti porezi koji spadaju pod odredbe stava 1. podstav 2. ovog člana koji se mogu naplaćivati u svim ugovornim stranama osim u ugovornoj strani u kojoj je vozilo registrovano. Ugovorne strane koje zamene neki od poreza na pomenutom spisku drugim porezom iste ili različite vrste dužne su da o tome obaveste Zajednički odbor kako bi se izvršile neophodne izmene.

5. Rezervni delovi i alati uvezeni radi popravke oštećenog autobusa kojim se obavlja međunarodni drumski prevoz izuzeti su od carina i svih poreza i naknada u trenutku uvoza na teritoriju druge ugovorne strane u skladu sa uslovima utvrđenim u njenim odredbama o privremenom uvozu takve robe. Zamenjene rezervne delove treba ponovo izvesti ili uništiti pod kontrolom nadležnih carinskih organa druge ugovorne strane.

## ODELJAK VII

### **KONTROLNI DOKUMENTI ZA POVREMENE USLUGE PREVOZA IZUZETE OD OBAVEZE DOBIJANJA DOZVOLE**

#### *Član 10.*

Pružanje usluga prevoza iz člana 6. vrši se na osnovu kontrolnog dokumenta koji izdaju nadležni organi ili druga propisno ovlašćena agencija ugovorne strane u kojoj je prevoznik poslovno nastanjen.

#### *Član 11.*

1. Kontrolni dokument se sastoji od knjiga od 25 odvojivih putnih listova u dva primerka. Kontrolni dokument mora biti u skladu sa obrascem iz Aneksa 3 ovog sporazuma.
2. Svaka knjiga i putni listovi koji je čine nose svoj broj. Putni listovi su takođe obeleženi uzastopnim brojevima od 1 do 25.
3. Tekst na korici knjige i tekst na putnim listovima se štampa na službenom jeziku ili više službenih jezika ugovorne strane u kojoj je prevoznik poslovno nastanjen.

#### *Član 12.*

1. Knjiga iz člana 11. izdaje se na ime prevoznika i neprenosiva je.
2. Gornji primerak putnog lista mora se nalaziti u autobusu tokom cele vožnje na koju se odnosi.
3. Prevoznik je dužan da se pobrine za propisno i tačno ispunjavanje putnih listova.

#### *Član 13.*

1. Prevoznik ispunjava putni list u dva primerka za svaku vožnju pre početka vožnje.
2. Radi navođenja imena putnika, prevoznik može koristiti unapred izrađen spisak na posebnom listu koji se prilaže uz putni list. Na spisku putnika i na putnom listu mora se nalaziti pečat prevoznika ili, po potrebi, potpis prevoznika ili potpis vozača autobusa.
3. Za usluge prevoza koje podrazumevaju odlaznu vožnju praznim vozilom iz člana 6. stav 3, spisak putnika se može popuniti, kao što je predviđeno u stavu 2, prilikom ukrcavanja putnika.

*Član 14.*

Nadležni organi dve ugovorne strane ili više njih mogu se dogovoriti da nije potrebno sastavljanje spiska putnika. U tom slučaju se broj putnika navodi na kontrolnom dokumentu.

Zajednički odbor osnovan u članu 23. se obaveštava o tim dogovorima.

## ODELJAK VIII

**DOZVOLA ZA NELIBERALIZOVANE POVREMENE USLUGE PREVOZA***Član 15.*

1. Za svaku povremenu uslugu prevoza koja nije liberalizovana prema odredbama člana 6. izdaje se dozvola uz međusobni dogovor nadležnih organa ugovornih strana u kojima se putnici ukrcavaju ili iskrcavaju, kao i nadležnih organa ugovornih strana kroz koje se prolazi u tranzitu. Ako se polazište ili odredište nalaze u državi članici Evropske Zajednice, za tranzit preko drugih država članica Zajednice nije potrebno dobiti dozvolu.

2. Dozvola mora biti u skladu sa obrascem utvrđenim u Aneksu 5.

*Član 16.***Zahtev za dobijanje dozvole**

1. Prevoznik podnosi zahtev za dobijanje dozvole nadležnim organima ugovorne strane na čijoj teritoriji se nalazi polazište.

Zahtevi moraju biti u skladu sa obrascem utvrđenim u Aneksu 4.

2. Prevoznici popunjavaju obrazac zahteva i uz njega prilažu dokaz da je podnosilac zahteva licenciran za obavljanje prevoza u vidu međunarodnih povremenih usluga prevoza autobusima iz člana 1. stav 1. tačka a) alineja druga.

3. Nadležni organi ugovorne strane na čijoj teritoriji se nalazi polazište razmatraju zahtev za dobijanje dozvole za obavljanje date usluge prevoza i, u slučaju njegovog odobravanja, dostavljaju ga nadležnim organima odredišne ugovorne strane kao i nadležnim organima tranzitnih ugovornih strana.

4. Odstupajući od člana 15. stav 1, ugovorne strane čije se teritorije ukrštaju u tranzitu mogu odlučiti da njihov pristanak nije više potreban za usluge prevoza predviđene u ovom odeljku. U tom slučaju Zajednički odbor osnovan u članu 23. se obaveštava o toj odluci.

5. Nadležni organi ugovorne strane(a) čiji se pristanak traži izdaju dozvolu u roku od mesec dana ne diskriminišući prevoznike na osnovu državljanstva ili mesta poslovnog nastanjenja. Ako se dati organi ne slažu sa uslovima dozvole, oni obaveštavaju nadležne organe zainteresovane ugovorne strane(a) o relevantnim razlozima.

*Član 17.*

Nadležni organi dveju ili više ugovornih strana mogu se dogovoriti da pojednostave postupak za izdavanje dozvole, obrazac zahteva za dobijanje dozvole i obrazac dozvole za povremene usluge prevoza koje se obavljaju između datih ugovornih strana. Zajednički odbor osnovan u članu 23. se obaveštava o tim dogovorima.



ODELJAK IX  
**KONTROLE, KAZNE I UZAJAMNA POMOĆ**

*Član 18.*

Kontrolni dokumenti iz člana 10. i dozvole iz člana 15. moraju se nalaziti u autobusu i pokazati na zahtev službenika koji je ovlašćen za vršenje poslova inspeksijskog nadzora.

*Član 19.*

Nadležni organi ugovornih strana obezbeđuju da prevoznici poštuju odredbe ovog sporazuma.

*Član 20.*

Overena kopija licence za obavljanje prevoza u vidu međunarodnih povremenih usluga prevoza autobusima iz člana 1. stav 1. tačka a) alineja druga, mora se nalaziti u autobusu i pokazati na zahtev službenika koji je ovlašćen za vršenje poslova inspeksijskog nadzora.

Zajednički odbor osnovan u članu 23. se obaveštava o obrascima takvog dokumenta, koji izdaju nadležni organi ugovornih strana.

*Član 21.*

Nadležni organi ugovornih strana utvrđuju sistem kazni za kršenje ovog sporazuma. Predviđene kazne su delotvorne, srazmerne i odvraćajuće.

*Član 22.*

1. Kada prevoznici nerezidenti počine ozbiljno ili ponovno kršenje propisa koji se odnose na drumski transport, posebno onih propisa koji se odnose na vreme vožnje i odmora vozača i bezbednost saobraćaja na putevima, koji mogu dovesti do oduzimanja dozvole za obavljanje delatnosti prevoznika putnika u drumskom transportu, nadležni organi date ugovorne strane dostavljaju nadležnom organu ugovorne strane u kojoj je prevoznik poslovno nastanjen sve informacije koje poseduju o tim kršenjima i o izrečenim kaznama.

2. Nadležni organi ugovorne strane na čijoj teritoriji je počinjeno ozbiljno ili ponovno kršenje propisa koji se odnose na drumski transport, posebno propisa koji se odnose na vreme vožnje i odmora vozača i bezbednost saobraćaja na putevima, mogu privremeno zabraniti pristup datom prevozniku na teritoriju ugovorne strane o kojoj je reč.

Što se tiče Evropske zajednice, nadležni organ države članice može privremeno zabraniti pristup samo na teritoriju date države članice. O ovim merama je potrebno obavestiti nadležne organe ugovorne strane poslovnog nastanjenja prevoznika i Zajednički odbor osnovan u članu 23.

3. Ako prevoznik počini ozbiljno ili ponovno kršenje propisa koji se odnose na drumski transport, posebno onih propisa koji se odnose na vreme vožnje i odmora vozača i bezbednost saobraćaja na putevima, nadležni organi ugovorne strane u kojoj je prevoznik poslovno nastanjen preduzimaju odgovarajuće mere kako bi se izbeglo ponavljanje tih kršenja; ove mere uključuju i suspenziju ili oduzimanje licence za obavljanje delatnosti prevoznika putnika u drumskom transportu. Zajednički odbor osnovan u članu 23. se obaveštava o ovim merama.

4. Ugovorne strane garantuju prevoznicima pravo na žalbu protiv izrečenih sankcija.

ODELJAK X  
**ZAJEDNIČKI ODBOR**

*Član 23.*

1. Kako bi se olakšalo sprovođenje ovog sporazuma, osniva se Zajednički odbor. Ovaj odbor sastavljen je od predstavnika ugovornih strana.
2. Zajednički odbor se prvi put sastaje u roku od šest meseci od dana stupanja na snagu ovog sporazuma.
3. Zajednički odbor donosi svoj poslovnik.
4. Zajednički odbor se sastaje na zahtev bar jedne ugovorne strane.
5. Zajednički odbor može donositi odluke samo ako su, na njegovim zasedanjima, prisutni predstavnici dve trećine ugovornih strana, uključujući i Evropsku zajednicu.
6. Donošenje odluka Zajedničkog odbora zahteva jednoglasnost zastupljenih ugovornih strana. U slučaju kada nije moguće postići jednoglasnost, zainteresovani nadležni organi se, u roku od šest nedelja, sastaju, na zahtev jedne ugovorne strane ili više njih, radi konsultovanja.

*Član 24.*

1. Zajednički odbor obezbeđuje pravilno sprovođenje ovog sporazuma. Odbor mora biti obavешten o svim merama koje su usvojene ili koje će biti usvojene za sprovođenje odredaba ovog sporazuma.
  2. Zajednički odbor naročito:
    - (a) na osnovu informacija koje dostave ugovorne strane, sastavlja spisak nadležnih organa ugovornih strana koji su odgovorni za zadatke iz odeljaka V, VI VII, VIII i IX ovog sporazuma;
    - (b) menja ili prilagođava kontrolne dokumente i druge obrasce dokumenata utvrđene u aneksima ovog sporazuma;
    - (c) menja ili prilagođava anekse o tehničkim standardima za autobuse, kao i Aneks 1. o uslovima koji se primenjuju na prevoznike putnika u drumskom transportu iz člana 4. kako bi se uključile buduće mere usvojene unutar Evropske zajednice;
    - (d) na osnovu informacija koje dostave ugovorne strane, sastavlja spisak, u cilju informisanja, svih carina, poreza i naknada iz člana 9. st. 4. i 5;
    - (e) menja ili prilagođava zahteve u pogledu odredaba o socijalnim pitanjima iz člana 8. kako bi se uključile buduće mere usvojene unutar Evropske zajednice;
    - (f) rešava sve sporove do kojih može doći tokom sprovođenja i tumačenja ovog sporazuma;
    - (g) preporučuje dalje korake u smeru liberalizacije povremenih usluga prevoza za koje je još uvek potrebno dobiti dozvolu.
  3. Ugovorne strane preduzimaju mere neophodne za sprovođenje svih odluka koje usvoji Zajednički odbor, po potrebi, u skladu sa svojim internim postupcima.
  4. Ako se ne može postići dogovor u cilju rešavanja spora u skladu sa stavom 2. tačka (f) ovog člana, zainteresovane ugovorne strane mogu podneti slučaj arbitražnom panelu. Sve zainteresovane ugovorne strane imenuju jednog arbitra. Zajednički odbor takođe imenuje jednog arbitra.
- Odluke arbitara donose se većinom glasova.

Ugovorne strane koje su uključene u spor preduzimaju potrebne korake potrebne za sprovođenje odluka arbitara.

## ODELJAK XI

### OPŠTE I ZAVRŠNE ODREDBE

#### Član 25.

##### **Bilateralni sporazumi**

1. Odredbe ovog sporazuma zamenjuju odgovarajuće odredbe sporazuma zaključenih između ugovornih strana. Što se tiče Evropske zajednice, ova odredba se primenjuje na sporazume zaključene između bilo koje države članice i ugovorne strane.

2. Ugovorne strane, osim Evropske zajednice, mogu se dogovoriti da ne primenjuju član 5. i Aneks 2. ovog sporazuma, a da druge tehničke standarde primenjuju na autobuse koji obavljaju povremene usluge prevoza između datih ugovornih strana, što podrazumeva i tranzit preko njihovih teritorija.

3. Bez obzira na odredbe člana 6. Aneksa 2, odredbe ovog sporazuma zamenjuju odgovarajuće odredbe sporazuma zaključenih između država članica Evropske zajednice i drugih ugovornih strana.

Međutim, odredbe kojima se odobrava izuzeće od obaveze dobijanja dozvole sadržane u postojećim bilateralnim sporazumima između država članica Evropske zajednice i drugih ugovornih strana za povremene usluge prevoza iz člana 7. mogu se zadržati i produžiti. U tom slučaju, date ugovorne strane odmah obaveštavaju Zajednički odbor osnovan u članu 23.

#### Član 26.

##### **Potpisivanje**

Ovaj sporazum je otvoren za potpisivanje u Briselu od 14. aprila 2000. godine do 31. decembra 2000. godine u Generalnom sekretarijatu Saveta Evropske unije, koji vrši dužnost depozitara ovog sporazuma.

#### Član 27.

##### **Potvrđivanje ili odobravanje i depozitar Sporazuma**

Potpisnice odobravaju ili potvrđuju ovaj sporazum u skladu sa sopstvenim postupcima. Ugovorne strane deponuju instrumente o odobravanju ili potvrđivanju kod Generalnog sekretarijata Saveta Evropske unije, koji obaveštava ostale potpisnice.

#### Član 28.

##### **Stupanje na snagu**

1. Za ugovorne strane koje su ga odobrile ili potvrdile, ovaj sporazum stupa na snagu kada ga odobre ili potvrde četiri ugovorne strane, uključujući Evropsku zajednicu, prvog dana trećeg meseca nakon datuma deponovanja četvrtog instrumenta o odobravanju ili potvrđivanju ili, čak, prvog dana šestog meseca, pod uslovom da se, u tom slučaju, u trenutku ratifikacije sporazuma da odgovarajuća izjava.

2. Za sve ugovorne strane koje ga odobre ili potvrde nakon njegovog stupanja na snagu koje je predviđeno u stavu 1, ovaj sporazum stupa na snagu prvog dana trećeg meseca nakon datuma kada je data ugovorna strana deponovala svoj instrument o odobravanju ili potvrđivanju.

*Član 29.***Trajanje Sporazuma - Ocena funkcionisanja Sporazuma**

1. Ovaj sporazum se zaključuje na period od pet godina, računajući od dana njegovog stupanja na snagu.
2. Trajanje ovog sporazuma se automatski produžava za dodatne periode od pet godina između ugovornih strana koje ne izraze želju da do produženja ne dođe. U suprotnom slučaju data ugovorna strana obaveštava depozitara o svojoj nameri u skladu sa članom 31.
3. Pre isteka svakog perioda od pet godina, Zajednički odbor ocenjuje funkcionisanje ovog sporazuma.

*Član 30.***Pristupanje**

1. Ovaj sporazum je, nakon stupanja na snagu, otvoren za pristupanje zemalja koje su punopravni članovi Evropske konferencije ministara transporta (SEMT). U slučaju da ovom sporazumu pristupe zemlje koje su članice Sporazuma o Evropskom ekonomskom prostoru, ovaj sporazum se ne primenjuje između ugovornih strana Sporazuma o Evropskom ekonomskom prostoru.
2. Ovaj sporazum je takođe otvoren za pristupanje Republike San Marina, Kneževine Andore i Kneževine Monako.
3. Za sve države koje pristupe ovom sporazumu nakon stupanja na snagu koje je predviđeno u članu 28, Sporazum stupa na snagu prvog dana trećeg meseca nakon što data država deponuje svoj instrument o pristupanju.
4. Svim državama koje pristupe ovom sporazumu nakon stupanja na snagu koje je predviđeno u članu 28. može se odobriti period od najviše tri godine za usvajanje odredaba koje su ekvivalentne direktivi(ama) iz Aneksa 1. O tim usvojenim merama je potrebno obavestiti Zajednički odbor.

*Član 31.***Otkazivanje**

Svaka ugovorna strana može jednostrano otkazati ovaj sporazum, tako da istovremeno, godinu dana unapred, obavesti druge ugovorne strane preko depozitara Sporazuma. Zajednički odbor treba takođe obavestiti o razlozima otkazivanja. Međutim, Sporazum se ne može otkazati tokom prve četiri godine nakon njegovog stupanja na snagu predviđenog članom 28.

Ako jedna ugovorna strana ili više njih otkáže Sporazum i broj ugovornih strana se spusti ispod broja koji je prvobitno dogovoren za stupanje na snagu predviđeno članom 28, Sporazum ostaje na snazi osim ako Zajednički odbor, sastavljen od preostalih ugovornih strana, ne odluči drugačije.

*Član 32.***Prestanak važenja**

Ugovorna strana koja je pristupila Evropskoj uniji prestaje se smatrati ugovornom stranom od datuma pristupanja.

*Član 33.***Aneksi**

Aneksi ovog sporazuma čine njegov sastavni deo.

*Član 34.***Jezici**

Ovaj sporazum, sačinjen na engleskom, francuskom i nemačkom jeziku, s tim da je tekst na svakom od ovih jezika jednako verodostojni, deponuje se u arhivu Generalnog sekretarijata Saveta Evropske unije, koja šalje overenu kopiju svim ugovornim stranama.

Sve ugovorne strane obezbeđuju tačan prevod ovog sporazuma na svoj službeni jezik ili službene jezike. Primerak ovog prevoda deponuje se u arhivu Generalnog sekretarijata Saveta Evropske unije.

Depozitar šalje svim ugovornim stranama primerak svih prevoda Sporazuma i aneksa.

KAO POTVRDU TOGA, dolepotpisani punomoćnici potpisali su ovaj sporazum.

Otvoren za potpisivanje u Briselu između 14. aprila 2000. godine i 30. juna 2001. godine

Za Evropsku zajednicu

22-06-2001

Za Bosnu i Hercegovinu

14-06-2001

Za Republiku Bugarsku

11-12-2000

Za Republiku Hrvatsku

27-04-2001

Za Republiku Češku

26-06-2001

Za Republiku Estoniju

Za Republiku Mađarsku

27-06-2001

Za Republiku Letoniju

15-12-2000

Za Republiku Litvaniju

29-09-2000

Za Republiku Moldaviju  
28-09-2000

Za Republiku Poljsku  
11-12-2000

Za Rumuniju  
02-10-2000

Za Republiku Slovačku  
14-12-2000

Za Republiku Sloveniju  
22-12-2000

Za Republiku Tursku  
11-06-2001

*ANEKS**ANEKS 1.***Uslovi koji se primenjuju na prevoznike putnika u drumskom transportu**

Direktiva Evropske zajednice navedena u članu 4. je:

Direktiva Saveta 96/26/EZ od 29. aprila 1996. godine o pristupu zanimanju drumskog prevoznika robe i drumskog prevoznika putnika i uzajamnom priznavanju diploma, sertifikata i drugih dokaza formalnih kvalifikacija kako bi se datim prevoznicima olakšalo ostvarivanje prava slobode poslovnog nastanjivanja u domaćem i međunarodnom transportu (*Službeni list Evropskih zajednica* L 124, 23.5.1996, str. 1), poslednji put izmenjena Direktivom Saveta 98/76/EZ od 1. oktobra 1998. godine (*Službeni list Evropskih zajednica* L 277, 14.10.1998, str. 17).

**ANEKS 2.****Tehnički standardi koji se primenjuju na autobuse****Član 1.**

Od datuma stupanja na snagu Interbus sporazuma za sve ugovorne strane, autobusi kojima se obavlja međunarodni povremeni prevoz putnika moraju da budu usaglašena sa pravilima utvrđenim u sledećim pravnim aktima:

(a) Direktiva Saveta 96/96/EZ od 20. decembra 1996. godine o približavanju pravnih propisa država članica o tehničkim pregledima motornih i njihovih priključnih vozila (*Službeni list Evropskih zajednica* L 46, 17.2.1997, str. 1);

(b) Direktiva Saveta 92/6/EEZ od 10. februara 1992. godine o ugradnji i upotrebi uređaja za ograničavanje brzine za određene kategorije motornih vozila u Zajednici (*Službeni list Evropskih zajednica* L 57, 2.3.1992, str. 27);

(c) Direktiva Saveta 96/53/EZ od 25. jula 1996. godine o utvrđivanju, za određena drumska vozila koja učestvuju u saobraćaju unutar Zajednice, najvećih dozvoljenih dimenzija u nacionalnom i međunarodnom saobraćaju, i najvećih dozvoljenih masa u međunarodnom saobraćaju (*Službeni list Evropskih zajednica* L 235, 17.9.1996, str. 59);

(d) Uredba Saveta (EEZ) broj 3821/85 od 20. decembra 1985. godine o uređajima za evidentiranje podataka u drumskom transportu (*Službeni list Evropskih zajednica* L 370, 31.12.1985, str. 8), poslednji put izmenjena Uredbom Komisije (EZ) broj 2135/98 od 24.9.1998. godine (*Službeni list Evropskih zajednica* L 274, 9.10.1998, str. 1), ili sa ekvivalentnim pravilima utvrđenim AETR sporazumom uključujući njegove protokole.

**Član 2.**

Od datuma stupanja na snagu Interbus sporazuma za sve ugovorne strane, ugovorne strane, osim Evropske zajednice, dužne su da se usaglase sa tehničkim zahtevima iz sledećih direktiva Zajednice ili ekvivalentnih UNECE pravilnika o jednoobraznim odredbama za homologaciju tipa novih vozila i njihove opreme a u pogledu autobusa kojima se obavlja međunarodni povremeni prevoz putnika.



Stavka	UNECE pravilnik/poslednja izmena	EZ Direktiva (original —poslednja izmena)	Datum početka primene u EU
Emisija izduvnih gasova	49/01 49/02, odobrenje A 49/02, odobrenje B	88/77 91/542 korak 1 91/542 korak 2 96/1.	1.10.1993. 1.10.1996.
Dimnost	24/03	72/306	2.8.1972.
Emisija buke	51/02	70/157 84/424 92/97	1.10.1989. 1.10.1996.
Kočni sistem	13/09	71/320 88/194 91/422 98/12	1.10.1991. 1.10.1994.
Pneumatici	54	92/23	1.1.1993.
Svetlosna instalacija	48/01	76/756 91/663 97/28	1.1.1994.

### Član 3.

Autobusi kojima se obavljaju sledeći prevozi:

- (a) prevoz iz države članice Zajednice (osim Grčke) u ugovornu stranu Interbus sporazuma;
- (b) prevoz iz ugovorne strane Interbus sporazuma u državu članicu Zajednice (osim Grčke);
- (c) prevoz iz ugovorne strane Interbus sporazuma u Grčku sa tranzitom preko druge države članice Zajednice koje obavljaju prevoznici sa poslovnim nastanjenjem u ugovornoj strani Interbus sporazuma;

podležu sledećim pravilima:

1. Autobusi prvi put registrovani pre 1. januara 1980. godine ne mogu da se koriste za povremene prevoze obuhvaćene Interbus sporazumom.
2. Autobusi prvi put registrovani između 1. januara 1980. godine i 31. decembra 1981. godine mogu da se koriste samo do 31. decembra 2000. godine.
3. Autobusi prvi put registrovani između 1. januara 1982. godine i 31. decembra 1983. godine mogu da se koriste samo do 31. decembra 2001. godine.
4. Autobusi prvi put registrovani između 1. januara 1984. godine i 31. decembra 1985. godine mogu da se koriste samo do 31. decembra 2002. godine.
5. Autobusi prvi put registrovani između 1. januara 1986. godine i 31. decembra 1987. godine mogu da se koriste samo do 31. decembra 2003. godine.
6. Autobusi prvi put registrovani između 1. januara 1988. godine i 31. decembra 1989. godine mogu da se koriste samo do 31.12.2004. godine.

7. Samo autobusi prvi put registrovani počev od 1. januara 1990. godine (Euro 0) mogu da se koriste od 1. januara 2005. godine.
8. Samo autobusi prvi put registrovani počev od 1. oktobra 1993. godine (Euro 1) mogu da se koriste od 1. januara 2007. godine.

#### *Član 4.*

Autobusi kojima se obavljaju sledeći prevozi:

- (a) prevoz iz Grčke u ugovorne strane Interbus sporazuma;
- (b) prevoz iz ugovornih strana Interbus sporazuma u Grčku;

podležu sledećim pravilima:

1. Autobusi prvi put registrovani pre 1. januara 1980. godine ne mogu da se koriste za povremene prevoze obuhvaćene Interbus sporazumom.
2. Autobusi prvi put registrovani između 1. januara 1980. godine i 31. decembra 1981. godine mogu da se koriste samo do 31. decembra 2000. godine.
3. Autobusi prvi put registrovani između 1. januara 1982. godine i 31. decembra 1983. godine mogu da se koriste samo do 31. decembra 2001. godine.
4. Autobusi prvi put registrovani između 1. januara 1984. godine i 31. decembra 1985. godine mogu da se koriste samo do 31. decembra 2003. godine.
5. Autobusi prvi put registrovani između 1. januara 1986. godine i 31. decembra 1987. godine mogu da se koriste samo do 31. decembra 2005. godine.
6. Autobusi prvi put registrovani između 1. januara 1988. godine i 31. decembra 1989. godine mogu da se koriste samo do 31. decembra 2007. godine.
7. Samo autobusi prvi put registrovani počev od 1. januara 1990. godine (Euro 0) mogu da se koriste od 1. januara 2008. godine.
8. Samo autobusi prvi put registrovani počev od 1. januara 1993. godine (Euro 1) mogu da se koriste od 1. januara 2010. godine.

#### *Član 5.*

Autobusi Zajednice koji se koriste u bilateralnom saobraćaju između Grčke i drugih država članica Zajednice sa tranzitom preko ugovornih strana Interbus sporazuma nisu obuhvaćeni datim pravilima o tehničkim standardima, već se na njih primenjuju pravila Evropske zajednice.

#### *Član 6.*

1. Pravila o tehničkim standardima obuhvaćena bilateralnim sporazumima ili aranžmanima između država članica Zajednice i ugovornih strana Interbus sporazuma o bilateralnom prevozu i tranzitu koja su strožija od pravila utvrđenih ovim sporazumom mogu da se primenjuju do 31. decembra 2006. godine.
2. Zainteresovane države članice Zajednice i ugovorne strane Interbus sporazuma obaveštavaju Zajednički odbor uspostavljen u članu 23. ovog sporazuma o sadržaju datih bilateralnih sporazuma ili aranžmana.

#### *Član 7.*

1. Dokument kojim se dokazuje datum prve registracije vozila mora da se nalazi u vozilu i pokaže na zahtev ovlašćenog službenika za inspekcijski nadzor. Za svrhe ovog aneksa „datum prve registracije vozila” se odnosi na prvu registraciju vozila nakon njegove proizvodnje. Ako ovaj datum registracije nije dostupan, računa se datum proizvodnje.

2. Ako je originalni motor autobusa zamenjen novim motorom, dokument iz stava 1. ovog člana zamenjuje se dokumentom kojim se dokazuje usaglašenost novog motora sa relevantnim pravilima za homologaciju tipa navedenim u članu 3.

#### *Član 8.*

1. Bez obzira na odredbu stava (a) člana 1. ovog aneksa, ugovorne strane mogu da ustanove nasumične preglede radi provere usaglašenosti autobusa sa odredbama Direktive 96/96/EZ. Za svrhe ovog aneksa „nasumični pregledi” su neplanirane i stoga neočekivane kontrole autobusa koji saobraćaju na teritoriji ugovorne strane a koje nadležni nadzorni organi sprovode na putu.

2. Radi sprovođenja pregleda na putu propisanog u ovom aneksu, nadležni nadzorni organi ugovornih strana koriste kontrolnu listu iz aneksa IIa i IIb. Jedan primerak kontrolne liste koju popunjava nadzorni organ koji sprovodi pregled daje se vozaču autobusa koji ga na zahtev daje na uvid kako bi se pojednostavili ili, po potrebi, izbegli naknadni uzastopni pregledi u nerazumno kratkom roku.

3. Ako kontrolor vozila smatra da nedostaci u održavanju autobusa opravdavaju detaljnija ispitivanja, autobus se može podvrgnuti tehničkom pregledu u ovlašćenom objektu tehničkog pregleda u skladu sa članom 2. Direktive 96/96/EZ.

4. Bez dovođenja u pitanje drugih kazni koje se mogu izreći, ako nasumični pregled pokaže da autobus nije usaglašen sa odredbama Direktive 96/96/EZ i da se stoga smatra da predstavlja ozbiljan rizik za svoje putnike i druge učesnike u saobraćaju, taj autobus može odmah da se isključi iz saobraćaja na putu.

5. Kontrola na putu se sprovodi bez diskriminacije na osnovu državljanstva, boravišta vozača ili države registracije autobusa.

## ANEKS IIa

**KONTROLNA LISTA**

1. Mesto kontrole:.....2. Datum:.....3. Vreme:.....

4. Oznaka države i registarski broj vozila:.....

5. Vrsta vozila

autobus (<sup>5</sup>)

6. Poslovno ime i adresa prevoznika koji obavlja prevoz:

.....

7. Državljanstvo:.....

8. Vozač:.....

9. Pošiljalac, adresa, mesto ukrcavanja:.....

10. Primalac, adresa, mesto iskrcavanja:.....

11. Bruto masa vozila:.....

12. Razlozi neusaglašenosti:

— kočni sistem i njegovi sastavni delovi

— upravljački mehanizam

— svetla, svetlosni i signalni uređaji

— točkovi/glavčine/pneumatici

— izduvni sistem

— dimnost (dizel)

— sastav emisije gasova (benzin).

13. Razno/napomene:

14. organ/službenik koji sprovodi pregled:

15. Rezultat pregleda:

— ispravno

— sa manjim neispravnostima

— ozbiljna neispravnost

— isključenje iz (zabrana) saobraćaja.

Potpis kontrolora koji je izvršio pregled/Dozvola

---

<sup>5</sup> Моторно возило са најмање четири точка намењено за превоз путника са више од осам седишта осим седишта возача (врсте М2 и М3).

## ANEKS IIb

**TEHNIČKI STANDARDI ZA KONTROLU NA PUTU**

Autobusi definisani u članu 3. ovog sporazuma se održavaju u takvom stanju da ih nadzorni organi ocene tehnički ispravnim.

Stavke koje se proveravaju su one koje se smatraju značajnim za bezbedan i (ekološki) čist rad autobusa. Pored jednostavnih provera ispravnosti (svetala, signalizacije, stanja pneumatika itd.) obavljaju se specifične kontrole i/ili pregledi kočnica vozila odnosno emisije motornog vozila na sledeći način:

**1. Kočnice**

Svi delovi kočnog sistema i sredstva za njegovu primenu održavaju se u ispravnom i efikasnom radnom stanju i adekvatno su podešeni.

Kočnice autobusa su u stanju da ispune sledeće tri kočne funkcije:

(a) za autobuse, njihove prikolice i poluprikolice, radna kočnica omogućava usporavanje i bezbedno, brzo i efikasno zaustavljanje vozila, bez obzira na opterećenje/popunjenost vozila i uzdužni nagib puta kojim se vozilo kreće;

(b) za autobuse, njihove prikolice i poluprikolice, parkirna kočnica omogućava zadržavanje autobusa u stanju mirovanja, bez obzira na opterećenje/popunjenost vozila na značajnijem uzdužnom nagibu, pri čemu su radne površine kočnice aktivirane pomoću isključivo mehaničkog uređaja;

(c) za autobuse, pomoćna kočnica (za slučaj opasnosti) omogućava usporavanje i zaustavljanje autobusa bez obzira na opterećenje/popunjenost i na razumnom rastojanju, čak i u slučaju otkaza radne kočnice.

Kada postoji sumnja da autobus nije održavan na odgovarajući način, nadzorni organi nadležni za pregled mogu da izvrše proveru performansi kočenja autobusa u skladu s pojedinim ili svim odredbama Direktive 96/96/EZ Aneks II tačka I.

**2. Emisije izduvnih gasova****2.1. Emisija izduvnih gasova****2.1.1. Autobusi sa motorima sa aktivnim paljenjem smeše (OTO motorima)**

(a) Kada se emisije izduvnih gasova ne regulišu pomoću naprednog sistema za regulisanje emisije kao što je trokomponentni katalizator sa lambda sondom:

1. vizuelni pregled sistema za odvođenje izduvnih gasova kako bi se utvrdilo da nema nezaptivenosti, ni neispravnosti;
2. po potrebi, vizuelni pregled sistema za regulisanje emisije kako bi se utvrdilo postojanje svih zahtevanih uređaja.

Nakon razumnog vremena dovođenja motora na radnu temperaturu (prema preporukama proizvođača autobusa), meri se sadržaj ugljenmonoksida (CO) u izduvnim gasovima pri broju obrtaja motora na praznom hodu.

Najveći dozvoljeni sadržaj SO u izduvnim gasovima je nivo koji je deklarirao proizvođač autobusa. Ako taj podatak nije dostupan ili ako nadležni organi država članica odluče da ga ne koriste kao referentnu vrednost, sadržaj CO ne sme da bude veći od:

- za autobuse koji su prvi put registrovani između datuma od kog su ugovorne strane zahtevale da se autobusi usklade sa Direktivom 70/220/EEZ<sup>6</sup> i 1. oktobra 1986. godine: 4,5% vol. CO,
- za autobuse koji su prvi put registrovani nakon 1. oktobra 1986. godine: 3,5% vol. CO.

(b) Kada se emisije izduvnih gasova regulišu pomoću naprednog sistema za regulisanje emisije kao što je trokomponentni katalizator sa lambda sondom:

1. vizuelni pregled sistema za odvođenje izduvnih gasova kako bi se utvrdilo nepostojanje nezaptivenosti i kompletnost svih delova;
2. vizuelni pregled sistema za regulisanje emisija kako bi se utvrdilo postojanje svih zahtevanih uređaja.
3. određivanje efikasnosti sistema za regulisanje emisija autobusa merenjem lambda vrednosti sadržaja SO u izduvnim gasovima u skladu sa Odeljkom 4. ili postupcima koje je predložio proizvođač a koji su odobreni prilikom homologacije tipa. Za svaki pregled motor je na radnoj temperaturi prema preporukama proizvođača autobusa.
4. emisije iz izduvne cevi - granične vrednosti:

merenje pri broju obrtaja motora na praznom hodu:

najveći dozvoljeni sadržaj SO u izduvnim gasovima je nivo koji je deklarirao proizvođač autobusa. Ako taj podatak nije dostupan, sadržaj SO ne sme da bude veći od 0,5% vol.

Merenje pri velikom broju obrtaja motora na praznom hodu, sa brojem obrtaja motora od najmanje 2000 min<sup>-1</sup>:

sadržaj SO: najviše 0,3% vol.

lambda:  $1 \pm 0,03$  u skladu sa specifikacijama proizvođača.

#### 2.1.2. *Autobusi sa motorima sa kompresionim paljenjem (dizel)*

Merenje neprovidnosti izduvnih gasova pri slobodnom ubrzanju (od broja obrtaja na praznom hodu do najvećeg dozvoljenog broja obrtaja pri kome dolazi do prekida dovoda goriva). Nivo koncentracije ne sme da bude veći od nivoa koji je deklarisan na pločici u skladu sa Direktivom 72/306/EEZ<sup>(7)</sup>. Ako taj podatak nije dostupan ili ako nadležni organi ugovornih strana odluče da ga ne koriste kao referentnu vrednost, granične vrednosti koeficijenta apsorpcije svetlosti su sledeće:

najveći koeficijent apsorpcije za:

— dizel motore sa prirodnim usisavanjem vazduha =  $2,5 \text{ m}^{-1}$ ,

<sup>6</sup> Direktiva Saveta 70/220/EEZ od 20. marta 1970. godine o usklađivanju zakonodavstava država članica o merama koje je potrebno preduzeti u borbi protiv загађења ваздуха емисијама из моторних возила (СЛ L 76, 6.4.1970, стр. 1) и исправка (СЛ L 81, 11.4.1970, стр. 15), последњи пут измењена Директивом 94/12/EЗ Европског парламента и Савета (СЛ L 100, 19.4.1994, стр. 42).

<sup>7</sup> Direktiva Saveta 72/306/EEZ od 2. avgusta 1972. godine o usklađivanju zakonodavstava država članica o merama koje je potrebno preduzeti protiv emisije загађујућих материја из дизел мотора који се користе у возилима (СЛ L 190, 20.8.1972, стр. 1), последњи пут измењена Директивом Комисије 89/491/EEZ (СЛ L 238, 15.8.1989, стр. 43).

— dizel motore sa nadpunjenjem= 3,0 m<sup>-1</sup>,

ili ekvivalentne vrednosti kada se koristi uređaj koji je drugačiji od korišćenog prilikom EZ homologacije tipa.

### 2.1.3. *Oprema za pregled*

Emisije autobusa ispituju se uz korišćenje opreme koja je projektovana za precizno utvrđivanje usklađenosti sa graničnim vrednostima koje su propisane ili koje je deklarirao proizvođač.

2.2. Po potrebi se proverava pravilno funkcionisanje ugrađenog dijagnostičkog sistema (OBD) za regulisanje emisije.

## ANEKS 3.

**Obrazac kontrolnog dokumenta za povremene prevoze koji su izuzeti od obaveze dobijanja dozvole**

(zeleni papir: DIN A4 = 29,7 cm x 21 cm)

(Prednja korica — rekto folio)

(Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane u kojoj je prevoznik poslovno nastanjen)

Država u kojoj je izdat kontrolni dokument

Nadležni organ ili ovlašćena agencija

Knjiga br. ....

— Identifikaciona oznaka zemlje <sup>(8)</sup>**INTERBUS****KNJIGA PUTNIH LISTOVA**

Za međunarodni drumski prevoz putnika u vidu povremen prevoza autobusima utvrđen u skladu sa:

– čl. 6. i 10. Sporazuma o međunarodnom povremenom prevozu putnika autobusima - Interbus sporazum.

Poslovno ime prevoznika:.....

.....

Adresa: .....

.....

.....  
(Mesto i datum izdavanja knjige).....  
(Potpis i pečat organa koji izdaje knjigu)

<sup>8</sup> Belgija (B), Danska (DK), Nemačka (D), Grčka (GR), Španija (E), Francuska (F), Irska (IRL), Italija (I), Luksemburg (L), Holandija (NL), Portugal (P), Ujedinjeno Kraljevstvo (UK), Finska (FIN), Austrija (A), Švedska (S), Bugarska (BG), Češka (CZ), Estonija (EST), Mađarska (H), Litvanija (LT), Letonija (LV), Poljska (PL), Rumunija (RO), Slovačka (SK), Slovenija (SLO).



(Unutrašnja stranica korice knjige putnih listova — rekto folio)

(Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane u kojoj je prevoznik poslovno nastanjen)

**VAŽNO OBAVEŠTENJE****1. Usluge prevoza obuhvaćene Interbus sporazumom su sledeće.**

1. Međunarodni drumski prevoz putnika bilo kog državljanstva, u vidu povremenih prevoza:

- između teritorija dve ugovorne strane ili koji počinje i završava se na teritoriji iste ugovorne strane i, ako se ukaže potreba tokom tog prevoza, tranzitira na teritoriji druge ugovorne strane ili države koja nije ugovorna strana,
- koje obavljaju javni prevoznici poslovno nastanjeni u ugovornoj strani u skladu sa njenim zakonima i koji imaju licencu za obavljanje međunarodnih povremenih prevoza autobusima,
- autobusima registrovanim na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen, koji su konstruisani, opremljeni i namenjeni za prevoz više od devet lica, uključujući i vozača;

2. Kretanje praznih autobusa u vezi sa datim prevozima.

3. Za svrhe Interbus sporazuma, izraz „teritorija ugovorne strane” obuhvata, u pogledu Evropske zajednice, teritorije na kojima se primenjuje Ugovor o osnivanju Zajednice i u skladu sa uslovima utvrđenim u tom ugovoru.

4. Mogućnost da prevoznici poslovno nastanjeni u jednoj ugovornoj strani obavljaju nacionalne povremene prevoze u drugoj ugovornoj strani izuzeta je iz oblasti primene ovog sporazuma.

5. Korišćenje autobusa namenjenih za prevoz putnika, za obavljanje prevoza tereta u komercijalne svrhe, izuzeta je iz oblasti primene ovog sporazuma.

6. Interbus sporazum se ne odnosi na povremene prevoze za sopstvene potrebe.

**2. Međunarodni povremeni prevozi izuzeti od obaveze dobijanja dozvole na teritoriji drugih ugovornih strana osim one u kojoj je prevoznik poslovno nastanjen u skladu sa uslovima člana 6. Interbus sporazuma su sledeće:**

1. kružne vožnje zatvorenih vrata, tj. prevozi u kojima se tokom kompletnog putovanja istim autobusom prevozi ista grupa putnika i vraća na polazište. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen.

2. prevozi u kojima se odlazna vožnja obavlja punim, a povratna praznim vozilom. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen.

3. prevozi u kojima se odlazna vožnja obavlja praznim vozilom i svi putnici se ukrcavaju na istom mestu, ako je ispunjen jedan od sledećih uslova:

a) putnici čine organizovanu grupu, na teritoriji države koja nije ugovorna strana ili na teritoriji treće države ugovorne strane, osim one u kojoj je prevoznik poslovno nastanjen i one u kojoj se vrši ukrcavanje putnika, na osnovu ugovora o prevozu zaključenih pre njihovog dolaska na teritoriju poslednje navedene ugovorne strane. Putnici se prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;

b) putnike je prethodno isti prevoznik dovezao, pod okolnostima propisanim u tački 2, na teritoriju ugovorne strane u kojoj se ponovo ukrcavaju i prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;

c) putnici su pozvani da putuju na teritoriju druge ugovorne strane, pri čemu troškove prevoza snosi lice koje je uputilo poziv. Ovi putnici moraju da čine homogenu grupu koja nije formirana isključivo radi konkretne vožnje i koja se prevozi na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen.

4. Tranzitne vožnje preko ugovornih strana u vezi sa povremenim prevozima koji su izuzeti od obaveze dobijanja dozvole takođe se izuzimaju od obaveze dobijanja dozvole.

5. Prazni autobusi koji se koriste isključivo kao zamena oštećenih ili neispravnih autobusa kojima se obavljaju međunarodni prevozi obuhvaćeni ovim sporazumom takođe se izuzimaju od obaveze dobijanja dozvole.

Za prevoze koje obavlja prevoznik koji je poslovno nastanjen u Evropskoj zajednici, polazište i/ili određeno mesto prevoza može biti u bilo kojoj državi članici Evropske zajednice, bez obzira na to u kojoj državi članici je autobus registrovan ili u kojoj ugovornoj strani je prevoznik poslovno nastanjen.

### 3. Uslovi koji se primenjuju na autobuse

Autobusi kojima se obavljaju međunarodni povremeni prevozi obuhvaćeni Interbus sporazumom usklađeni su sa tehničkim standardima propisanim odredbama člana 5. i Aneksa 2. ovog sporazuma.

### 4. Informacije u vezi sa popunjavanjem putnog lista

1. Za svaku vožnju koja se obavlja kao povremeni prevoz prevoznik pre početka vožnje mora da popuni putni list u dva primerka.

Kako bi obezbedio imena putnika, prevoznik može da koristi prethodno sačinjen spisak na posebnom listu koji prilaže uz putni list. Na spisku putnika i na putnom listu mora da se nalazi pečat prevoznika ili, po potrebi, potpis ovlašćenog lica prevoznika ili potpis vozača.

Za prevoze u kojima se odlazna vožnja obavlja praznim vozilom, spisak putnika može da se popuni, kako je to gore navedeno, prilikom ukrcavanja putnika.

Gornji primerak putnog lista mora da se čuva u autobusu tokom kompletne vožnje i pokaže na zahtev nadležnog nadzornog organa.

2. Za prevoze u kojima se odlazna vožnja obavlja praznim vozilom, iz tačke 4C putnog lista, prevoznik

mora, uz kontrolni dokument da priloži sledeće prateće dokumente:

– u slučajevima iz tačke 4C1: kopiju ugovora o prevozu ako ga pojedine zemlje zahtevaju ili drugi odgovarajući dokument kojim se utvrđuju osnovni podaci datog ugovora (posebno mesto, zemlja i datum zaključenja ugovora, mesto, zemlja i datum ukrcavanja putnika, mesto i zemlja odredišta),

– u slučaju prevoza iz tačke 4C2: putni list koji je pratio autobus tokom odgovarajuće vožnje koju je prevoznik obavio u odlasku punim, a u povratku praznim vozilom radi prevoza putnika na teritoriju ugovorne strane u kojoj se oni ponovo ukrcavaju,

– u slučaju prevoza iz tačke 4C3: pozivno pismo lica koje je uputilo poziv ili njegovu fotokopiju.

3. U slučaju povremenih prevoza, putnici ne smeju da se ukrcavaju ili iskrcavaju tokom vožnje, osim izuzetno sa dozvolom nadležnih organa. U tom slučaju je potrebno imati dozvolu.

4. Prevoznik je dužan da se pobrine za propisno i tačno popunjavanje putnih listova. Oni se popunjavaju štampanim slovima i neizbrisivim mastilom.

5. Knjiga putnih listova je neprenosiva.

INTERBUS

(PUTNI LIST — REKTO FOLIO)

(Zeleni papir: DIN A4 = 29,7 cm x 21 cm)

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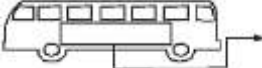
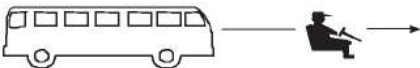


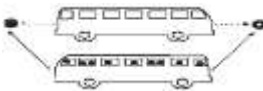
(Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane u kojoj je prevoznik poslovno nastanjen)

Knjiga broj.....

Putni list broj.....

(Država u kojoj je dokument izdat)

— Identifikaciona oznaka zemlje

		
	Registarska oznaka vozila	Broj raspoloživih putničkih sedišta
2		..... ..... .....
	Naziv ili trgovački naziv prevoznika	
3		1. .... 2. .... 3. ....
	Ime jednog ili više vozača	
Vrsta prevoza (staviti krstić u odgovarajuću rubriku i dodati zahtevane dodatne informacije)		
A		B
	Kružne vožnje zatvorenih vrata	
		Odlazna vožnja punim vozilom/ povratna vožnja praznim vozilom <input checked="" type="checkbox"/> Mesto gde se putnici iskrcavaju i identifikaciona oznaka zemlje .....
C	Odlazna vožnja se vrši praznim vozilom i svi putnici se ukrcavaju na istom mestu i prevoze u zemlju u kojoj prevoznik poslovno nastanjen <input checked="" type="checkbox"/> Mesto gde se putnici ukrcavaju i identifikacioni znak zemlje .....	
		
4	C1 (a) Putnici su okupljeni u grupu u skladu sa ugovorom o prevozu koji je zaključen ..... (datum) sa (putnička agencija, udruženje itd.) (b) Putnici su okupljeni u grupu na teritoriji: (a) zemlje koja nije ugovorna strana ..... (zemlja) (b) druge ugovorne strane u kojoj prevoznik nije poslovno nastanjen ..... (zemlja) (c) Mesto i ugovorna strana u kojoj su se putnici ukrcali ..... (zemlja) (d) Da bi se prevezli u ugovornu stranu poslovnog nastanjenja prevoznika ..... (zemlja) <input type="checkbox"/> Priložena je kopija ugovora o prevozu ili ekvivalentan dokument (videti: „Važno obaveštenje”, tačka 4).	
	C2 Putnike je prethodno dovezao isti prevoznik, u okviru prevoza iz tačke B, u ugovornu stranu u kojoj oni treba ponovo da se ukrcaju i prevezu na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen <input type="checkbox"/> Priložen je putni list za prethodnu odlaznu vožnju punim vozilom i povratnu vožnju praznim vozilom.	
	C3 Putnici su pozvani da putuju u ..... (Mesto i zemlja) Troškove transporta snosi lice koje je uputilo poziv a putnici čine homogenu grupu koja nije formirana isključivo radi konkretne vožnje. Priloženo je pozivno pismo (ili njegova fotokopija). Grupa se prevozi na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen.	

(Putni list — verzo folio)

Relacija	Dnevne etape					
	Datumi	Iz mesta/zemlje	U mesto/zemlju	Km puni	Km prazni	Granični prelazi
5						
Spisak putnika						
6	1		22		43	
	2		23		44	
	3		24		45	
	4		25		46	
	5		26		47	
	6		27		48	
	7		28		49	
	8		29		50	
	9		30		51	
	10		31		52	
	11		32		53	
	12		33		54	
	13		34		55	
	14		35		56	
	15		36		57	
	16		37		58	
	17		38		59	
	18		39		60	
	19		40		61	
	20		41		62	
	21		42		63	
7	Datum popunjavanja putnog lista:			Potpis prevoznika:		
8	Nepredviđene promene:					

9	Kontrolni pečati po potrebi					
---	-----------------------------	--	--	--	--	--

(Stavka 6 se, po potrebi, može popuniti na posebnom listu koji će biti čvrsto pričvršćen za ovaj dokument.)

## ANEKS 4.

**Obrazac zahteva za dobijanje dozvole za međunarodni povremeni prevoz**

(Beli papir — A4)

Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane u kojoj je zahtev podnet

**ZAHTEV ZA DOBIJANJE DOZVOLE ZA POČETAK MEĐUNARODNOG POVREMENOG PREVOZA**

koji se obavlja autobusima između ugovornih strana u skladu sa članom 7. Sporazuma o međunarodnom povremenom prevozu putnika autobusima

(Interbus sporazum)

.....  
(Nadležni organ ugovorne strane iz koje prevoz kreće, odnosno, u kojoj je prva tačka ukrcavanja putnika)

## 1. Informacije o podnosiocu zahteva za dobijanje dozvole:

Poslovno ime prevoznika:.....

Adresa: .....

Zemlja: .....

Telefon: .....

Telefaks: .....

(Druga stranica zahteva)

2. Svrha, razlozi i opis povremenog prevoza:

.....

.....

.....

.....

3. Informacije koje se odnose na relaciju:

a) Polazište prevoza: .....Zemlja: .....

b) Odredište prevoza: .....Zemlja: .....

Glavna relacija prevoza i granični prelazi:

.....

.....

.....

.....

Zemlje čije se teritorije prelaze bez ukrcavanja ili iskrcavanja putnika:

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

4. Datum obavljanja prevoza: .....

5. Registarska(e) oznaka(e) autobusa: .....

.....

.....

6. Dodatne informacije:

.....

.....

.....

.....

7.

.....

(Mesto i datum)

.....

(Potpis podnosioca zahteva)

(Treća stranica zahteva)

### VAŽNO OBAVEŠTENJE

1. Prevoznici popunjavaju obrazac zahteva i uz njega prilažu dokaz da podnosilac zahteva ima licencu za obavljanje prevoza u vidu međunarodnih povremenih prevoza autobusima iz člana 1. stav 1. tačka a) alineja druga Interbus sporazuma.

2. Za povremene prevoze, osim onih navedenih u članu 6. Interbus sporazuma, potrebno je dobiti dozvolu, odnosno za sve prevoze osim sledećih:

1. **kružne vožnje zatvorenih vrata**, tj. prevoze u okviru kojih se istim autobusom prevozi na kompletom putu ista grupa putnika i vraća na polazište. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen;

2. **prevozi u kojima se odlazna vožnja obavlja punim, a povratna praznim vozilom**. Polazište je na teritoriji ugovorne strane u kojoj je prevoznik poslovno nastanjen;

3. **prevozi u kojima se odlazna vožnja obavlja praznim vozilom** i svi putnici se ukrcavaju na istom mestu, ako je ispunjen jedan od sledećih uslova:

a) putnici čine organizovanu grupu na teritoriji države koja nije ugovorna strana ili na teritoriji treće države koja je ugovorna strana, osim one u kojoj je prevoznik poslovno nastanjen ili one u kojoj se vrši ukrcavanje putnika, na osnovu ugovora o prevozu zaključenih pre njihovog dolaska na teritoriju poslednje navedene ugovorne strane. Putnici se prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;

(b) putnike je prethodno isti prevoznik dovezao, pod okolnostima propisanim u tački 2, na teritoriju ugovorne strane u kojoj se ponovo ukrcavaju i prevoze na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;

(c) putnici su pozvani da putuju na teritoriju druge ugovorne strane, pri čemu troškove prevoza snosi lice koje je uputilo poziv. Ovi putnici moraju da čine homogenu grupu koja nije formirana isključivo radi konkretne vožnje i koja se prevozi na teritoriju ugovorne strane u kojoj je prevoznik poslovno nastanjen;

4. **tranzitne vožnje** preko ugovornih strana u vezi sa povremenim prevozima koji su izuzeti od obaveze dobijanja dozvole takođe se izuzimaju od obaveze dobijanja dozvole;

5. **prazni autobusi** koji se koriste isključivo kao zamena za autobuse koji su oštećeni ili postali neispravni tokom obavljanja međunarodnih prevoza obuhvaćenih ovim sporazumom takođe se izuzimaju od obaveze dobijanja dozvole.

Za prevoze koje obavlja prevoznik sa poslovnim nastanjenjem unutar Evropske zajednice, polazište i/ili odredište prevoza može da bude u bilo kojoj državi članici Evropske zajednice, bez obzira na to u kojoj je državi članici autobus registrovan ili u kojoj državi članici je prevoznik poslovno nastanjen.

3. Zahtev se podnosi nadležnom organu ugovorne strane iz koje prevoz polazi, odnosno, u kojoj je prva tačka ukrcavanja putnika.

4. Autobusi koji se koriste moraju da budu registrovani na teritoriji ugovorne strane poslovnog nastanjenja prevoznika.

5. Autobusi koji se koriste za obavljanje međunarodnih povremenih prevoza obuhvaćenih Interbus sporazumom moraju da budu usklađeni sa tehničkim standardima propisanim u Aneksu 2. ovog sporazuma.



## ANEKS 5.

**Образец дозволе за neliberalizovane povremene prevoze**

(Prva stranica dozvole)

(Roze papir — A4)

Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane koja izdaje dozvolu

UGOVORNA STRANA KOJA IZDAJE  
DOZVOLU

NADLEŽNI ORGAN

(Pečat)

— Međunarodna identifikaciona oznaka <sup>(9)</sup>

DOZVOLA BROJ ...

za međunarodni povremeni prevoz koji se obavlja autobusom između ugovornih strana u skladu sa članom 7. Sporazuma o međunarodnom povremenom prevozu putnika autobusima

(Interbus sporazum)

za: .....

(Poslovno ime prevoznika)

Adresa: .....

Zemlja: .....

Telefon: .....

Telefaks: .....

.....

(Mesto i datum izdavanja)

.....

(Potpis i pečat organa koji je izdao dozvolu)

<sup>9</sup> Белгија (B), Данска (DK), Немачка (D), Грчка (GR), Шпанија (E), Француска (F), Ирска (IRL), Италија (I), Луксембург (L), Холандија (NL), Португал (P), Уједињено Краљевство (UK), Финска (FIN), Аустрија (A), Шведска (S), Бугарска (BG), Република Чешка (CZ), Естонија (EST), Мађарска (H), Литванија (LT), Летонија (LV), Пољска (PL), Румунија (RO), Република Словачка (SK), Словенија (SLO).

## (Druga stranica dozvole)

1. Svrha, razlozi i opis povremenog prevoza:

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

2. Informacije o relaciji:

(a) polazište prevoza: ..... zemlja: .....

(b) odredište prevoza: ..... zemlja: .....

Glavna relacija prevoza i granični prelazi:

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

3. Datum obavljanja prevoza: .....

4. Registarska(e) oznaka(e) autobusa: .....

.....

5. Ostali uslovi:

.....  
.....

6. Spisak putnika u prilogu

.....  
(Pečat organa koji izdaje dozvolu)

(Treća stranica dozvole)

Sastaviti na službenom jeziku (jezicima) ili jednom od službenih jezika ugovorne strane koja izdaje dozvolu
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**VAŽNO OBAVEŠTENJE**

1. Dozvola važi za kompletno trajanje putovanja. Može da je koristi samo prevoznik čije ime i registarska oznaka autobusa su navedeni u dozvoli.
2. Dozvola mora da se nalazi u autobusu tokom trajanja putovanja i da se pokaže na zahtev nadležnog nadzornog organa.
3. Spisak putnika mora da se nalazi u prilogu ove dozvole.

**Obrazac izjave koju daju ugovorne strane Interbus sporazuma u vezi sa članom 4. i Aneksom 1.**

Uslovi koji se primenjuju na prevoznike u prevozu putnika u drumskom saobraćaju

IZJAVA .....(Naziv ugovorne strane)

U VEZI SA ČLANOM 4. I ANEKSOM 1

1. Tri uslova utvrđena u Naslovu I Direktive Saveta 96/26/EZ od 29. aprila 1996. godine o pristupu delatnosti prevoznika u drumskom prevozu tereta i drumskom prevozu putnika i uzajamnom priznavanju diploma, sertifikata i drugih dokaza o formalnim kvalifikacijama kako bi se datim prevoznicima olakšalo ostvarivanje prava slobode poslovnog nastanjanja u domaćem i međunarodnom transportu (*Službeni list Evropskih zajednica* L 124, 23.5.1996, str. 1), poslednji put izmenjena Direktivom Saveta 98/76/EZ od 1. oktobra 1998. godine (*Službeni list Evropskih zajednica* L 277, 14.1.1998, str. 17):

(a) uvedena su u nacionalno zakonodavstvo putem

.....(upućivanje na zakon);

(b) biće uvedena u nacionalno zakonodavstvo

..... (datum).

2. Što se tiče uslova „odgovarajućeg finansijskog stanja”, postojećim zakonodavstvom je utvrđeno da prevoznik mora da raspoláže kapitalom i rezervama od najmanje:

—..... EUR (odnosno protivvrednost u nacionalnoj valuti) po korišćenom vozilu ili

—..... EUR (odnosno protivvrednost u nacionalnoj valuti) po sedištu autobusa koji prevoznik koristi za prevoz putnika.

Predviđeno je da iznos „odgovarajućeg finansijskog stanja” bude prilagođen zahtevima Direktive 96/26/EZ do ..... (datum, odnosno najkasnije do 1.1.2005. godine).

**ODLUKA br. 1/2011 ZAJEDNIČKOG ODBORA OSNOVANOG INTERBUS  
SPORAZUMOM O MEĐUNARODNOM POVREMENOM PREVOZU PUTNIKA  
AUTOBUSIMA**

od 11. novembra 2011.

**o donošenju poslovnika i prilagođavanju Aneksa 1 Sporazuma u pogledu uslova koji  
važe za prevoznike u prevozu putnika u drumskom saobraćaju, Aneksa 2 Sporazuma  
u vezi sa tehničkim standardima koji važe za autobuse i zahtevima u pogledu  
socijalnih odredbi iz člana 8 Sporazuma**

**(2012/25/EU)**

ZAJEDNIČKI ODBOR,

uzimajući u obzir Interbus sporazum o međunarodnom povremenom prevozu putnika autobusima <sup>(1)</sup>, a posebno njegove članove 23 i 24,

budući da:

(1) U skladu sa članom 23 stav 3. Interbus sporazuma o međunarodnom povremenom prevozu putnika autobusima (u daljem tekstu 'Sporazum'), Zajednički odbor mora da donese svoj poslovnik.

(2) U skladu sa članom 24 stav 2. tačka (c) Sporazuma, Zajednički odbor je odgovoran za prilagođavanje Aneksa 1 Sporazuma u vezi sa uslovima koji važe za prevoznike u prevozu putnika u drumskom saobraćaju i Aneksa 2 Sporazuma u vezi sa tehničkim standardima koji važe za autobuse. Dalje, Zajednički odbor je odgovoran, u skladu sa članom 24 stav 2. tačka (e) Sporazuma, za prilagođavanje zahteva u pogledu socijalnih odredbi iz člana 8 Sporazuma radi uključenja novih mera koje su preduzete u Uniji,

ODLUČIO JE KAKO SLEDI:

*Član 1*

Zajednički odbor donosi svoj poslovnik, kako je navedeno u Aneksu I ove odluke.

*Član 2*

Aneks 1 Sporazuma u pogledu uslova koji važe za prevoznike u prevozu putnika u drumskom saobraćaju i Aneks 2 Sporazuma u vezi sa tehničkim standardima koji važe za autobuse i zahtevima u pogledu socijalnih odredbi iz člana 8. Sporazuma ovim se prilagođavaju kako je navedeno u Aneksu II ove odluke.

Sačinjeno u Briselu, 11 novembra 2011.

*Predsedavajući*

Sz. SCHMIDT

*Sekretar*

G. PATRIS

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<sup>(1)</sup> OJ L 321, 26.11.2002, str. 13.

**ANEKS I****Poslovnik Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima***Član 1***Naziv Zajedničkog odbora**

Zajednički odbor osnovan članom 23 Interbus sporazuma o međunarodnom povremenom prevozu putnika autobusima dalje u tekstu naziva se 'Odbor'.

*Član 2***Predsedavanje**

1. Odborom u ime Evropske unije predsedava predstavnik Evropske komisije (u daljem tekstu 'Komisija').
2. Šef delegacije Unije, ili prema potrebi njegov zamenik, obavlja dužnosti Predsednika Odbora.
3. Predsednik upravlja radom Odbora.

*Član 3***Delegacije**

1. Strane za koje je Sporazum stupio na snagu (u daljem tekstu 'strane') imenuju svoje predstavnike u Odbor. Delegaciju Unije čine predstavnici Komisije kojima pomažu predstavnici država članica.
2. Svaka strana imenuje šefa i, gde je to neophodno, zamenika šefa svoje delegacije.
3. Svaka strana može imenovati nove predstavnike u Odbor. O svakoj takvoj promeni se bez odlaganja i pisanim putem obaveštava Sekretar Odbora.
4. Na sastancima Odbora mogu učestvovati predstavnici Generalnog sekretarijata Saveta Evropske unije kao posmatrači. Predsednik može, uz saglasnost ostalih šefova delegacija, na sastanke Odbora pozvati osobe koje nisu članovi delegacija kako bi pružile informacije o pojedinim temama.
5. Strane najmanje nedelju dana pre sastanka obaveštavaju Sekretara Odbora o sastavu svoje delegacije.

*Član 4***Sekretarijat**

1. Predstavnik Komisije osigurava usluge sekretara Odbora. Sekretara imenuje Predsednik Odbora i on će svoje dužnosti vršiti sve do imenovanja novog Sekretara. Predsednik drugim stranama objavljuje ime Sekretara i njegove podatke.
2. Sekretar je odgovoran za komunikaciju između delegacija, uključujući dostavu dokumenata i vrši nadzor sekretarskih dužnosti.

*Član 5***Sastanci Odbora**

1. Odbor se sastaje na zahtev najmanje jedne strane. Predsednik saziva Odbor.
2. Predsednik šalje obaveštenje o sastanku, zajedno s nacrtom dnevnog reda i dokumentima za sastanak, šefovima drugih delegacija najmanje 15 radnih dana pre početka sastanka.

3. Svaka strana može radi hitnosti pojedinog pitanja zatražiti od Predsednika da skрати period obaveštavanja iz stava 2.
4. Sastanci Odbora nisu javni, osim ako šefovi delegacija ne odluče drugačije.
5. Odbor se sastaje u Briselu, osim ako se strane ne dogovore da se sastanu drugde.

### *Član 6*

#### **Dnevni red**

1. Predsednik, uz pomoć Sekretara, sastavlja nacrt dnevnog reda za svaki sastanak i nakon savetovanja sa šefovima drugih delegacija određuje mesto i vreme sastanka. Predsednik šalje privremeni dnevni red drugim šefovima delegacija najmanje 15 radnih dana pre početka sastanka. Dnevnom redu se prilažu svi neophodni radni dokumenti.
2. Rok za obaveštavanje određen u stavu 1. ne važi za hitne sastanke sazvane u skladu s članom 5 stav 3.
3. Svaka strana može da predloži da se na privremeni dnevni red uvrsti jedna ili više tačaka, najkasnije 24 sata pre početka sastanka. Zahtevi da se tačke uvrste na dnevni red se zajedno s razlogom u pisanom obliku šalju Predsedniku.
4. Na početku sastanka, Odbor donosi dnevni red. Odbor može odlučiti da na dnevni red uvrsti neku tačku koja nije na predloženom dnevnom redu.

### *Član 7*

#### **Donošenje akata**

1. U skladu sa članom 23 stavovi 5. i 6. Sporazuma, prisutne strane donose odluke Odbora jednoglasno. Preporuke, a posebno one iz člana 24 stav 2. tačka (g) Sporazuma, delegacije koje predstavljaju strane donose se konsenzusom. Odluke i preporuke naslovljene su 'Odluka' ili 'Preporuka', koje sledi serijski broj, datum njihovog donošenja i navođenje o sadržaju.
2. Odluke i preporuke Odbora potpisuju Predsednik i Sekretar. Sekretar ih šalje drugim šefovima delegacija.
3. Svaka strana može odlučiti da objavi bilo koji akt koji je doneo Odbor.
4. Akti Odbora se mogu doneti pisanim postupkom ako se tako dogovore šefovi delegacije. Predsednik predlaže nacrt akta drugim šefovima delegacije koji u svom odgovoru navode da li prihvataju nacrt ili ne, da li predlažu izmene i dopune nacrtu ili zahtevaju još vremena za razmatranje. Ako se nacrt usvoji, Predsednik u skladu sa stavovima 1. i 2. završno oblikuje odluku ili preporuku.
5. Preporuke i odluke se sastavljaju na engleskom, francuskom i nemačkom jeziku, pri čemu su svi tekstovi jednako verodostojni. Svaka strana je odgovorna za ispravan prevod preporuka i odluka na svoj službeni jezik ili jezike. Prevod na druge jezike Unije obezbeđuje Komisija.

### *Član 8*

#### **Zapisnik**

1. Sekretar, pod odgovornošću Predsednika, sastavlja nacrt zapisnika za svaki sastanak Odbora u roku od 15 radnih dana nakon sastanka.
2. Zapisnik, po pravilu, za svaku tačku dnevnog reda navodi:
  - Podatke o dokumentima koji su podneseni Odboru,
  - Izjave za koje je strana zahtevala da se zabeleže,

— Donesene odluke, preporuke i usvojene zaključke.

3. Nacrt zapisnika se u skladu s pisanim postupkom iz člana 7 stav 4. podnosi Odboru na odobrenje. Ako taj postupak nije završen, Odbor usvaja zapisnik na sledećem sastanku.

4. Nakon što Odbor usvoji zapisnik, potpisuju ga Predsednik i Sekretar, a Sekretar ga arhivira. Sekretar šalje po jedan primerak drugim šefovima delegacije.

#### Član 9

##### **Poverljivost**

Ne dovodeći u pitanje odredbu o objavi akata iz člana 7 stav 3, većanja na sastancima i dokumenti Odbora su profesionalna tajna.

#### Član 10

##### **Troškovi**

1. Svaka strana samostalno snosi troškove nastale pri učestvovanju na sastancima Odbora.

2. Odbor odlučuje o povraćaju troškova povezanih sa službenim putovanjima dodeljenim osobama koje pozove Predsednik u skladu sa članom 3 stav 4.

#### Član 11

##### **Korespondencija**

Sva korespondencija koju Predsednik Odbora pošalje ili mu je poslata šalje se Sekretaru Odbora. Sekretar svim delegacijama šalje primerak sve korespondencije u vezi sa Sporazumom.

#### Član 12

##### **Jezici**

Odbor odlučuje koji se jezici koriste na sastancima i u dokumentima. Strana koja koja održava sastanak nije obavezna da osigura usmeno prevođenje na druge jezike.

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## **ANEKS II**

**Prilagođavanje Aneksa 1 Sporazuma u vezi sa uslovima za prevoznike u prevozu putnika u drumskom saobraćaju, Aneksa 2 Sporazuma u vezi sa tehničkim standardima koji važe za autobuse i zahtevima u pogledu socijalnih odredbi iz člana 8 Sporazuma <sup>(1)</sup>**

### **1. Prilagođavanje Aneksa 1 Sporazuma u vezi sa uslovima koji važe za prevoznika u prevozu putnika u drumskom saobraćaju**

Sledeći akt Unije dodaje se Aneksu 1 Sporazuma:

„Uredba (EZ) br. 1071/2009 Evropskog parlamenta i Saveta od 21. oktobra 2009. o uspostavljanju zajedničkih pravila koja se tiču uslova za obavljanje delatnosti prevoznika u drumskom saobraćaju te stavljanju van snage Direktive Saveta 96/26/EZ (OJ L 300, 14.11.2009, str. 51).“

### **2. Prilagođavanje Aneksa 2 Sporazuma u vezi sa tehničkim standardima koji važe za autobuse**

1. U članu 1 Aneksa 2 Sporazuma, tačke (a), (b), (c) i (d) zamenjuju se sledećim:



## (a) Tehnički pregledi motornih vozila i njihovih prikolica:

- Direktiva 2009/40/EZ Evropskog parlamenta i Saveta od 06. maja 2009. o tehničkim pregledima motornih vozila i njihovih prikolica (OJ L 141, 6.6.2009, str. 12),
- Direktiva 2000/30/EZ Evropskog parlamenta i Saveta od 06. juna 2000. o inspeksijskom nadzoru na putu o utvrđivanju tehničke ispravnosti komercijalnih vozila koja obavljaju saobraćaj u Zajednici (OJ L 203, 10.8.2000, str. 1) kako je izmenjena i dopunjena Direktivom Komisije 2003/26/EZ (OJ L 90, 8.4.2003, str. 37);

## (b) Uređaji za ograničenje brzine:

- Direktiva Saveta 92/6/EEZ od 10. februara 1992. o ugradnji i upotrebi uređaja za ograničenje brzine za određene kategorije motornih vozila u Zajednici (OJ L 57, 2.3.1992, str. 27), kako je poslednji put izmenjena i dopunjena Direktivom 2002/85/EZ Evropskog parlamenta i Saveta (OJ L 327, 4.12.2002, str. 8);

## (c) Najveće dozvoljene dimenzije i težine:

- Direktiva Saveta 96/53/EZ od 25. jula 1996. o utvrđivanju najvećih dozvoljenih dimenzija u unutrašnjem i međunarodnom saobraćaju za određena drumska vozila koja obavljaju saobraćaj unutar Zajednice i najvećih dozvoljenih težina u međunarodnom saobraćaju (OJ L 235, 17.9.1996, str. 59), kako je poslednji put izmenjena i dopunjena Direktivom 2002/7/EZ Evropskog parlamenta i Saveta (OJ L 67, 9.3.2002, str. 47),
- Direktiva 97/27/EZ Evropskog parlamenta i Saveta od 22. jula 1997. o masama i dimenzijama određenih kategorija motornih vozila i njihovih prikolica i izmeni i dopuni Direktive 70/156/EEZ (OJ L 233, 25.8.1997, str. 1) kako je izmenjena i dopunjena Direktivom Komisije 2003/19/EZ (OJ L 79, 26.3.2003, str. 6);

## (d) Uređaji za beleženje u drumskom saobraćaju:

- Uredba Saveta (EEZ) br. 3821/85 od 20. decembra 1985. o opremi za beleženje u drumskom saobraćaju (OJ L 370, 31.12.1985, str. 8) kako je poslednji put izmenjena i dopunjena Uredbom Komisije (EU) br. 1266/2009 (OJ L 339, 22.12.2009, str. 3) ili istovetnim pravilima utvrđenim Evropskim sporazumom o radu posade na vozilima koja obavljaju međunarodne drumske prevoze (AETR sporazum) i njegovim Protokolima.“

## 2. Član 2 Aneksa 2 Sporazuma menja se kako sledi:

## (a) Sledeći tekst dodaje se nakon prvog stava i pre tabele:

'Emisije izduvnih gasova:

- Direktiva Saveta 88/77/EEZ od 03. decembra 1987. o usklađivanju zakonodavstva država članica o merama koje treba preduzeti protiv emisije gasnih i zagađujućih čestica iz motora s kompresivnim paljenjem za primenu u vozilima, i emisije gasova-zagađivača iz motora sa spoljnim izvorom paljenja koji kao gorivo koriste prirodni gas ili tečni naftni gas za primenu u vozilima (OJ L 36, 9.2.1988, str. 33), kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2001/27/EZ (OJ L 107, 18.4.2001, str. 10),
- Direktiva 2005/55/EZ Evropskog parlamenta i Saveta od 28. septembra 2005. o usklađivanju zakonodavstva država članica o merama koje treba preduzeti protiv emisije gasnih i zagađujućih čestica iz motora s kompresivnim paljenjem za primenu u vozilima i emisije gasova-zagađivača iz motora sa spoljnim izvorom

paljenja koji kao gorivo koriste prirodni gas ili tečni naftni gas za primenu u vozilima (OJ L 275, 20.10.2005, stp. 1), kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2008/74/EZ (OJ L 192, 19.7.2008, stp. 51),

- Uredba (EZ) br. 595/2009 Evropskog parlamenta i Saveta od 18. juna 2009. o homologaciji tipa motronih vozila i motora s obzirom na emisije iz teških teretnih vozila (*EURO VI*) i pristupu informacijama o popravci vozila i održavanju i izmeni i dopuni Uredbe (EZ) br. 715/2007 i Direktive 2007/46/EZ i stavljanju van snage Direktiva 80/1269/EEZ, 2005/55/EZ i 2005/78/EZ (OJ L 188, 18.7.2009, stp. 1);

Dim:

- Direktiva Saveta 72/306/EEZ od 02. avgusta 1972. o usklađivanju zakonodavstva država članica u odnosu na mere koje treba preduzeti protiv emisije zagađivača iz dizel motora vozila (OJ L 190, 20.8.1972, stp. 1), kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2005/21/EZ (OJ L 61, 8.3.2005, stp. 25);

Emisije buke:

- Direktiva Saveta 70/157/EEZ od 06. februara 1970. o usklađivanju zakonodavstva država članica u odnosu na dozvoljeni nivo buke i izduvni sistem motornih vozila (OJ L 42, 23.2.1970, p. 16) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2007/34/EZ (OJ L 155, 15.6.2007, stp. 49);

Uređaji za kočenje:

- Direktiva Saveta 71/320/EEZ od 26. jula 1971. o usklađivanju zakonodavstva država članica u odnosu na uređaje za kočenje određenih kategorija motornih vozila i njihovih prikolica (OJ L 202, 6.9.1971, stp. 37) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2002/78/EZ (OJ L 267, 4.10.2002, stp. 23);

Gume:

- Direktiva Saveta 92/23/EEZ od 31. marta 1992. o gumama za motorna vozila i njihovih prikolica i o njihovoj ugradnji (OJ L 129, 14.5.1992, stp. 95) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2005/11/EZ (OJ L 46, 17.2.2005, stp. 42);

Uređaji za osvetljenje i svetlosnu signalizaciju vozila:

- Direktiva Saveta 76/756/EEZ od 27. jula 1976. o usklađivanju zakonodavstva država članica u odnosu na ugradnju uređaja za osvetljenje i svetlosnu signalizaciju vozila na motorna vozila i njihove prikolice (OJ L 262, 27.9.1976, stp. 1) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2008/89/EC (OJ L 257, 25.9.2008, stp. 14);

Rezervoar:

- Direktiva Saveta 70/221/EEZ od 20. marta 1970. o usklađivanju zakonodavstva država članica u odnosu na rezervoare tekućeg goriva i zadnju zaštitu od podletanja za motorna vozila i njihove prikolice (OJ L 76, 6.4.1970, stp. 23) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2006/20/EZ (OJ L 48, 18.2.2006, stp. 16);

Retrovizori:

- Direktiva 2003/97/EZ Evropskog parlamenta i Saveta od 10. novembra 2003. o usklađivanju zakonodavstva država članica u odnosu na homologaciju tipa uređaja

za indirektno gledanje i vozila opremljena tim uređajima, izmeni i dopuni Direktive 70/156/EEZ i stavljanju van snage Direktive 71/127/EEZ (OJ L 25, 29.1.2004, stp. 1), kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2005/27/EZ (OJ L 81, 30.3.2005, stp. 44);

Sigurnosni pojasevi — ugradnja:

—Direktiva Saveta 77/541/EEZ od 28. juna 1977. o usklađivanju zakonodavstva država članica u odnosu na sigurnosne pojaseve i sisteme za držanje putnika motornih vozila (OJ L 220, 29.8.1977, stp. 95) kako je poslednji put izmenjena i dopunjena Direktivom 2005/40/EZ Evropskog parlamenta i Saveta (OJ L 255, 30.9.2005, stp. 146);

Sigurnosni pojasevi — priključci sigurnosnih pojaseva:

—Direktiva Saveta 76/115/EEZ od 18. decembra 1975. o usklađivanju zakonodavstva država članica u odnosu na sidrišta sigurnosnih pojaseva motornih vozila (OJ L 24, 30.1.1976, stp. 6) kako je poslednji put izmenjena i dopunjena Direktivom 2005/41/EZ Evropskog parlamenta i Saveta (OJ L 255, 30.9.2005, stp. 149);

Sedišta:

—Direktiva Saveta 74/408/EEZ od 22. jula 1974. o usklađivanju zakonodavstva država članica u odnosu na unutrašnju opremu motornih vozila (čvrstoća sedišta i njihovih sidrišta) (OJ L 221, 12.8.1974, stp. 1) kako je poslednji put izmenjena i dopunjena Direktivom 2005/39/EZ Evropskog parlamenta i Saveta (OJ L 255, 30.9.2005, stp. 143);

Unutrašnja konstrukcija (protivpožarna zaštita):

—Direktiva 95/28/EZ Evropskog parlamenta i Saveta od 24. oktobra 1995. o ponašanju materijala pri gorenju koji se upotrebljavaju u unutrašnjoj konstrukciji određenih kategorija motornih vozila (OJ L 281, 23.11.1995, stp. 1);

Unutrašnji raspored (izlazi u slučaju opasnosti, dostupnost, dimenzije sedišta, otpornost nadogradnje, itd.):

—Direktiva 2001/85/EZ Evropskog parlamenta i Saveta od 20. novembra 2001. u odnosu na posebne odredbe za vozila koja se upotrebljavaju za prevoz putnika i koja imaju, osim vozačevog, više od osam sedišta te o izmeni i dopuni Direktiva 70/156/EEZ i 97/27/EZ (OJ L 42, 13.2.2002, stp. 1).';

(b)Tabela se zamenjuje sledećom tabelom:

'Naslov	Pravilnik UN-ECE/poslednji niz izmena i dopuna	Akt Unije (izvorni-poslednji)
Emisije izduvnih gasova	49/01 49/02, homologacija A 49/02, homologacija B	Direktiva 88/77/EEZ  Direktiva 2001/27/EZ

		Direktiva 2005/55/EZ  Direktiva 2008/74/EZ  Uredba (EZ) br. 595/2009
Dim	24/03	Direktiva 72/306/EEZ  Direktiva 2005/21/EZ
Emisije buke	51/02	Direktiva 70/157/EEZ  Direktiva 2007/34/EZ
Uređaji za kočenje	13/11	Direktiva 71/320/EEZ  Direktiva 2002/78/EZ
Gume	54	Direktiva 92/23/EEZ  Direktiva 2005/11/EZ
Uređaji za osvetljenje i svetlosnu signalizaciju vozila	48/01	Direktiva 76/756/EEZ  Direktiva 2008/89/EZ
Rezervoar	34/02 67/01 110	Direktiva 70/221/EEZ  Direktiva 2006/20/EZ
Retrovizori	46/01	Direktiva 2003/97/EZ  Direktiva 2005/27/EZ
Sigurnosni pojasevi — ugradnja	16/06	Direktiva 77/541/EEZ  Direktiva

		2005/40/EZ
Sigurnosni pojasevi — priključci	14/07	Direktiva 76/115/EEZ  Direktiva 2005/41/EZ
Sedišta	17/08 80/01	Direktiva 74/408/EEZ  Direktiva 2005/39/EZ
Unutrašnja konstrukcija (protivpožarna zaštita)	118	Direktiva 95/28/EZ
Unutrašnji raspored (izlazi u slučaju opasnosti, dostupnost, dimenzije sedišta)	107.02	Direktiva 2001/85/EZ
Zaštita od prevrtanja	66.01	Direktiva 2001/85/EZ'

### 3. Usklađivanje zahteva u pogledu socijalnih odredbi iz člana 8 Sporazuma

1. Zbog objavljivanja Direktive 2000/30/EZ, brišu se član 8 Aneksa 2 Sporazuma, Aneks IIa Sporazuma i Aneks IIb Sporazuma.

2. Akti Unije navedeni u članu 8 Sporazuma zamenjuju se sledećim aktima Unije <sup>(2)</sup>:

- '— Uredba (EZ) br. 561/2006 Evropskog parlamenta i Saveta od 15. marta 2006. o usklađivanju određenog socijalnog zakonodavstva koje se odnosi na drumski saobraćaj i o izmeni i dopuni Uredbi Saveta (EEZ) br. 3821/85 i (EZ) br. 2135/98 te o stavljanju van snage Uredbe Saveta (EEZ) br. 3820/85 (OJ L 102, 11.4.2006, stp. 1) kako je poslednji put izmenjena i dopunjena Uredbom (EZ) br. 1073/2009 (OJ L 300, 14.11.2009, stp. 88),
- Uredba Saveta (EEZ) br. 3821/85 od 20. decembra 1985. o uređajima za beleženje u drumskom saobraćaju (OJ L 370, 31.12.1985, stp. 8) kako je poslednji put izmenjena i dopunjena Uredbom Komisije (EU) br. 1266/2009 (OJ L 339, 22.12.2009, stp. 3),
- Direktiva 2006/22/EZ Evropskog parlamenta i Saveta od 15. marta 2006. o minimalnim uslovima za sprovođenje Uredbi Saveta (EEZ) br. 3820/85 i (EEZ) br. 3821/85 o socijalnom zakonodavstvu koje se odnosi na delatnosti drumskog saobraćaja i o stavljanju van snage Direktive Saveta 88/599/EEZ (OJ L 102, 11.4.2006, stp. 35) kako je poslednji put izmenjena i dopunjena Direktivom Komisije 2009/5/EZ (OJ L 29, 31.1.2009, stp. 45),
- Direktiva 2003/88/EZ Evropskog parlamenta i Saveta od 4. novembra 2003. o određenim vidovima organizacije radnog vremena (OJ L 299, 18.11.2003, stp. 9),

- Direktiva 2002/15/EZ Evropskog parlamenta i Saveta 11. marta 2002. o organizaciji radnog vremena osoba koje obavljaju mobilne delatnosti drumskog saobraćaja (OJ L 80, 23.3.2002, stp. 35),
- Direktiva 2003/59/EZ Evropskog parlamenta i Saveta od 15. jula 2003. o početnim kvalifikacijama i periodičnom osposobljavanju vozača određenih drumskih vozila za prevoz robe ili putnika, i o izmeni i dopuni Uredbe Saveta (EEZ) br. 3820/85 i Direktive Saveta 91/439/EEZ te o stavljanju van snage Direktive Saveta 76/914/EEZ (OJ L 226, 10.9.2003, stp. 4).<sup>1</sup>

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(<sup>1</sup>) Ažuriranje akata uzima u obzir nove mere koje je usvojila Evropska unija do 31. decembra 2009.

(<sup>2</sup>) Ažuriranje akata uzima u obzir nove mere koje je usvojila Evropska unija do 31. decembra 2009.

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**Član 3.**

O prihvatanju izmena i dopuna tehničkih propisa koji su sastavni deo Sporazuma o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum) i njihovoj primeni u Republici Srbiji odlučuje Vlada.

O objavljivanju tehničkih propisa iz stava 1. ovog člana stara se ministarstvo nadležno za poslove saobraćaja.

**Član 4.**

Ovaj zakon stupa na snagu osmog dana od dana objavljivanja u „Službenom glasniku Republike Srbije – Međunarodni ugovori”.

## OBRAZLOŽENJE

### I. USTAVNI OSNOV ZA DONOŠENJE ZAKONA

Ustavni osnov za donošenje Zakona o potvrđivanju Sporazuma o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum), u daljem tekstu: Interbus sporazum, kao i Odluke br. 1/2011 Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima, u daljem tekstu: Odluka br. 1/2011, sadržan je u članu 99. stav 1. tačka 4. Ustava Republike Srbije, prema kojem Narodna skupština potvrđuje međunarodne ugovore kad je zakonom predviđena obaveza njihovog potvrđivanja.

### II. RAZLOZI ZBOG KOJIH SE PREDLAŽE POTVRĐIVANJE INTERBUS SPORAZUMA I ODLUKE BR. 1/2011

Na sednici održanoj 11. februara 2021. godine Vlada je donela Zaključak o utvrđivanju Osnove za pristupanje Republike Srbije Interbus sporazumu i Odluci br. 1/2011 (Zaključak 05 Broj: 337-1042/2021). Sastavni deo ovog zaključka su Interbus sporazum i Odluka broj 1/2011 u okviru kojih se nalazi i Obrazac izjave koju treba da daju ugovorne strane Interbus sporazuma u vezi sa članom 4. i Aneksom 1 (uslovi koji se primenjuju na prevoznike putnika u drumskom saobraćaju) a za koju su u navedenoj osnovi dati podaci potrebni za popunjavanje.

Predlog zakona o potvrđivanju Interbus sporazuma i Odluke br. 1/2011 pripremljen je imajući u vidu da shodno članu 14. stav 1. Zakona o zaključivanju i izvršavanju međunarodnih ugovora („Službeni glasnik RS”, broj 32/13) Narodna skupština potvrđuje međunarodne ugovore vojne, političke i ekonomske prirode, ugovore kojima se stvaraju finansijske obaveze za Republiku Srbiju, ugovore koji zahtevaju donošenje novih ili izmenu važećih zakona i ugovore kojima se odstupa od postojećih zakonskih rešenja.

Interbus sporazum čije ugovorne strane su, pored država članica Evropske unije, i Albanija, Bosna i Hercegovina, Crna Gora, Severna Makedonija, Moldavija, Turska i Ukrajina, stupio je na snagu 1. januara 2003. godine i sadrži pored ostalog i fiskalne odredbe.

Ovim sporazumom unapređuje se razvoj međunarodnog prevoza u Evropi i olakšava njegova organizacija i obavljanje, olakšava saradnja u turizmu, ostvaruje liberalizacija prevoza, ostvaruje viši stepen tehničkih uslova za autobuse u međunarodnom prevozu između ugovornih strana i poboljšava bezbednost saobraćaja na putevima i zaštita životne sredine, ostvaruje primena jedinstvenih mera u pogledu rada posade autobusa u međunarodnom povremenom prevozu, ostvaruje primena standardnih obrazaca prevoznih dokumenata (kontrolni dokumenti, dozvole, zahtevi za izdavanje dozvola) čime se olakšava i pojednostavljuje postupak kontrole i usklađuju mere i postupci za sprovođenje inspekcijiskog nadzora, kažnjavanje i pružanje uzajamne pomoći.

Odlukom br. 1/2011, pored ostalog, izmenjeni su i dopunjeni Aneks 1 ovog ugovora (uslovi za prevoznike koji se bave prevozom putnika u drumskom saobraćaju) i Aneks 2 (tehnički standardi koji se primenjuju na autobuse) koji čine sastavni deo ovog sporazuma.

### III. STVARANJE FINANSIJSKIH OBAVEZA ZA REPUBLIKU SRBIJU IZVRŠAVANJEM INTERBUS SPORAZUMA I ODLUKE BR. 1/2011

Izvršavanjem Sporazuma o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum) i Odluke br. 1/2011 Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima ne stvaraju se finansijske obaveze za Republiku Srbiju.



#### IV. PROCENA FINANSIJSKIH SREDSTAVA POTREBNIH ZA IZVRŠAVANJE INTERBUS SPORAZUMA I ODLUKE BR. 1/2011

Za izvršavanje Sporazuma o međunarodnom povremenom prevozu putnika autobusima (Interbus sporazum) i Odluke br. 1/2011 Zajedničkog odbora osnovanog Interbus sporazumom o međunarodnom povremenom prevozu putnika autobusima nisu potrebna finansijska sredstva iz budžeta Republike Srbije.