

No. 9539

**BELGIUM
and
CZECHOSLOVAKIA**

**Agreement concerning international road transport. Signed
at Prague on 17 April 1968**

Authentic text: French.

Registered by Belgium on 7 May 1969.

**BELGIQUE
et
TCHÉCOSLOVAQUIE**

**Accord concernant les transports routiers internationaux.
Signé à Prague le 17 avril 1968**

Texte authentique : français.

Enregistré par la Belgique le 7 mai 1969.

[TRANSLATION — TRADUCTION]

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE
KINGDOM OF BELGIUM AND THE GOVERNMENT OF
THE CZECHOSLOVAK SOCIALIST REPUBLIC CON-
CERNING INTERNATIONAL ROAD TRANSPORT

The Government of the Kingdom of Belgium and the Government of the Czechoslovak Socialist Republic,

Desiring to develop the road transport of passengers and goods between the two States, by means of commercial vehicles, as well as transit through their respective territories, have agreed as follows :

I. TRANSPORT OF PASSENGERS
BY MOTOR BUS AND MOTOR COACH

TRANSPORT REQUIRING AUTHORIZATION

Article 1

All transport of passengers by motor bus or motor coach between the two countries or in transit through their territory shall require authorization, with the exception of the transport described in article 5.

REGULAR SERVICES

Article 2

1. Regular services between the two countries or in transit through their territory shall be approved by agreement and on a basis of reciprocity between the competent authorities of the two Contracting Parties.

2. The competent authorities of the Contracting Parties shall issue the authorization for the section of the route situated in their territory.

3. The competent authorities of the Contracting Parties shall, by agreement, establish the conditions under which the authorizations are issued.

Article 3

1. Each application for authorization shall be submitted to the competent authorities of the country in which the vehicle is registered, not later than two months before the date proposed for the inauguration of the service.

¹ Came into force on 31 October 1968, the date on which the two contracting parties were notified that the constitutionally required procedure for approval had been completed, in accordance with article 21 (1).

2. The application shall be accompanied by the necessary documents (name or style of the carrier, the proposed time-table, fares and route, stopping points, information on the period of service during the year and on the expected starting date of operations, arrangements between carriers operating a joint service). In addition, the competent authorities of the Contracting Parties may request such other information as they deem appropriate.

3. The competent authorities of each Contracting Party shall transmit to the competent authorities of the other Contracting Party the applications which they intend to approve, together with all prescribed documents.

All authorizations shall be subject to the prior approval of the transit countries.

OTHER TRANSPORT

Article 4

1. Authorizations for occasional transport of passengers other than the transport referred to in article 5 shall be issued on the basis of the applications submitted to the competent authority of the Contracting Party in whose territory the vehicle is registered. The said authority shall forward them to the competent authority of the other Contracting Party for approval and for the issue of the authorization.

2. Unless the above-mentioned authorization provides otherwise, a separate round-trip authorization shall be issued for each journey and for each vehicle.

3. Each vehicle must carry the authorization issued by the competent authority of the Contracting Party concerned. The authorization must be produced at the request of the control authorities.

TRANSPORT NOT REQUIRING AUTHORIZATION

Article 5

1. Carriers having their head offices in either country and authorized to operate occasional transport services in that country may, without further authorization, provide transport service in the territory of the other Contracting Party, or in transit through that territory :

- (a) When the vehicle carries the same passengers throughout a single journey, from the boarding point until the return to that point;
- (b) For a journey in which the point of departure is situated in the territory of the country in which the vehicle is registered and the terminus is in the territory of the other Contracting Party, provided that the vehicle returns empty to the country in which it is registered;