

1972 No. 341

ROAD TRAFFIC**The Public Service Vehicles (International Circulation)****Regulations 1972**

<i>Made</i>	- - -	<i>7th March 1972</i>
<i>Laid before Parliament</i>		<i>13th March 1972</i>
<i>Coming into Operation</i>		<i>1st April 1972</i>

The Secretary of State for the Environment in exercise of the powers conferred on him by section 160(1) of the Road Traffic Act 1960^(a) and all other powers him enabling in that behalf, and after consultation with representative organisations in accordance with the provisions of section 260(2) of the said Act of 1960, hereby makes the following Regulations:—

1. These Regulations shall come into operation on 1st April 1972, and may be cited as the Public Service Vehicles (International Circulation) Regulations 1972.

2. The Public Service Vehicles (International Circulation) Regulations 1970^(b) are hereby revoked.

3. The Interpretation Act 1889^(c) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 of these Regulations were an Act of Parliament thereby repealed.

4. These Regulations apply to a public service vehicle which—

- (1) is brought into Great Britain for the purpose of carrying persons making only a temporary stay therein;
- (2) remains in Great Britain for a period of no more than three months from the date of its entry therein;
- (3) is used only by persons who are employed to drive the vehicle or to act in the capacity of guide interpreter or organiser and by passengers—
 - (i) who during their journey to Great Britain were passengers in that vehicle, commenced their journey at the same point of departure and will return together to that point of departure in that vehicle or will make their return journey by another means, or
 - (ii) who are travelling to Great Britain in that vehicle from the same point of departure and will make their return journey in another such vehicle operated by the same carrier under a contract concluded with him before they arrived in Great Brit-

(a) 1960 c. 16.
(c) 1889 c. 63.

(b) S.I. 1970/612 (1970 I, p.1946).

ain, or who are returning in that vehicle to the same point in the country from which they started their journey, being passengers who travelled to Great Britain in another vehicle operated by the same carrier and who are making their return journey under a contract concluded with him before they arrived in Great Britain;

For the purpose of this paragraph any part of a journey during which a person travelled by sea or air shall be disregarded for the purpose of ascertaining whether he has been a passenger on a vehicle during a journey;

- (4) is registered in the country from which passengers using it commenced their journey to Great Britain; and
- (5) is operated by a carrier duly authorised under the law of the country in which it is registered to use it for the carriage of the passengers who are using it on the journey on which it is being used or such parts thereof as are within that country.

5. Save as provided in Regulation 6 of these Regulations, the provisions of Part III of the Road Traffic Act 1960 shall, in relation to vehicles to which these Regulations apply, have effect as though sections 127, 134 and 144 (which subject users of public service vehicles to the holding of public service vehicle licences, road service licences and require the holding of licences by drivers and conductors of such vehicles) were omitted therefrom.

6. In relation to any vehicle to which these Regulations apply and which is—

- (1) used only by persons in the circumstances described in paragraph (3)(i) of Regulation 4 of these Regulations, and
- (2) is registered in Austria, Belgium, Denmark, Federal Republic of Germany, France, Greece, Republic of Ireland, Italy, Luxembourg, Norway, Portugal, Spain, Sweden, Turkey and Yugoslavia the provisions of Part III of the Road Traffic Act 1960 shall have effect as though sections 134 and 144 (which subject users of public service vehicles to the holding of road service licences and require the holding of licences by drivers and conductors of such vehicles) were omitted therefrom, and as if section 127 were modified to read as follows:—

“127. No person shall cause or permit a motor vehicle to be used on a road as a public service vehicle unless there is in force in relation to the user of that vehicle an appropriate document carried on the vehicle.”

In this paragraph “appropriate document” means a document issued by the competent authority of the country in which the vehicle is registered or any duly authorised agency in the form specified in Part I or Part II of the Schedule to these Regulations and duly completed in accordance with the tenor thereof.

7. None of the provisions of the Public Service Vehicles (Equipment and Use) Regulations 1958(a), as amended(b), shall have effect in relation to a vehicle to which these Regulations apply.

(a) S.I. 1958/926 (1958 II, p. 2036).

(b) S.I. 1966/676, 1968/826 (1966 II, p. 1517; 1968 II, p. 2226).

Signed by authority of the Secretary of State.

7th March 1972.

John Peyton,
Minister for Transport Industries,
Department of the Environment.

SCHEDULE

Part I

(The following is the control document in Annex 1 to Report of the Committee of Deputies of the European Conference of Ministers of Transport presented to and adopted by the Council of Ministers of the said Conference at a meeting in Paris on the 16th June 1971).

(Front)

White paper—30cm x 21 cm or 32 cm x 21 cm

Carnet No.....
Waybill No.....

(Text drafted in the official language(s) of the Member country
where the vehicle employed is registered, and in English and French.)

WAYBILL (I)
(Please use block letters)

Issuing country
(Insert country symbol)

1. Vehicle

Registration No.

Seating capacity.....

2. Transport operator

Name and first name, or business name and address.....

.....

3. Driver(s) name(s): 1..... 2.

4. Type of service

(a) closed-door circular tour

(b) outward journey laden—return trip unladen

5. Journey schedule

For journeys referred to under 4(b): Passengers will be left at.....
(name of locality and country)

Part I - cont.

Date	Stages day-by-day		Vehicles driven (4)		km per day	Point of entry at the frontier of the Member country concerned
	from	to	laden	unladen		

6. Passenger list (names and initials) (5)

1. 21. 41.
 2. to
 3.
 to
 20. 40. 60.
 7.

.....
 (date of issue of waybill)
 (Transport Operator's Signature)

8. Unforseen changes

Inspection visas, if any

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Part II

(The following is the control document in Annex 2 to Report of the Committee of Deputies of the European Conference of Ministers of Transport presented to and adopted by the Council of Ministers of the said Conference at a meeting in Paris on the 16th December 1969)

(Front)

(Green Paper—30 cm x 42 cm)

(Text drafted in the official language(s) of the Member country where the vehicle employed is registered. Translations in the other official languages of the EEC should be given at the back)

ISSUING COUNTRY
(Country symbol)

Carnet No.....
Waybill No.....

WAYBILL

(to be completed in block letters)

1. VEHICLE

Registration No.....make.....
Seating capacity.....

2. TRANSPORT OPERATOR

Name and first names, or business name and address.....

3. NAME(S) OF DRIVER(S): 1. 2.

4. TYPE OF SERVICE	A	B	C1	C2	C3	D	(1) (2)
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Supporting documents to be produced for the following services
Services A and B: nil.

Service C1: transport operator's declaration (see item 9).

Service C2: waybill for the earlier trip involving an outward journey laden and a return journey unladen, when the transport operator took the passengers concerned to the country where he is returning to pick them up.

Service C3: letter or photocopy.

Service D: transport licence.

All the above services; if the operator is authorised to pick up or set down passengers on the way in another Member country, the licence enabling him to do this must also be appended.

5. JOURNEY SCHEDULE

Passengers picked up at..... (locality and country)

6. PASSENGER LIST (name and initials)

1.	21.	41.
2.	22.	42.
3.	23.	43.
4.	24.	44.
5.	25.	45.
6.	26.	46.
7.	27.	47.
8.	28.	48.
9.	29.	49.
10.	30.	50.
11.	31.	51.
12.	32.	52.
13.	33.	53.
14.	34.	54.
15.	35.	55.
16.	36.	56.
17.	37.	57.
18.	38.	58.
19.	39.	59.
20.	40.	60.

7 INFORMATION CONCERNING SERVICE "D":

7. INFORMATION CONCERNING SERVICE

Service "C2": entry unladen to pick up, at the same point, passengers who were previously conveyed by the transport operator, in the course of a trip involving a return journey unladen, to the country in which they are to be picked up. They must then be brought out of that country.

8.
(Date at which the way-
bill is filled in)

.....
(Transport operator's
signature)

.....
(locality and country)

Part II - cont.

Date	Stages day-by-day		Vehicle driven(3)		Points of entry at the frontier of the Member country concerned (with appropriate country symbol)
	from	to	laden	unladen	

Service "C3": entry unladen to pick up, at the same point, passengers who had been invited to visit another Member country, the transport costs being borne by the person inviting them. Such passengers must constitute a group not made up solely for the purpose of the journey.

Service "D": all other services. The type of service must be carefully indicated under item 7.

9. TRANSPORT OPERATORS DECLARATION CONCERNING SERVICE "C1":
The above passengers are covered, as a group, by the contract of carriage referred to under Article 5 paragraph 2(a) of Regulation No. 117/66/EEC entered into with before their arrival at..... (country where these passengers are picked up) (Transport operator's signature) (Date)

10. UNFORESEEN CHANGES
..... (inspection visas if any: see back of this page)

(2) Cross out where required.

(3) Put a cross(x) in the appropriate column to show whether the daily stage at the date indicated is "laden" or "unladen".

INSPECTION VISAS

TRANSLATIONS
(in the other official languages of the EEC)

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations revoke the Public Service Vehicles (International Circulation) Regulations 1970 and provide similar qualifying conditions for exemption from the requirements of sections 127, 134 and 144 of the Road Traffic Act 1960 for public service vehicles brought temporarily into Great Britain save that in the case of such vehicles which are registered in Austria, Belgium, Denmark, Federal Republic of Germany, France, Greece, Republic of Ireland, Italy, Luxembourg, Norway, Portugal, Spain, Sweden, Turkey and Yugoslavia, member countries of the European Conference of Ministers of Transport with whom there exists no bilateral agreement as to the international carriage of passengers by road, a control document as prescribed in Part I or Part II of the Schedule is required to be carried on the vehicle. The Regulations also extend from 90 days to three months the period during which a qualifying public service vehicle may remain in Great Britain.

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