

**No. 24067**

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**SWEDEN  
and  
LUXEMBOURG**

**Agreement concerning the international carriage of passengers and goods by road (with protocol). Signed at Luxembourg on 20 October 1980**

*Authentic text: German.*

*Registered by Sweden on 25 April 1986.*

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**SUÈDE  
et  
LUXEMBOURG**

**Accord relatif au transport routier international de voyageurs et de marchandises (avec protocole). Signé à Luxembourg le 20 octobre 1980**

*Texte authentique : allemand.*

*Enregistré par la Suède le 25 avril 1986.*

## [TRANSLATION — TRADUCTION]

AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF THE KINGDOM OF SWEDEN AND THE GOVERNMENT OF THE GRAND DUCHY OF LUXEMBOURG CONCERNING THE INTERNATIONAL CARRIAGE OF PASSENGERS AND GOODS BY ROAD BETWEEN LUXEMBOURG AND SWEDEN

The Government of the Kingdom of Sweden and the Government of the Grand Duchy of Luxembourg, desiring further to promote, on the basis of reciprocity, the international carriage of passengers and goods by road between Sweden and Luxembourg or in transit through their territories, have agreed as follows:

## I. PASSENGER TRANSPORT

*Article 1*

1. Enterprises which are authorized by their own State to provide occasional transport services (excursions and travel by chartered bus) and which have their operating headquarters in the territory of one of the countries shall not require any additional authorization for journeys to or through the territory of the other country in the case of:

- (a) "Closed-door" round trips, namely, journeys by the same vehicle carrying the same group of passengers throughout the journey and returning them to the point of departure; or
- (b) Transport services in which the vehicle takes passengers on the outward journey and returns empty.

Occasional transport operations which are not exempt from authorization under the provisions of this article shall in every case require authorization from the competent authority of the Contracting Party concerned.

Shuttle services (holiday destination journeys) to or through the other country shall require authorization from the competent authority of the other Contracting Party.

*Article 2*

1. In the case of regular international passenger transport operations, carriers shall require authorization from the competent authorities of the countries concerned.

2. Timetables, fares and conditions of carriage or any changes therein, and termination of operations, shall require the prior consent of the competent authorizing authorities of both Parties.

<sup>1</sup> Came into force on 13 May 1982, i.e., the thirtieth day following the date (13 April 1982) on which the Parties had notified each other of the completion of the domestic requirements, in accordance with article 13 (1).

## II. GOODS TRANSPORT

### *Article 3*

Carriers who have their headquarters in one of the two Contracting States and who are permitted to engage in the carriage of passengers or goods by motor vehicles registered in the other Contracting State shall not require any additional authorization for transport services between their own State and the other State or between the other State and their own State or for transit services. This shall also apply for works transport services.

## III. COMMON PROVISIONS

### *Article 4*

1. Carriers of one of the Contracting Parties shall not carry passengers or goods between two points in the territory of the other Contracting Party.

2. Carriers of one of the Contracting Parties may engage in transport operations by motor vehicle, or by a combination of a drawing vehicle and a trailer, between the territory of the other Contracting Party and a third State only with special authorization from the competent authorities of the other Contracting Party.

### *Article 5*

Vehicles which are registered in the territory of one of the Contracting States and are imported temporarily — in the course of the international carriage of passengers or goods — into the territory of the other Contracting State shall be exempted from the taxes and charges levied on the circulation or possession of vehicles in the territory of the last-mentioned Contracting State.

Excise taxes and charges and transport taxes and charges shall not be included in this exemption.

### *Article 6*

Fuel contained in the ordinary supply tanks with which the vehicle was equipped by the maker shall be exempted from all duties, taxes and charges.

### *Article 7*

Carriers shall be required to comply with the provisions of the traffic laws and motor vehicles laws in force in a Contracting State.

### *Article 8*

The documents provided for in this Agreement shall be carried on all journeys in a Contracting State and shall be produced on demand to the competent authorities.

### *Article 9*

1. Carriers who violate the provisions of the Agreement in the territory of the other Contracting State may, at the request of the competent authorities of that State, be given an administrative warning by the authorities of their own State or may be temporarily or permanently excluded from international transport operations in the Contracting State in which the violation occurred.

2. Authorities which have taken any of the aforementioned actions shall so inform the competent authority of the other Contracting State.

#### *Article 10*

1. The competent authorities of the Contracting Parties shall settle all questions arising out of the application of this Agreement. A mixed commission may be established for that purpose.

2. Either Contracting Party may propose a meeting of the mixed commission if the need arises.

#### *Article 11*

The arrangements for implementing this Agreement shall be regulated in a Protocol, which shall enter into force simultaneously with the Agreement. The Protocol may be amended or supplemented by agreement between the competent authorities.

#### *Article 12*

If the Contracting Parties become parties to multilateral agreements, the relevant provisions of which are more liberal than those contained in this Agreement, those other provisions shall apply.

#### *Article 13*

1. This Agreement shall enter into force on the thirtieth day following the date on which the Contracting Parties notify each other in writing that the domestic constitutional requirements for the entry into force of the Agreement have been fulfilled.

2. It shall remain in force for a period of one year from the date of its entry into force. It shall thereafter continue in force for successive periods of one year, unless one of the Contracting Parties gives notice of termination in writing six months before the expiry of the period of validity.

DONE at Luxembourg, on 20 October 1980, in duplicate in the German language.

For the Government of the Grand Duchy of Luxembourg:

JOSY BARTHEL

For the Government of the Kingdom of Sweden:

J.-J. VON DARDEL

PROTOCOL TO THE AGREEMENT BETWEEN THE GOVERNMENT OF  
THE KINGDOM OF SWEDEN AND THE GOVERNMENT OF THE  
GRAND DUCHY OF LUXEMBOURG CONCERNING THE INTER-  
NATIONAL CARRIAGE OF PASSENGERS AND GOODS BY ROAD  
BETWEEN SWEDEN AND LUXEMBOURG

In the application of the Agreement the following arrangements have been agreed to:

PASSENGER TRANSPORT

*Ad articles 1 and 2*

The ECMT control document or an equivalent shall be used. A declaration of the number of passengers shall obviate the need for a passenger list. Exemption from the requirement of authorization shall extend to the movement of an unladen passenger vehicle to replace a vehicle which has broken down abroad.

COMMON PROVISIONS

*Ad article 4*

The competent authorities shall establish the format of the authorization required for three-country carriage. They shall also decide annually on the number of authorizations to be issued for three-country traffic.

*Ad article 5*

The Swedish *kilometerskatt* — a tax per kilometre travelled — shall be considered an excise tax. At present there are no road charges or transport taxes in Sweden and Luxembourg.

*Ad article 6*

In Sweden the exemption from taxes on fuel shall be limited to 400 litres.

1. This Agreement applies to international carriage of passengers and goods, and specifically to carriage by carriers who have their headquarters in one of the two Contracting States and who are permitted to engage in the carriage of passengers or goods by motor vehicles registered in the other Contracting State.

2. The terms used in this Agreement correspond to those used in ECMT resolutions.

3. The competent authorities with regard to exceptions to national regulations concerning dimensions and weight shall be, in Sweden, Statens Vägverk, S-781 87 Borlänge, and for all other questions, Transportrådet, Box 1339, S-171 26 Solna, Telex 17778 TPRAD.

The competent authority in Luxembourg shall be the Ministry of Transport, 19-21 Bld Royal, Luxembourg, telex 3464 ECOLU.

DONE at Luxembourg on 20 October 1980, in duplicate in the German language.

For the Government of the Grand Duchy of Luxembourg:  
JOSEPH BARTHEL

For the Government of the Kingdom of Sweden:  
J.-J. VON DARDEL