

No. 15705

MULTILATERAL

**Convention on Road Traffic (with annexes, and Final Act
of the United Nations Conference on Road Traffic).
Concluded at Vienna on 8 November 1968**

Authentic texts: English, French, Chinese, Russian and Spanish.

Registered ex officio on 21 May 1977.

MULTILATÉRAL

**Convention sur la circulation routière (avec annexes, et
Acte final de la Conférence des Nations Unies sur la
circulation routière). Conclue à Vienne le 8 novembre
1968**

Textes authentiques : anglais, français, chinois, russe et espagnol.

Enregistrée d'office le 21 mai 1977.

CONVENTION¹ ON ROAD TRAFFIC

The Contracting Parties,

Desiring to facilitate international road traffic and to increase road safety through the adoption of uniform traffic rules,

Have agreed upon the following provisions:

CHAPTER I. GENERAL PROVISIONS

Article 1. DEFINITIONS

For the purpose of this Convention the following expressions shall have the meanings hereby assigned to them:

(a) The “domestic legislation” of a Contracting Party means the entire body of national or local laws and regulations in force in the territory of that Contracting Party;

(b) A vehicle is said to be “in international traffic” in the territory of a State if:

- (i) it is owned by a natural or legal person normally resident outside that State;
- (ii) it is not registered in that State; and
- (iii) it is temporarily imported into that State;

provided, however, that a Contracting Party may refuse to regard as being “in international traffic” a vehicle which has remained in its territory for more than one year without a substantial interruption, the duration of which may be fixed by that Contracting Party.

¹ Came into force on 21 May 1977 in respect of the following States, i.e., 12 months after the date of deposit of the fifteenth instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 47 (1):

<i>State</i>	<i>Date of deposit of the instrument of ratification, or accession (a)</i>	<i>State</i>	<i>Date of deposit of the instrument of ratification, or accession (a)</i>
San Marino	20 Jul. 1970	Union of Soviet Socialist Republics* ..	7 Jun. 1974
Israel	11 May 1971	Byelorussian Soviet Socialist Republic*	18 Jun. 1974
France	9 Dec. 1971	Ukrainian Soviet Socialist Republic ..	12 Jul. 1974
Senegal	16 Aug. 1972 <i>a</i>	Niger	11 Jul. 1975 <i>a</i>
Guyana	31 Jan. 1973 <i>a</i>	Luxembourg	25 Nov. 1975
Bahrain	4 May 1973 <i>a</i>	Hungary*	16 Mar. 1976
German Democratic Republic*	11 Oct. 1973 <i>a</i>	Iran	21 May 1976
Philippines	27 Dec. 1973		

Subsequently, the Convention came into force in respect of the following States on the dates indicated, 12 months after the date of deposit of their instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 47(2):

<i>State</i>	<i>Date of deposit of the instrument of ratification, or accession (a)</i>
Yugoslavia	1 October 1976
(With effect from 1 October 1977.)	
Seychelles	11 April 1977 <i>a</i>
(With effect from 11 April 1978.)	

* See p. 355 of this volume for the texts of the reservations and declarations made upon ratification or accession.

A combination of vehicles is said to be “in international traffic” if at least one of the vehicles in the combination conforms to the above definition;

(c) “Built-up area” means an area with entries and exits specially sign-posted as such, or otherwise defined in domestic legislation;

(d) “Road” means the entire surface of any way or street open to public traffic;

(e) “Carriageway” means the part of a road normally used by vehicular traffic; a road may comprise several carriageways clearly separated from one another by, for example, a dividing strip or a difference of level;

(f) On carriageways where one or more side lanes or tracks are reserved for use by certain vehicles, “edge of the carriageway” means, for other road-users, the edge of the remainder of the carriageway;

(g) “Lane” means any one of the longitudinal strips into which the carriageway is divisible, whether or not defined by longitudinal road markings, which is wide enough for one moving line of motor vehicles other than motor cycles;

(h) “Intersection” means any level crossroad, junction or fork, including the open areas formed by such crossroads, junctions or forks;

(i) “Level-crossing” means any level intersection between a road and a railway or tramway track with its own track formation;

(j) “Motorway” means a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which

- (i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means;
- (ii) does not cross at level with any road, railway or tramway track, or foot-path; and
- (iii) is specially sign-posted as a motorway;

(k) A vehicle is said to be:

- (i) “standing” if it is stationary for the time needed to pick up or set down persons or to load or unload goods; and
- (ii) “parked” if it is stationary for any reason other than the need to avoid interference with another road-user or collision with an obstruction or to comply with traffic regulations, and if the period during which the vehicle is stationary is not limited to the time needed to pick up or set down persons or goods;

Nevertheless, it shall be open to Contracting Parties to regard as “standing” any vehicle which is stationary within the meaning of sub-paragraph (ii) above for a period not exceeding that fixed by domestic legislation, and to regard as “parked” any vehicle which is stationary within the meaning of sub-paragraph (i) above for a period exceeding that fixed by domestic legislation;

(l) "Cycle" means any vehicle which has at least two wheels and is propelled solely by the muscular energy of the persons on that vehicle, in particular by means of pedals or hand-cranks;

(m) "Moped" means any two-wheeled or three-wheeled vehicle which is fitted with an internal combustion engine having a cylinder capacity not exceeding 50 cc (3.05 cu. in.) and a maximum design speed not exceeding 50 km (30 miles) per hour. Contracting Parties are free, however, not to regard as mopeds, under their domestic legislation, vehicles which do not have the characteristics of a cycle with respect to their use, in particular the characteristic that they can be propelled by pedals, or whose maximum design speed, whose weight, or certain of whose engine characteristics exceed certain limits. Nothing in this definition shall be construed as preventing Contracting Parties from treating mopeds exactly as cycles in applying the provisions of their domestic legislation regarding road traffic;

(n) "Motor cycle" means any two-wheeled vehicle, with or without a side-car, which is equipped with a propelling engine. Contracting Parties may also treat as motor cycles in their domestic legislation three-wheeled vehicles whose unladen weight does not exceed 400 kg (900 lb). The term "motor cycle" does not include mopeds, although Contracting Parties may, provided they make a declaration to this effect in conformity with Article 54, paragraph 2, of this Convention, treat mopeds as motor cycles for the purposes of the Convention;

(o) "Power-driven vehicle" means any self-propelled road vehicle, other than a moped in the territories of Contracting Parties which do not treat mopeds as motor cycles, and other than a rail-borne vehicle;

(p) "Motor vehicle" means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term embraces trolley-buses, that is to say, vehicles connected to an electric conductor and not rail-borne. It does not cover vehicles, such as agricultural tractors, which are only incidentally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods;

(q) "Trailer" means any vehicle designed to be drawn by a power-driven vehicle and includes semi-trailers;

(r) "Semi-trailer" means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and that a substantial part of its weight and of the weight of its load is borne by the motor vehicle;

(s) "Light trailer" means any trailer of a permissible maximum weight not exceeding 750 kg (1,650 lb);

(t) "Combination of vehicles" means coupled vehicles which travel on the road as a unit;

(u) "Articulated vehicle" means a combination of vehicles comprising a motor vehicle and a semi-trailer coupled to the motor vehicle;

(v) "Driver" means any person who drives a motor vehicle or other vehicle (including a cycle), or who guides cattle, singly or in herds, or flocks, or draught, pack or saddle animals on a road;

(w) "Permissible maximum weight" means the maximum weight of the laden vehicle declared permissible by the competent authority of the State in which the vehicle is registered;

(x) "Unladen weight" means the weight of the vehicle without crew, passengers or load, but with a full supply of fuel and with the tools which the vehicle normally carries;

(y) "Laden weight" means the actual weight of the vehicle as loaded, with the crew and passengers on board;

(z) "Direction of traffic" and "appropriate to the direction of traffic" mean the right-hand side if, under domestic legislation, the driver of a vehicle must allow an oncoming vehicle to pass on his left; otherwise these expressions mean the left-hand side;

(aa) The requirement that a driver shall "give way" to other vehicles means that he must not continue or resume his advance or manoeuvre if by so doing he might compel the drivers of other vehicles to change the direction or speed of their vehicles abruptly.

Article 2. ANNEXES TO THE CONVENTION

The Annexes to this Convention, namely,

Annex 1: "Exceptions to the obligation to admit motor vehicles and trailers in international traffic";

Annex 2: "Registration number of motor vehicles and trailers in international traffic";

Annex 3: "Distinguishing sign of motor vehicles and trailers in international traffic";

Annex 4: "Identification marks of motor vehicles and trailers in international traffic";

Annex 5: "Technical conditions concerning motor vehicles and trailers";

Annex 6: "Domestic driving permit"; and

Annex 7: "International driving permit";

are integral parts of this Convention.

Article 3. OBLIGATIONS OF THE CONTRACTING PARTIES

1. (a) Contracting Parties shall take appropriate measures to ensure that the rules of the road in force in their territories conform in substance to the provisions of chapter II of this Convention. Provided that the said rules are in no way incompatible with the said provisions:

(i) the said rules need not reproduce any of the said provisions which are applicable to situations that do not arise in the territories of the Contracting Parties in question;

(ii) the said rules may include provisions not contained in the said chapter II.

(b) The provisions of this paragraph do not require Contracting Parties to provide penalties for any violation of those provisions of chapter II which are reproduced in their rules of the road.

2. (a) Contracting Parties shall also take appropriate measures to ensure that the rules in force in their territories concerning the technical requirements to be satisfied by motor vehicles and trailers conform to the provisions of Annex 5 to this Convention; provided that they are in no way contrary to the safety principles governing the provisions of Annex 5, the said rules may contain provisions not contained in Annex 5. Contracting Parties shall also take appropriate measures to ensure that motor vehicles and trailers registered in their territories conform to the provisions of Annex 5 to this Convention when entering international traffic.

(b) The provisions of this paragraph do not impose any obligations on the Contracting Parties with respect to the rules in force in their territories concerning the technical requirements to be satisfied by power-driven vehicles which are not motor vehicles within the meaning of this Convention.

3. Subject to the exceptions provided for in Annex 1 to this Convention, Contracting Parties shall be bound to admit to their territories in international traffic motor vehicles and trailers which fulfil the conditions laid down in Chapter III of this Convention and whose drivers fulfil the conditions laid down in Chapter IV; they shall also be bound to recognize registration certificates issued in accordance with the provisions of Chapter III as *prima facie* evidence that the vehicles to which they refer fulfil the conditions laid down in the said Chapter III.

4. Measures which the Contracting Parties have taken or may take either unilaterally or under bilateral or multilateral agreements to admit to their territories in international traffic motor vehicles and trailers that do not satisfy all the conditions stated in Chapter III of this Convention and to recognize, in cases other than those specified in Chapter IV, the validity in their territories of driving permits issued in the territory of another Contracting Party shall be deemed to be in conformity with the object of this Convention.

5. Contracting Parties shall be bound to admit to their territories in international traffic cycles and mopeds which fulfil the technical conditions laid down in chapter V of this Convention and whose drivers have their normal residence in the territory of another Contracting Party. No Contracting Party shall require the drivers of cycles or mopeds in international traffic to hold a driving permit; however, Contracting Parties which have declared in conformity with Article 54, paragraph 2, of this Convention that they treat mopeds as motor cycles may require the drivers of mopeds in international traffic to hold a driving permit.

6. Contracting Parties undertake to communicate to any Contracting Party which requests them to do so the information necessary to determine the identity of the person in whose name a motor vehicle, or a trailer coupled to a motor vehicle, is registered in their territories if the request submitted shows that this vehicle has been involved in an accident in the territory of the Contracting Party making the request.

7. Measures which the Contracting Parties have taken or may take either unilaterally or under bilateral or multilateral agreements to facilitate international road traffic by simplifying Customs, police, health and other similar formalities or to ensure that Customs offices and posts at a given frontier point have the same competence and are kept open during the same hours shall be deemed to be in conformity with the object of this Convention.

8. Nothing in paragraphs 3, 5 and 7 of this Article shall affect the right of a Contracting Party to make the admission to its territory in international traffic of motor vehicles, trailers, mopeds and cycles, and of their drivers and occupants, subject to its regulations concerning the commercial carriage of passengers and goods, to its regulations concerning insurance of drivers against third-party risks, to its Customs regulations and, in general, to its regulations on matters other than road traffic.

Article 4. SIGNS AND SIGNALS

Contracting Parties to this Convention which are not Contracting Parties to the Convention on Road Signs and Signals¹ opened for signature at Vienna on the same day as this Convention undertake that:

- (a) all road signs, traffic light signals and road markings installed in their territory shall form a coherent system;
- (b) the number of types of sign shall be limited and signs shall be placed only at points where they are deemed useful;
- (c) danger warning signs shall be installed at a sufficient distance from obstructions to give drivers adequate warning;
- (d) it shall be prohibited:
 - (i) to affix to a sign, to its support or to any other traffic control device anything not related to the purpose of such sign or device; if, however, Contracting Parties or sub-divisions thereof authorize a non-profit making association to install informative signs, they may permit the emblem of that association to appear on the sign or on its support provided this does not make it less easy to understand the sign;
 - (ii) to install any board, notice, marking or device which might be confused with signs or other traffic control devices, might render them less visible or effective, or might dazzle road-users or distract their attention in a way prejudicial to traffic safety.

CHAPTER II. RULES OF THE ROAD

Article 5. STATUS OF SIGNS AND SIGNALS

1. Road-users shall comply with the instructions conveyed by road signs, traffic light signals and road markings even if the said instructions appear to contradict other traffic regulations.

2. Instructions conveyed by traffic light signals shall take precedence over those conveyed by road signs regulating priority.

Article 6. INSTRUCTIONS GIVEN BY AUTHORIZED OFFICIALS

1. When they are directing traffic, authorized officials shall be easily identifiable at a distance, at night as well as by day.

2. Road-users shall promptly obey all instructions given by authorized officials directing traffic.

¹ Registered with the Secretariat of the United Nations on 6 June 1978 under No. I-16743.

3. It is recommended that domestic legislation should provide that directions given by authorized officials directing traffic shall include the following:

- (a) arm raised upright; this gesture shall mean “attention, stop” for all road-users except drivers who are no longer able to stop with sufficient safety; further, if made at an intersection, this gesture shall not require drivers already on the intersection to stop;
- (b) arm or arms outstretched horizontally; this gesture shall constitute a stop signal for all road-users approaching from any direction which would cut across that indicated by the outstretched arm or arms; after making this gesture, the authorized official directing traffic may lower his arm or arms; this gesture shall likewise a stop signal for drivers in front of or behind the official;
- (c) swinging red light; this gesture shall constitute a stop signal for road-users towards whom the light is directed.

4. The instructions given by authorized officials directing traffic shall take precedence over those conveyed by road signs, traffic light signals and road markings, and over traffic regulations.

Article 7. GENERAL RULES

1. Road-users shall avoid any behaviour likely to endanger or obstruct traffic, to endanger persons, or to cause damage to public or private property.

2. It is recommended that domestic legislation should provide that road-users shall not obstruct traffic or risk making it dangerous by throwing, depositing or leaving any object or substance on the road or by creating any other obstruction on the road. If road-users have been unable to avoid creating an obstruction or danger in that way, they shall take the necessary steps to remove it as soon as possible and, if they cannot remove it immediately, to warn other road-users of its presence.

Article 8. DRIVERS

1. Every moving vehicle or combination of vehicles shall have a driver.

2. It is recommended that domestic legislation should provide that pack, draught or saddle animals, and, except in such special areas as may be marked at the entry, cattle, singly or in herds, or flocks, shall have a driver.

3. Every driver shall possess the necessary physical and mental ability and be in a fit physical and mental condition to drive.

4. Every driver of a power-driven vehicle shall possess the knowledge and skill necessary for driving the vehicle; however, this requirement shall not be a bar to driving practice by learner-drivers in conformity with domestic legislation.

5. Every driver shall at all times be able to control his vehicle or to guide his animals.

Article 9. FLOCKS AND HERDS

It is recommended that domestic legislation should provide that, save where exceptions are granted to facilitate their mass movement, flocks and

herds should be divided into sections of moderate length spaced sufficiently far apart for the convenience of traffic.

Article 10. POSITION ON THE CARRIAGEWAY

1. The direction of traffic shall be the same on all roads in a State except, where appropriate, on roads used solely or principally by through traffic between two other States.

2. Animals moving along the carriageway shall be kept as close as possible to the edge of the carriageway appropriate to the direction of traffic.

3. Without prejudice to the provisions to the contrary of Article 7, paragraph 1, Article 11, paragraph 6, and to other provisions of this Convention to the contrary, every driver of a vehicle shall, to the extent permitted by circumstances, keep his vehicle near the edge of the carriageway appropriate to the direction of traffic. However, Contracting Parties or sub-divisions thereof may lay down more precise rules concerning the position of goods vehicles on the carriageway.

4. Where a road comprises two or three carriageways, no driver shall take the carriageway situated on the side opposite to that appropriate to the direction of traffic.

5. (a) On two-way carriageways having four or more lanes, no driver shall take the lanes situated entirely on the half of the carriageway opposite to the side appropriate to the direction of traffic.

(b) On two-way carriageways having three lanes, no driver shall take the lane situated at the edge of the carriageway opposite to that appropriate to the direction of traffic.

Article 11. OVERTAKING AND MOVEMENT OF TRAFFIC IN LINES

1. (a) Drivers overtaking shall do so on the side opposite to that appropriate to the direction of traffic.

(b) However, drivers shall overtake on the side appropriate to the direction of traffic if the driver to be overtaken has signalled his intention to turn to the side of the carriageway opposite to that appropriate to the direction of traffic and has moved his vehicle or animals over towards that side in order to turn to that side for the purpose of taking another road, to enter a property bordering on the road, or to stop on that side.

2. Before overtaking, every driver shall, without prejudice to the provisions of Article 7, paragraph 1, or to those of Article 14, of this Convention, make sure:

(a) that no driver who is following him has begun to overtake him;

(b) that the driver ahead of him in the same lane has not given warning of his intention to overtake another;

(c) that the lane he is about to take is clear far enough ahead, having regard to the difference between the speed of his vehicle while overtaking and that of the road-users to be overtaken, for him not to endanger or impede oncoming traffic; and

(d) that, except when using a lane closed to oncoming traffic, he will be able, without inconvenience to the road-user or road-users overtaken, to resume the position prescribed in Article 10, paragraph 3, of this Convention.

3. In pursuance of the provisions of paragraph 2 of this Article, overtaking on two-way carriageways is in particular prohibited when approaching the crest of a hill and, if visibility is inadequate, on bends, unless there are at these points lanes defined by longitudinal road markings and overtaking is carried out without leaving the lanes marked as closed to oncoming traffic.

4. When overtaking, a driver shall give the road-user or road-users overtaken a sufficiently wide berth.

5. (a) On carriageways with at least two lanes reserved for traffic moving in the direction in which he is proceeding, a driver who would be obliged, immediately or shortly after moving back to the position prescribed by Article 10, paragraph 3, of this Convention, to overtake again may, in order to perform that manoeuvre, and provided he makes sure he can do so without undue inconvenience to the drivers of faster vehicles approaching from behind, remain in the lane he has occupied for the first overtaking manoeuvre.

(b) However, Contracting Parties or sub-divisions thereof shall be free not to apply the provisions of this paragraph to the drivers of cycles, mopeds, motor cycles and vehicles which are not motor vehicles within the meaning of this Convention, or to the drivers of motor vehicles whose permissible maximum weight exceeds 3,500 kg (7,700 lb) or whose maximum speed, by design, cannot exceed 40 km (25 miles) per hour.

6. Where the provisions of sub-paragraph 5 (a) of this Article are applicable and the density of traffic is such that vehicles not only occupy the entire width of the carriageway reserved for traffic taking the direction in which they are moving but also are moving only at a speed which is governed by that of the vehicle preceding them in the line:

(a) without prejudice to the provisions of paragraph 9 of this Article, the movement of the vehicles in one line at a higher speed than that of those in another shall not be deemed to constitute overtaking within the meaning of this Article;

(b) a driver not in the lane nearest to the edge of the carriageway appropriate to the direction of traffic may change lanes only in order to prepare to turn right or left or to park; however, this requirement shall not apply to changes of lane effected by drivers in accordance with domestic legislation resulting from the application of the provisions of paragraph 5 (b) of this Article.

7. When moving in lines as described in paragraphs 5 and 6 of this Article, drivers are forbidden, if the lanes are indicated on the carriageway by longitudinal markings, to straddle these markings.

8. Without prejudice to the provisions of paragraph 2 of this Article and to other restrictions which Contracting Parties or sub-divisions thereof may lay down concerning overtaking at intersections and at level-crossings, no driver of a vehicle shall overtake a vehicle other than a two-wheeled cycle, a two-wheeled moped or a two-wheeled motor cycle without side-car:

- (a) immediately before or on an intersection other than a roundabout, except:
 - (i) in the case provided for in paragraph 1 (b) of this Article;
 - (ii) where the road on which overtaking takes place has priority at the intersection;
 - (iii) where traffic is directed at the intersection by an authorized official or by traffic light signals;
- (b) immediately before or on a level-crossing not equipped with gates or half-gates, provided however that Contracting Parties or sub-divisions thereof shall be free to permit such overtaking at a level-crossing where road traffic is regulated by traffic light signals incorporating a positive signal authorizing vehicles to proceed.

9. A vehicle shall not overtake another vehicle which is approaching a pedestrian crossing marked on the carriageway or sign-posted as such, or which is stopped immediately before the crossing, otherwise than at a speed low enough to enable it to stop immediately if a pedestrian is on the crossing. Nothing in this paragraph shall be construed as preventing Contracting Parties or sub-divisions thereof from prohibiting overtaking within a prescribed distance from a pedestrian crossing, or from imposing stricter requirements on a driver of a vehicle proposing to overtake another vehicle stopped immediately before such a crossing.

10. A driver who perceives that a driver following him wishes to overtake him shall, except in the case provided for in Article 16, paragraph 1 (b), of this Convention, keep close to the edge of the carriageway appropriate to the direction of traffic and refrain from accelerating. If, owing to the narrowness, profile or condition of the carriageway, taken in conjunction with the density of oncoming traffic, a vehicle which is slow or bulky or is required to observe a speed limit cannot be easily and safely overtaken, the driver of such vehicle shall slow down and if necessary pull in to the side as soon as possible in order to allow vehicles following him to overtake.

11. (a) Contracting Parties or sub-divisions thereof may, on one-way carriageways and on two-way carriageways where at least two lanes in built-up areas and three lanes outside built-up areas are reserved for traffic in the same direction and are indicated by longitudinal markings:

- (i) allow vehicles in one lane to overtake on the side appropriate to the direction of traffic vehicles in another lane; and
- (ii) make inapplicable the provisions of Article 10, paragraph 3, of this Convention;

provided that there are adequate restrictions on the possibility of changing lanes;

(b) In the case referred to in sub-paragraph (a) of this paragraph, without prejudice to the provisions of paragraph 9 of this Article, the manner of driving provided for shall not be deemed to constitute overtaking within the meaning of this Convention.

Article 12. PASSING OF ONCOMING TRAFFIC

1. When passing oncoming traffic, a driver shall leave sufficient lateral space and, if necessary, move close to the edge of the carriageway appropriate

to the direction of traffic. If in so doing he finds his progress impeded by an obstruction or by the presence of other road-users, he shall slow down and if necessary stop to allow the oncoming road-user or road-users to pass.

2. On mountain roads and steep roads with characteristics similar to those of mountain roads, where the passing of oncoming traffic is impossible or difficult, it is the driver of the vehicle travelling downhill who should pull in to the side of the road in order to allow any vehicle proceeding uphill to pass, except where the arrangement of lay-bys to enable vehicles to pull in to the side of the road is such that, having regard to the speed and position of the vehicles, the vehicle proceeding uphill has a lay-by ahead of it and the need for one of the vehicles to reverse could be avoided if the vehicle proceeding uphill pulled in to that lay-by. Where one of the two vehicles which are about to pass is obliged to reverse in order to make passing possible, this manoeuvre shall be performed by the driver of the vehicle proceeding downhill unless it can manifestly be more easily performed by the driver of the vehicle proceeding uphill. However, Contracting Parties or sub-divisions thereof may prescribe for certain vehicles or certain roads or sections of roads special rules differing from those laid down in this paragraph.

Article 13. SPEED AND DISTANCE BETWEEN VEHICLES

1. Every driver of a vehicle shall in all circumstances have his vehicle under control so as to be able to exercise due and proper care and to be at all times in a position to perform all manoeuvres required of him. He shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction. He shall slow down and if necessary stop whenever circumstances so require, and particularly when visibility is not good.

2. No driver shall impede the normal progress of other vehicles by travelling abnormally slowly without proper cause.

3. The driver of a vehicle moving behind another vehicle shall keep at a sufficient distance from that other vehicle to avoid collision if the vehicle in front should suddenly slow down or stop.

4. Outside built-up areas, in order to facilitate overtaking, drivers of vehicles or combinations of vehicles of more than 3,500 kg (7,700 lb) permissible maximum weight, or of more than 10 m (33 feet) over-all length, shall, except when they are overtaking or preparing to overtake, keep at such distance from power-driven vehicles ahead of them that other vehicles overtaking them can without danger move into the space in front of the overtaken vehicle. However, this provision shall not apply in very dense traffic or in circumstances where overtaking is prohibited. In addition:

- (a) the competent authorities may exempt certain convoys of vehicles from this provision, or may similarly make it inapplicable on roads where two lanes are allotted to traffic in the direction concerned;
- (b) Contracting Parties and sub-divisions thereof may prescribe different figures from those given in this paragraph with respect to the vehicle characteristics concerned.

5. Nothing in this Convention shall be construed as preventing Contracting Parties or sub-divisions thereof from prescribing general or local speed limits for all vehicles or for certain categories of vehicles or from prescribing minimum and maximum speeds or either a maximum or a minimum speed on certain roads or on certain types of road or from prescribing minimum intervals because of the presence on the road of certain categories of vehicles presenting a special danger, in particular by reason of their weight or their load.

Article 14. GENERAL REQUIREMENTS GOVERNING MANOEUVRES

1. Any driver wishing to perform a manoeuvre such as pulling out of or into a line of parked vehicles, moving over to the right or to the left on the carriageway, or turning left or right into another road or into a property bordering on the road, shall first make sure that he can do so without risk of endangering other road-users travelling behind or ahead of him or about to pass him, having regard to their position, direction and speed.

2. Any driver wishing to make a U-turn or to reverse shall first make sure that he can do so without endangering or impeding other road-users.

3. Before turning or before a manoeuvre which involves moving laterally, the driver shall give clear and sufficient warning of his intention by means of the direction-indicator or direction-indicators on his vehicle, or, failing this, by giving if possible an appropriate signal with his arm. The warning given by the direction-indicator or direction-indicators shall continue to be given throughout the manoeuvre and shall cease as soon as the manoeuvre is completed.

Article 15. SPECIAL REGULATIONS RELATING TO REGULAR PUBLIC-TRANSPORT SERVICE VEHICLES

It is recommended that domestic legislation should provide that in built-up areas, in order to facilitate the movement of regular public-transport service vehicles, the drivers of other vehicles shall, subject to the provisions of Article 17, paragraph 1, of this Convention, slow down and if necessary stop in order to allow the public-transport vehicles to perform the manoeuvre required for moving off from stops marked as such. The provisions thus laid down by Contracting Parties or sub-divisions thereof shall in no way affect the duty incumbent on drivers of public-transport vehicles to take, after having given warning by means of their direction-indicators of their intention to move off, the precautions necessary to avoid any risk of accident.

Article 16. CHANGE OF DIRECTION

1. Before turning right or left for the purpose of entering another road or entering a property bordering on the road, a driver shall, without prejudice to the provisions of Article 7, paragraph 1, and of Article 14, of this Convention:

- (a) if he wishes to turn off on the side appropriate to the direction of traffic, keep as close as possible to the edge of the carriageway appropriate to that direction and make as tight a turn as possible;
- (b) if he wishes to turn off on the other side, and subject to such other provisions as Contracting Parties or sub-divisions thereof may enact for cycles and mopeds, move as close as possible to the centreline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to

enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.

2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, allow oncoming vehicles on the carriageway he is preparing to leave, and cycles and mopeds moving on cycle tracks crossing the carriageway he is about to enter, to pass.

Article 17. SLOWING DOWN

1. No driver of a vehicle shall brake abruptly unless it is necessary to do so for safety reasons.

2. Every driver intending to slow down to an appreciable extent shall, except where his slowing down is in response to an imminent danger, first make sure that he can do so without danger or undue inconvenience to other drivers. He shall also, unless he has made sure that there is no vehicle following him or that any following vehicle is a long way behind, give clear and timely warning of his intention by making an appropriate signal with his arm. However, this provision shall not apply if warning of slowing down is given by the vehicle's stop lights, referred to in Annex 5, paragraph 31, of this Convention.

Article 18. INTERSECTIONS AND OBLIGATION TO GIVE WAY

1. Every driver approaching an intersection shall exercise such extra care as may be appropriate to local conditions. Drivers of vehicles shall, in particular, drive at such a speed as to be able to stop to allow vehicles having the right of way to pass.

2. Every driver emerging from a path or an earth-track (dirt road) on to a road other than a path or an earth-track shall give way to vehicles travelling on that road. For the purposes of this Article the terms "path" and "earth-track" ("dirt road") may be defined in domestic legislation.

3. Every driver emerging on to a road from a property bordering thereon shall give way to vehicles travelling on that road.

4. Subject to the provisions of paragraph 7 of this Article:

- (a) in States where traffic keeps to the right the driver of a vehicle shall give way, at intersections other than those specified in paragraph 2 of this Article and in Article 25, paragraphs 2 and 4 of this Convention, to vehicles approaching from his right;
- (b) Contracting Parties or sub-divisions thereof in whose territories traffic keeps to the left shall be free to regulate the right of way at intersections as they see fit.

5. Even if traffic light signals authorize him to do so, a driver shall not enter an intersection if the density of traffic is such that he will probably be obliged to stop on the intersection, thereby obstructing or preventing the passage of cross traffic.

6. A driver who has entered an intersection where traffic is regulated by traffic light signals may clear the intersection without waiting for the way to be opened in the direction in which he wishes to proceed, provided that this does not impede the progress of other road-users moving in the open direction.

7. At intersections, drivers of vehicles not moving on rails shall give way to rail-borne vehicles.

Article 19. LEVEL-CROSSINGS

Road-users shall exercise extra care in approaching and traversing level-crossings. In particular:

- (a) every driver of a vehicle shall drive at a moderate speed;
- (b) without prejudice to the obligation to obey an instruction to stop given by a light signal or a sound signal, no road-user shall enter a level-crossing at which the gates or half-gates are across the road or in process of being placed across the road, or at which the half-gates are in process of being raised;
- (c) if a level-crossing is not equipped with gates, half-gates or light signals, no road-user shall enter it without making sure that no rail-borne vehicle is approaching;
- (d) no road-user shall linger while traversing a level-crossing; if a vehicle is compelled to stop, its driver shall endeavour to move it off the track and, if he is unable to do so, immediately do everything he can to ensure that the drivers of rail-borne vehicles are warned of the danger in time.

Article 20. RULES APPLICABLE TO PEDESTRIANS

1. Contracting Parties or sub-divisions thereof shall be free not to enforce the provisions of this Article except in cases where pedestrian traffic on the carriageway would be dangerous or would obstruct vehicular traffic.

2. If, at the side of the carriageway, there are pavements (side-walks) or suitable verges for pedestrians, pedestrians shall use them. Nevertheless, if they take the necessary precautions:

- (a) pedestrians pushing or carrying bulky objects may use the carriageway if they would seriously inconvenience other pedestrians by walking on the pavement (side-walk) or verge;
- (b) groups of pedestrians led by a person in charge or forming a procession may walk on the carriageway.

3. If it is not possible to use pavements (side-walks) or verges, or if none is provided, pedestrians may walk on the carriageway; where there is a cycle track and the density of traffic so permits, they may walk on the cycle track, but shall not obstruct cycle and moped traffic in doing so.

4. Pedestrians walking on the carriageway in accordance with paragraphs 2 and 3 of this Article shall keep as close as possible to the edge of the carriageway.

5. It is recommended that domestic legislation should provide as follows: pedestrians walking on the carriageway shall keep to the side opposite to that appropriate to the direction of traffic except where to do so places them in danger. However, persons pushing a cycle, a moped or a motor cycle, and groups of pedestrians led by a person in charge of forming a procession shall in all cases keep to the side of the carriageway appropriate to the direction of traffic. Unless they form a procession, pedestrians walking on the carriageway shall, by

night or when visibility is poor and, by day, if the density of vehicular traffic so requires, walk in single file wherever possible.

6. (a) Pedestrians wishing to cross a carriageway shall not step on to it without exercising care; they shall use a pedestrian crossing whenever there is one nearby.

(b) In order to cross the carriageway at a pedestrian crossing sign-posted as such or indicated by markings on the carriageway,

- (i) if the crossing is equipped with light signals for pedestrians, the latter shall obey the instructions given by such lights;
- (ii) if the crossing is not equipped with such lights, but vehicular traffic is regulated by traffic light signals or by an authorized official, pedestrians shall not step on to the carriageway while the traffic light signal or the signal given by the authorized official indicates that vehicles may proceed along it;
- (iii) at other pedestrian crossings, pedestrians shall not step on to the carriageway without taking the distance and speed of approaching vehicles into account.

(c) In order to cross the carriageway elsewhere than at a pedestrian crossing sign-posted as such or indicated by markings on the carriageway, pedestrians shall not step on to the carriageway without first making sure that they can do so without impeding vehicular traffic.

(d) Once they have started to cross a carriageway, pedestrians shall not take an unnecessarily long route, and shall not linger or stop on the carriageway unnecessarily.

7. However, Contracting Parties or sub-divisions thereof may impose stricter requirements on pedestrians crossing the carriageway.

Article 21. BEHAVIOUR OF DRIVERS TOWARDS PEDESTRIANS

1. Without prejudice to the provisions of Article 7, paragraph 1, Article 11, paragraph 9, and Article 13, paragraph 1 of this Convention, where there is on the carriageway a pedestrian crossing sign-posted as such or indicated by markings on the carriageway,

- (a) if vehicular traffic is regulated at that crossing by traffic light signals or by an authorized official, drivers forbidden to proceed shall stop short of the crossing and, when they are permitted to proceed, shall not prevent or obstruct the passage of pedestrians who have stepped on to and are proceeding over the crossing in the conditions laid down in Article 20 of this Convention; drivers turning into another road at the entrance to which there is a pedestrian crossing shall do so slowly and give way, if necessary stopping for this purpose, to pedestrians already using or about to use the crossing in the conditions laid down in Article 20, paragraph 6, of this Convention;
- (b) if vehicular traffic is not regulated at that crossing by traffic light signals or by an authorized official, drivers shall approach the crossing only at a speed low enough not to endanger pedestrians using, or about to use, it; if necessary, they shall stop to allow such pedestrians to cross.

2. Drivers intending to overtake, on the side appropriate to the direction of traffic, a public transport vehicle at a stop marked as such shall slow down and if necessary stop to allow passengers to board or alight from that vehicle.

3. No provision of this Article shall be construed as preventing Contracting Parties or sub-divisions thereof from:

- requiring drivers of vehicles to stop in all cases when pedestrians are proceeding over or stepping on to a pedestrian crossing sign-posted as such or indicated by markings on the carriageway in the conditions laid down in Article 20 of this Convention, or
- from prohibiting them from preventing or obstructing the passage of pedestrians who are crossing the carriageway at or very near an intersection even if there is at that point no pedestrian crossing sign-posted as such or indicated by markings on the carriageway.

Article 22. ISLANDS ON THE CARRIAGEWAY

Without prejudice to the provisions of Article 10 of this Convention, a driver may pass to the left or to the right of islands, posts and other devices set up on the carriageway on which he is travelling, except in the following cases:

- (a) where the side on which the island, post or device shall be passed is indicated by a sign;
- (b) where the island, post or device is on the centreline of a two-way carriageway; in this case the driver shall keep to the side of the island, post or device corresponding to the direction of traffic.

Article 23. STANDING AND PARKING

1. Outside built-up areas, standing or parked vehicles and halted animals shall so far as possible be stationed elsewhere than on the carriageway. They shall not be stationed on cycle tracks or, save where applicable domestic legislation so permits, on pavements or on verges specially provided for pedestrian traffic.

2. (a) Animals halted and vehicles standing or parked on the carriageway shall be kept as close as possible to the edge of the carriageway. A driver shall not stand or park his vehicle on a carriageway save on the side appropriate, for him, to the direction of traffic; nevertheless, standing or parking on the other side shall be permitted where standing or parking on the side appropriate to the direction of traffic is prevented by the presence of rail tracks. Moreover, Contracting Parties or sub-divisions thereof may:

- (i) refrain from prohibiting standing and parking on one side or the other in certain conditions, for instance where standing on the side appropriate to the direction of traffic is prohibited by road signs;
- (ii) on one-way carriageways, authorize standing and parking on the other side as well as or instead of on the side appropriate to the direction of traffic;
- (iii) authorize standing and parking in the middle of the carriageway at places specially marked.

(b) Save where domestic legislation provides otherwise, vehicles other than two-wheeled cycles, two-wheeled mopeds and two-wheeled motor cycles without side-car shall not stand or be parked two abreast on the carriageway. Standing or parked vehicles shall, unless the lay-out of the area permits otherwise, be placed parallel to the edge of the carriageway.

3. (a) The standing or parking of a vehicle on the carriageway shall be prohibited:

- (i) on pedestrian crossings, on crossings for cyclists, and on level-crossings;
- (ii) on tramway or railway tracks on a road or so close to such tracks that the movement of trams or trains might be impeded, and also, subject to the possibility for Contracting Parties or sub-divisions thereof to provide otherwise, on pavements and cycle tracks;

(b) The standing or parking of a vehicle at any point where it would constitute a danger shall be prohibited, more particularly:

- (i) save in such spaces as may be specially marked, under flyovers and in tunnels;
- (ii) on the carriageway, close to the crests of hills, and on bends where visibility is not sufficient for the vehicle to be overtaken in complete safety, having regard to the speed of vehicles on the section of the road in question;
- (iii) on a carriageway beside a longitudinal road marking, where sub-paragraph (b) (ii) of this paragraph does not apply but the width of the carriageway between the marking and the vehicle is less than 3 m (10 feet) and the marking is such that vehicles approaching it on the same side are forbidden to cross it;

(c) The parking of a vehicle on the carriageway shall be prohibited:

- (i) on approaches to level-crossings, to intersections, and to bus, trolley-bus or rail-vehicle stops: within the distances prescribed by domestic legislation;
- (ii) in front of the vehicle entries to properties;
- (iii) at any point where the parked vehicle would prevent access to another vehicle properly parked or prevent such other vehicle from moving out;
- (iv) on the central carriageway of three-carriageway roads and, outside built-up areas, on the carriageways of roads marked as priority roads by appropriate signs; and
- (v) at any place where the parked vehicle would conceal road signs or traffic light signals from the view of road-users.

4. A driver shall not leave his vehicle or his animals without having taken all suitable precautions to avoid any accident and, in the case of a motor vehicle, to prevent its unauthorized use.

5. It is recommended that domestic legislation should provide as follows: every power-driven vehicle other than a two-wheeled moped or a two-wheeled motor cycle without sidecar, and every trailer coupled or uncoupled, shall when stationary on the carriageway outside a built-up area be signalled to approaching drivers at a sufficient distance by means of at least one appropriate device placed at the most suitable point to give them adequate advance warning;

- (a) if the vehicle is stationary at night on the carriageway in circumstances such that approaching drivers cannot be aware of the obstacle which the vehicle constitutes;
- (b) if the driver, in other cases, has been compelled to halt his vehicle at a place where standing is prohibited.

6. Nothing in this Article shall be construed as preventing Contracting Parties or sub-divisions thereof from introducing other prohibitions on parking and standing.

Article 24. OPENING OF DOORS

It shall be prohibited to open the door of a vehicle, to leave it open, or to alight from the vehicle without having made sure that to do so cannot endanger other road-users.

Article 25. MOTORWAYS AND SIMILAR ROADS

1. On motorways and, if so provided in domestic legislation, on special approach roads to and exit roads from motorways:

- (a) the use of the road shall be prohibited to pedestrians, animals, cycles, mopeds unless they are treated as motor cycles, and all vehicles other than motor vehicles and their trailers, and to motor vehicles or motor-vehicle trailers which are incapable, by virtue of their design, of attaining on a flat road a speed specified by domestic legislation;
- (b) drivers shall be forbidden:
 - (i) to have their vehicles standing or parked elsewhere than at marked parking sites; if a vehicle is compelled to stop, its driver shall endeavour to move it off the carriageway and also off the flush verge and, if he is unable to do so, immediately signal the presence of the vehicle at a distance so as to warn approaching drivers in time;
 - (ii) to make U-turns, to travel in reverse, and to drive on to the central dividing strip, including the crossovers linking the two carriageways.

2. Drivers emerging on to a motorway shall:

- (a) if the approach road is not continued by an acceleration lane, give way to vehicles travelling on the motorway;
- (b) if there is an acceleration lane, use it and, when merging into the motorway traffic, do so in conformity with the requirements of Article 14, paragraphs 1 and 3, of this Convention.

3. A driver leaving a motorway shall move into the traffic lane appropriate to the motorway exit in good time and enter the deceleration lane, if there is one, as soon as he can.

4. For the purpose of the application of paragraphs 1, 2 and 3 of this Article, other roads reserved for motor vehicle traffic, duly sign-posted as such and not affording access to or from properties alongside, shall be treated as motorways.

*Article 26. SPECIAL RULES APPLICABLE TO PROCESSIONS
AND HANDICAPPED PERSONS*

1. It shall be prohibited for road-users to cut across troop columns, files of school-children accompanied by a person in charge, and other processions.

2. Handicapped persons travelling in invalid chairs propelled by themselves or moving at a walking pace may use pavements (side-walks) and suitable verges.

*Article 27. SPECIAL RULES APPLICABLE TO CYCLISTS,
MOPED DRIVERS AND MOTOR CYCLISTS*

1. Notwithstanding the provisions of Article 10, paragraph 3, of this Convention, Contracting Parties or sub-divisions thereof shall be free not to prohibit cyclists from travelling two or more abreast.

2. It shall be prohibited for cyclists to ride without holding the handlebars with at least one hand, to allow themselves to be towed by another vehicle, or to carry, tow or push objects which hamper their cycling or endanger other road-users. The same provisions shall apply to moped drivers and motor cyclists; in addition, however, moped drivers and motor cyclists shall hold the handlebars with both hands except when signalling the manoeuvre described in Article 14, paragraph 3, of this Convention.

3. It shall be prohibited for cyclists and moped drivers to carry passengers on their vehicle; however, Contracting Parties or sub-divisions thereof may authorize exceptions to this provision and, in particular, authorize the transport of passengers on such additional saddle or saddles as may be fitted on the vehicle. Motor cyclists shall not be permitted to carry passengers except in the side-car, if there is one, and on the additional saddle (pillion), if any, fitted behind the driver.

4. Where cycle tracks exist, Contracting Parties or sub-divisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances they may authorize moped drivers to use the cycle track and, if they consider it advisable, prohibit them from using the rest of the carriageway.

Article 28. AUDIBLE AND LUMINOUS WARNINGS

1. Audible warning devices may be used only:

- (a) to give due warning with a view to avoiding an accident;
- (b) outside built-up areas when it is desirable to warn a driver that he is about to be overtaken.

The sounds emitted by audible warning devices shall not be prolonged more than necessary.

2. Motor-vehicle drivers may give the luminous warnings specified in Article 33, paragraph 5, of this Convention, instead of audible warnings, between nightfall and dawn. They may also do so in daylight hours for the purpose indicated in paragraph 1 (b) of this Article, if to do so is more appropriate in the prevailing circumstances.

3. Contracting Parties or sub-divisions thereof may authorize the use of luminous warnings in built-up areas also for the purpose referred to in paragraph 1 (b) of this Article.

Article 29. RAIL-BORNE VEHICLES

1. Where a railway uses a carriageway, every road-user shall, on the approach of a tram or other rail-borne vehicle, clear the track as soon as possible to allow the rail-borne vehicle to pass.

2. Contracting Parties or sub-divisions thereof may adopt special rules, differing from those laid down in this Chapter, for the movement of rail-borne vehicles on the road and for passing or overtaking such vehicles. However, Contracting Parties or sub-divisions thereof may not adopt provisions which conflict with those of Article 18, paragraph 7, of this Convention.

Article 30. LOADING OF VEHICLES

1. If a permissible maximum weight is laid down for a vehicle, the laden weight of the vehicle shall never exceed the permissible maximum weight.

2. Every load on a vehicle shall be so arranged and, if necessary, stowed as to prevent it from:

- (a) endangering persons or causing damage to public or private property, more particularly by trailing on or falling on to the road;
- (b) obstructing the driver's view or impairing the stability or driving of the vehicle;
- (c) causing noise, raising dust, or creating any other nuisance which can be avoided;
- (d) masking lights, including stop lights and direction-indicators, reflex reflectors, registration numbers and the distinguishing sign of the State of registration with which, under this Convention or under domestic legislation, the vehicle is required to be equipped, or masking signals given by arms in accordance with Article 14, paragraph 3 or Article 17, paragraph 2, of this Convention.

3. All accessories, such as cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 2 of this Article.

4. Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; at night, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles:

- (a) loads projecting more than one metre (3 feet 4 inches) beyond the front or rear of the vehicle shall always be marked;
- (b) loads projecting laterally beyond the outer edge of the vehicle in such a way that their lateral outer edge is more than 0.40 m (16 inches) from the outer edge of the vehicle's front position (side) light shall be marked at the front at night, and loads projecting in such a way that their lateral outer edge is more than 0.40 m (16 inches) from the outer edge of the vehicle's rear position (side) light shall be similarly marked at the rear at night.

5. Nothing in paragraph 4 of this Article shall be construed as preventing Contracting Parties or sub-divisions thereof from prohibiting, restricting, or subjecting to special authorization, load projections as referred to in the aforesaid paragraph 4.

Article 31. BEHAVIOUR IN CASE OF ACCIDENT

1. Without prejudice to the provisions of domestic legislation concerning the obligation to assist the injured, every driver or other road-user involved in a traffic accident shall:

- (a) stop as soon as he can do so without causing an additional danger to traffic;
- (b) endeavour to ensure traffic safety at the site of the accident and, if a person has been killed or seriously injured in the accident, to prevent, insofar as such action does not affect traffic safety, any change in conditions at the site, including the disappearance of traces which might be useful for determining responsibilities;
- (c) if so requested by other persons involved in the accident, identify himself to them;
- (d) if a person has been injured or killed in the accident, notify the police and remain on the scene of the accident or return to it and wait there until the arrival of the police, unless he has been authorized by the police to leave or has to assist the injured or to receive attention himself.

2. Contracting Parties or sub-divisions thereof may, under their domestic legislation, refrain from imposing the provision of paragraph 1 (d) of this Article in cases where no serious injury has been caused and none of the persons involved requests that the police should be notified.

Article 32. LIGHTING: GENERAL REQUIREMENTS

1. Within the meaning of this Article, "night" means the period between nightfall and dawn, and also other times when visibility is inadequate on account, for example, of fog, snowfall, heavy rain, or passage through a tunnel.

2. At night:

- (a) every power-driven vehicle on a road, other than a moped or a two-wheeled motor cycle without side-car, shall show not less than two white or selective yellow lights to the front and an even number of red lights to the rear, in conformity with the provisions for motor vehicles given in Annex 5, paragraphs 23 and 24; domestic legislation may, however, permit amber position (side) lights towards the front. The provisions of this sub-paragraph shall apply to combinations of a motor vehicle with one or more trailers, and in such a case the red lights shall be fitted at the rear of the rearmost trailer; trailers to which the provisions of Annex 5, paragraph 30, of this Convention are applicable shall show at the front the two white lights with which they are required to be equipped in accordance with the provisions of the said paragraph 30;
- (b) every vehicle or combination of vehicles to which the provisions of sub-paragraph (a) of this paragraph do not apply shall, when on a road, show at least one white or selective-yellow light to the front and at least one red light to the rear; where there is only one light at the front or only one light at the rear, the light shall be placed on the centre line of the vehicle or on the side opposite to that corresponding to the direction of traffic; in the case of animal-drawn vehicles and handcarts, the device emitting these lights may be carried by the driver or by an escort walking at the aforesaid side of the vehicle.

3. The lights specified in paragraph 2 of this Article shall be such as to ensure that the presence of the vehicle is clearly indicated to other road-users; the front light and the rear light shall not be emitted by the same lamp or the same device unless the characteristics of the vehicle, and in particular its small length, are such that this requirement can be met in these conditions.

4. (a) Notwithstanding the provisions of paragraph 2 of this Article,

- (i) the provisions of that paragraph shall not apply to vehicles standing or parked on a road which is so illuminated that the vehicles are clearly visible at a sufficient distance;
- (ii) power-driven vehicles not exceeding 6 m (20 feet) in length and 2 m (6 feet 6 inches) in width and to which no vehicle is coupled may, when standing or parked on a road in a built-up area, show only one light placed on that side of the vehicle which is further from the carriageway edge alongside which the vehicle is standing or parked; this light shall be white or amber towards the front and red or amber towards the rear;
- (iii) the provisions of paragraph 2 (b) of this Article shall not apply to two-wheeled cycles, to two-wheeled mopeds, or to two-wheeled motor cycles without side-car which are not equipped with batteries and are standing or parked at the extreme edge of the carriageway in a built-up area;

(b) moreover, domestic legislation may grant exemptions from the provisions of this Article in favour of:

- (i) vehicles standing or parked in special areas away from the carriageway;
- (ii) vehicles standing or parked in residential streets where there is very little traffic.

5. In no case shall a vehicle display red lights, red reflecting devices or red reflecting materials towards the front, or white or selective-yellow lights, white or selective-yellow reflecting devices or white or selective-yellow reflecting materials towards the rear; this provision shall not apply to the use of white or selective-yellow reversing lights, nor to the reflectorization of the light-coloured numerals or letters of rear registration plates, distinguishing signs, or other distinctive marks prescribed by domestic legislation, nor to the reflectorization of the light background of such plates or signs, nor to the rotating or flashing red lights of certain priority vehicles.

6. Contracting Parties or sub-divisions thereof may, to such extent as they deem it possible without impairing traffic safety, allow derogations in their domestic legislation from the provisions of this Article in favour of:

- (a) animal-drawn vehicles and handcarts;
- (b) vehicles of a special shape or kind or used for special purposes and in special conditions.

7. Nothing in this Convention shall be construed as preventing domestic legislation from requiring groups of pedestrians led by a person in charge or forming a procession, and the drivers of cattle, singly or in herds, or flocks, or of draught, pack or saddle animals, to display, when moving along the carriageway in the circumstances defined in paragraph 2 (b) of this Article, a reflecting device or a light; the light reflected or emitted shall in such case be white or selective-yellow to the front and red to the rear, or amber in both directions.

*Article 33. LIGHTING: RULES FOR THE USE OF THE LIGHTS
SPECIFIED IN ANNEX 5*

1. The driver of a vehicle equipped with driving lights, passing lights or position (side) lights as defined in Annex 5 to this Convention shall use the said lights in the following conditions when the vehicle is required under Article 32 of this Convention to show at least one or two white or selective-yellow lights to the front:

- (a) the driving lights shall not be switched on in built-up areas where the road is adequately lighted, nor outside built-up areas where the carriageway is continuously lighted and the lighting is sufficient to enable the driver to see clearly for an adequate distance, nor when the vehicle is standing;
- (b) subject to domestic legislation authorizing the use of driving lights during daylight hours when visibility is inadequate on account, for example, of fog, snowfall, heavy rain or passage through a tunnel, the driving lights shall not be switched on or their operation shall be so modified as to prevent dazzle:
 - (i) when a driver is about to pass another vehicle; the lights, if used, shall in this case be switched off or their operation shall be so modified as to prevent dazzle far enough away to enable the driver of the other vehicle to proceed easily and without danger;
 - (ii) when a vehicle is following closely behind another; however, driving lights may be used in accordance with the provisions of paragraph 5 of this Article to give warning of the intention to overtake, as provided for in Article 28 of this Convention;
 - (iii) in any other circumstances in which it is necessary to avoid dazzling other road-users or the users of a waterway or railway running alongside the road;
- (c) subject to the provisions of sub-paragraph (d) of this paragraph, the passing lights shall be switched on when the use of driving lights is prohibited by the provisions of sub-paragraphs (a) and (b) above and may be used instead of the driving lights when the passing lights are sufficient to enable the driver to see clearly at an adequate distance and to enable other road-users to see the vehicle far enough away;
- (d) the position (side) lights shall be used together with the driving lights, the passing lights or the fog lights. They may be used alone when the vehicle is standing or parked or when, on roads other than motorways and roads as referred to in Article 25, paragraph 4, of this Convention, the light conditions are such that the driver can see clearly for an adequate distance and other road-users can see the vehicle far enough away.

2. A vehicle equipped with fog lights as defined in Annex 5 to this Convention shall use the said lights only in fog, snowfall or heavy rain. Notwithstanding the provisions of paragraph 1 (c) of this Article, the use of fog lights at such times shall be a substitute for the use of passing lights, although domestic legislation may in this case authorize the simultaneous use of fog lights and passing lights.

3. Notwithstanding the provisions of paragraph 2 of this Article, domestic legislation may permit fog lights to be used on narrow, winding roads even in the absence of fog, snowfall or heavy rain.

4. Nothing in this Convention shall be construed as preventing domestic legislation from making it compulsory for drivers to use passing lights in built-up areas.

5. The luminous warning referred to in Article 28, paragraph 2, shall consist in switching on the passing lights intermittently at short intervals or in switching on the driving lights intermittently or in switching on the passing lights and the driving lights alternatively at short intervals.

Article 34. EXEMPTIONS

1. When warned of the approach of a priority vehicle by its special luminous and audible warning devices, every road-user shall leave room clear for it to pass on the carriageway and shall, if necessary, stop.

2. Domestic legislation may provide that drivers of priority vehicles shall not be bound, when warning of their movement is given by the vehicle's special warning devices, and provided that they do not endanger other road-users, to comply with all or any of the provisions of this Chapter II other than those of Article 6, paragraph 2.

3. Domestic legislation may determine to what extent persons working on the construction, repair or maintenance of the road, including the drivers of equipment used for such work, shall not be bound, provided they take the necessary precautions, to observe the provisions of this chapter II during their work.

4. For the purpose of overtaking or passing the equipment referred to in paragraph 3 of this Article while it is engaged in work on the road, the drivers of other vehicles may, to the extent necessary and on condition that they take all due precautions, disregard the requirements of Articles 11 and 12 of this Convention.

CHAPTER III. CONDITIONS FOR THE ADMISSION OF MOTOR VEHICLES AND TRAILERS TO INTERNATIONAL TRAFFIC

Article 35. REGISTRATION

1. (a) In order to be entitled to the benefits of this Convention, every motor vehicle in international traffic, and every trailer, other than a light trailer, coupled to a motor vehicle shall be registered by a Contracting Party or a sub-division thereof, and the driver of the motor vehicle shall carry a valid certificate of such registration issued either by a competent authority of such Contracting Party or sub-division thereof or on behalf and by authorization of such Contracting Party or sub-division thereof by an association duly empowered thereto by that Contracting Party or sub-division thereof. This certificate, to be known as the registration certificate, shall bear the following particulars at least:

- a serial number, to be known as the registration number, composed in the manner indicated in Annex 2 to this Convention;
- the date of first registration of the vehicle;
- the full name and home address of the holder of the certificate;
- the name or the trade mark of the maker of the vehicle;
- the serial number of the chassis (the maker's production or serial number);

- in the case of a vehicle intended for the carriage of goods, the permissible maximum weight;
- the period of validity, if not unlimited.

The particulars entered in the certificate shall either be in Latin characters or so-called English cursive script only, or be repeated in that form.

(b) Contracting Parties or sub-divisions thereof may, however, decide that the year of manufacture, instead of the date of first registration, shall be entered on certificates issued in their territories.

2. Notwithstanding the provisions of paragraph 1 of this Article, an articulated vehicle which is not disassembled while in international traffic shall be entitled to the benefits of the provisions of this Convention even if it has only a single registration and a single certificate for the drawing vehicle and semi-trailer composing it.

3. Nothing in this Convention shall be construed as limiting the right of Contracting Parties or sub-divisions thereof to require, in the case of a vehicle in international traffic which is not registered in the name of a person travelling in it, proof of the driver's right to be in possession of the vehicle.

4. It is recommended that Contracting Parties should set up, if they have not already done so, a service responsible for keeping at the national or regional level a record of motor vehicles brought into use and a centralized record, for each vehicle, of the particulars entered in each certificate of registration.

Article 36. REGISTRATION NUMBER

1. Every motor vehicle in international traffic shall display its registration number at the front and at the rear; motor cycles, however, shall only be required to display this number at the rear.

2. Every registered trailer in international traffic shall display its registration number at the rear. Where a motor vehicle draws one or more trailers, the sole trailer or the last trailer, if not registered, shall display the registration number of the drawing vehicle.

3. The composition of the registration number referred to in this Article, and the manner of displaying it, shall conform to the provisions of Annex 2 to this Convention.

Article 37. DISTINGUISHING SIGN OF THE STATE OF REGISTRATION

1. Every motor vehicle in international traffic shall display at the rear, in addition to its registration number, a distinguishing sign of the State in which it is registered.¹

2. Every trailer coupled to a motor vehicle and required under Article 36 of this Convention to display a registration number at the rear shall also display at the rear the distinguishing sign of the State where the registration number was assigned. The provisions of this paragraph shall be applicable even if the trailer is registered in a State other than the State of registration of the motor vehicle to which it is coupled; if the trailer is not registered, it shall display at

¹ See foot-note 1 under annex 3 on p. 52.

the rear the distinguishing sign of the State of registration of the drawing vehicle except when it is travelling in that State.

3. The composition of the distinguishing sign referred to in this Article, and the manner of displaying it, shall conform to the requirements of Annex 3 to this Convention.

Article 38. IDENTIFICATION MARKS

Every motor vehicle and every trailer in international traffic shall bear the identification marks specified in Annex 4 to this Convention.

Article 39. TECHNICAL REQUIREMENTS

Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order.

Article 40. TRANSITIONAL PROVISION

For a period of ten years from the entry into force of this Convention in accordance with Article 47, paragraph 1, trailers in international traffic, whatever their permissible maximum weight, shall be entitled to the benefits of the provisions of this Convention even if they are not registered.

CHAPTER IV. DRIVERS OF MOTOR VEHICLES

Article 41. VALIDITY OF DRIVING PERMITS

1. Contracting Parties shall recognize:

- (a) any domestic permit drawn up in their national language or in one of their national languages or, if not drawn up in such a language, accompanied by a certified translation;
- (b) any domestic permit conforming to the provisions of Annex 6 to this Convention; and
- (c) any international permit conforming to the provisions of Annex 7 to this Convention

as valid for driving in their territories a vehicle coming within the categories covered by the permit, provided that the permit is still valid and that it was issued by another Contracting Party or sub-division thereof or by an association duly empowered thereto by such other Contracting Party. The provisions of this paragraph shall not apply to learner-driver permits.

2. Notwithstanding the provisions of the preceding paragraph:

- (a) where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the permit shall not be recognized as valid unless those conditions are observed;
- (b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under eighteen years of age;
- (c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles in categories C,

D and E referred to in Annexes 6 and 7 to this Convention, of driving permits held by persons under twenty-one years of age.

3. Contracting Parties undertake to adopt such measures as may be necessary to ensure that the domestic and international driving permits referred to in sub-paragraphs 1 (a), (b) and (c) of this Article are not issued in their territories without a reasonable guarantee of the driver's aptitude and physical fitness.

4. For the purpose of the application of paragraph 1 and sub-paragraph 2 (c) of this Article:

- (a) a motor vehicle of the category B referred to in Annexes 6 and 7 to this Convention may be coupled to a light trailer; it may also be coupled to a trailer whose permissible maximum weight exceeds 750 kg (1,650 lb) but does not exceed the unladen weight of the motor vehicle if the combined permissible maximum weights of the vehicles so coupled does not exceed 3,500 kg (7,700 lb);
- (b) a motor vehicle of the category C or of the category D referred to in Annexes 6 and 7 to this Convention may be coupled to a light trailer without the resultant combination ceasing to belong to category C or category D.

5. An international permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled. It shall not be valid after the expiry of the corresponding domestic permit, the number of which shall be entered in the international permit.

6. The provisions of this Article shall not require Contracting Parties:

- (a) to recognize the validity of domestic or international permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue; or
- (b) to recognize the validity of permits as aforesaid issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.

Article 42. SUSPENSION OF THE VALIDITY OF DRIVING PERMITS

1. Contracting Parties or sub-divisions thereof may withdraw from a driver the right to use his domestic or international driving permit in their territories if he commits in their territories a breach of their regulations rendering him liable under their legislations to the forfeiture of his permit. In such a case the competent authority of the Contracting Party or sub-division thereof withdrawing the right to use the permit may:

- (a) withdraw and retain the permit until the period of the withdrawal of use expires or until the holder leaves its territory, whichever is the earlier;
- (b) notify the withdrawal of the right to use the permit to the authority by or on behalf of which the permit was issued;

- (c) in the case of an international permit, enter in the space provided for the purpose an endorsement to the effect that the permit is no longer valid in its territory;
- (d) where it has not applied the procedure for which provision is made in sub-paragraph (a) of this paragraph, supplement the communication referred to in sub-paragraph (b) by requesting the authority which issued the permit or on behalf of which the permit was issued to notify the person concerned of the decision taken with regard to him.

2. Contracting Parties shall endeavour to notify the persons concerned of the decisions communicated to them in accordance with the procedure laid down in paragraph 1 (d) of this Article.

3. Nothing in this Convention shall be construed as prohibiting Contracting Parties or sub-divisions thereof from preventing a driver holding a domestic or international driving permit from driving if it is evident or proved that his condition is such that he is unable to drive safely or if the right to drive has been withdrawn from him in the State in which he has his normal residence.

Article 43. TRANSITIONAL PROVISIONS

International driving permits conforming to the provisions of the Convention on Road Traffic done at Geneva on 19 September 1949¹ and issued within a period of five years from the date of the entry into force of this Convention in accordance with Article 47, paragraph 1 thereof shall be accorded, for the purposes of Articles 41 and 42 of this Convention, the same treatment as the international driving permits provided for in this Convention.

CHAPTER V. CONDITIONS FOR THE ADMISSION OF CYCLES AND MOPEDS TO INTERNATIONAL TRAFFIC

Article 44

1. Cycles without an engine in international traffic shall:

- (a) have an efficient brake;
- (b) be equipped with a bell capable of being heard at a sufficient distance, and carry no other audible warning device;
- (c) be equipped with a red reflecting device at the rear and with devices such that the cycle can show a white or selective-yellow light to the front and a red light to the rear.

2. In the territory of Contracting Parties which have not, in accordance with Article 54, paragraph 2, of this Convention, made a statement to the effect that they treat mopeds as motor cycles, mopeds in international traffic shall:

- (a) have two independent brakes;
- (b) be equipped with a bell or some other audible warning device capable of being heard at a sufficient distance;
- (c) be equipped with an effective exhaust silencer;
- (d) be so equipped that they can show a white or selective-yellow light to the front and a red light and a red reflex reflector to the rear;

¹ United Nations, *Treaty Series*, vol. 125, p. 3.

(e) display the identification mark specified in Annex 4 to this Convention.

3. In the territories of Contracting Parties which have, in accordance with Article 54, paragraph 2 of this Convention, declared that they treat mopeds as motor cycles, the conditions to be fulfilled by mopeds in order to be admitted to international traffic shall be those laid down for motor cycles in Annex 5 to this Convention.

CHAPTER VI. FINAL PROVISIONS

Article 45

1. This Convention shall be open at United Nations Headquarters, New York, until 31 December 1969 for signature by all States Members of the United Nations or of any of the specialized agencies or of the International Atomic Energy Agency or Parties to the Statute of the International Court of Justice, and by any other State invited by the General Assembly of the United Nations to become a Party to the Convention.

2. This Convention is subject to ratification. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

3. This Convention shall remain open for accession by any of the States referred to in paragraph 1 of this Article. The instruments of accession shall be deposited with the Secretary-General.

4. On signing this Convention or on depositing its instrument of ratification or accession, each State shall notify the Secretary-General of the distinguishing sign it has selected for display in international traffic on vehicles registered by it, in accordance with Annex 3 to this Convention. By a further notification addressed to the Secretary-General, any State may change a distinguishing sign it has previously selected.

Article 46

1. Any State may, at the time of signing or ratifying this Convention, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Convention shall become applicable to all or any of the territories for the international relations of which it is responsible. The Convention shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Convention for the State making the notification, whichever is the later.

2. Any State which has made a declaration under paragraph 1 of this Article may at any time thereafter declare by notification addressed to the Secretary-General that the Convention shall cease to be applicable to the territory named in the notification and the Convention shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

3. A State making a notification under paragraph 1 of this Article shall notify the Secretary-General of the distinguishing sign or signs it has selected for display in international traffic on vehicles registered in the territory or territories concerned, in accordance with Annex 3 to this Convention. By a further

notification addressed to the Secretary-General, any State may change a distinguishing sign it has previously selected.

Article 47

1. This Convention shall enter into force twelve months after the date of deposit of the fifteenth instrument of ratification or accession.

2. For each State ratifying or acceding to this Convention after the deposit of the fifteenth instrument of ratification or accession, the Convention shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.

Article 48

Upon its entry into force, this Convention shall terminate and replace, in relations between the Contracting Parties, the International Convention relative to Motor Traffic¹ and the International Convention relative to Road Traffic,² both signed at Paris on 24 April 1926, the Convention on the Regulation of Inter-American Automotive Traffic, opened for signature at Washington on 15 December 1943,³ and the Convention on Road Traffic, opened for signature at Geneva on 19 September 1949.

Article 49

1. After this Convention has been in force for one year, any Contracting Party may propose one or more amendments to the Convention. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to all other States referred to in Article 45, paragraph 1 of this Convention.

2. (a) Any proposed amendment communicated in accordance with the preceding paragraph shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in the preceding paragraph for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

¹ League of Nations, *Treaty Series*, vol. CVIII, p. 123.

² *Ibid.*, vol. XCVII, p. 83.

³ *United States Statutes at Large*, 80th Congress, 1st Session 1947, vol. 61, Part 2, United States Government Printing Office, Washington, D. C. 1948, p. 1129.

(b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Parties which have notified their acceptance, six months after receipt by the Secretary-General of their notification.

3. If a proposed amendment has not been accepted in accordance with paragraph 2 of this Article and if within the period of twelve months specified in paragraph 1 of this Article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one-third of the total number of Contracting Parties, but not less than ten, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this Article.

4. If a conference is convened in accordance with paragraph 3 of this Article, the Secretary-General shall invite to it all States referred to in Article 45, paragraph 1 of this Convention. He shall request all States invited to the conference to submit to him, at least six months before its opening date, any proposals which they may wish the conference to consider in addition to the proposed amendment and shall communicate such proposals, at least three months before the opening date of the conference, to all States invited to the conference.

5. (a) Any amendment to this Convention shall be deemed to be accepted if it has been adopted by a two-thirds majority of the States represented at the conference, provided that such majority comprises at least two-thirds of the Contracting Parties represented at the conference. The Secretary-General shall notify all Contracting Parties of the adoption of the amendment, and the amendment shall enter into force twelve months after the date of his notification for all Contracting Parties except those which during that period have notified the Secretary-General that they reject the amendment.

(b) A Contracting Party which has rejected an amendment during the said period of twelve months may at any time notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after receipt by the Secretary-General of the notification or at the end of the said period of twelve months, whichever is later.

6. If the proposed amendment is not deemed to be accepted pursuant to paragraph 2 of this Article and if the conditions prescribed by paragraph 3 of this Article for convening a conference are not fulfilled, the proposed amendment shall be deemed to be rejected.

Article 50

Any Contracting Party may denounce this Convention by written notification addressed to the Secretary-General. The denunciation shall take effect

one year after the date of receipt by the Secretary-General of such notification.

Article 51

This Convention shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months.

Article 52

Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Convention and which the Parties are unable to settle by negotiation or other means of settlement may be referred, at the request of any of the Contracting Parties concerned, to the International Court of Justice for decision.

Article 53

Nothing in this Convention shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

Article 54

1. Any State may, at the time of signing this Convention or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by Article 52 of this Convention. Other Contracting Parties shall not be bound by Article 52 with respect to any Contracting Party which has made such a declaration.

2. At the time of depositing its instrument of ratification or accession, any State may, by notification addressed to the Secretary-General, declare that for the purposes of the application of this Convention it treats mopeds as motor cycles (Article 1 (n)). By notification addressed to the Secretary-General, any State may subsequently at any time withdraw its declaration.

3. The declarations provided for in paragraph 2 of this Article shall become effective six months after the date of receipt by the Secretary-General of notification of them or on the date on which the Convention enters into force for the State making the declaration, whichever is the later.

4. Any modification of a previously selected distinguishing sign notified in conformity with Article 45, paragraph 4, or Article 46, paragraph 3 of this Convention, shall take effect three months after the date on which the Secretary-General receives notification thereof.

5. Reservations to this Convention and its annexes, other than the reservation provided for in paragraph 1 of this Article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument. The Secretary-General shall communicate such reservations to all States referred to in Article 45, paragraph 1, of this Convention.

6. Any Contracting Party which has formulated a reservation or made a declaration under paragraphs 1 or 4 of this Article may withdraw it at any time by notification addressed to the Secretary-General.

7. A reservation made in accordance with paragraph 5 of this Article:

- (a) modifies for the Contracting Party which made the reservation the provisions of the Convention to which the reservation relates, to the extent of the reservation;
- (b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which entered the reservation.

Article 55

In addition to the declarations, notifications and communications provided for in Articles 49 and 54 of this Convention, the Secretary-General shall notify all the States referred to in Article 45, paragraph 1, of the following:

- (a) signatures, ratifications and accessions under Article 45;
- (b) notifications and declarations under Article 45, paragraph 4, and Article 46;
- (c) the dates of entry into force of this Convention in accordance with Article 47;
- (d) the date of entry into force of amendments to this Convention in accordance with Article 49, paragraphs 2 and 5;
- (e) denunciations under Article 50;
- (f) the termination of this Convention under Article 51.

Article 56

The original of this Convention, of which the Chinese, English, French, Russian and Spanish texts done in a single copy are equally authentic, shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies thereof to all the States referred to in Article 45, paragraph 1, of this Convention.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized by their respective Governments, have signed this Convention.

DONE at Vienna this eighth day of November, one thousand nine hundred and sixty-eight.

A N N E X 1

EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

1. Contracting Parties may refuse to admit to their territories in international traffic motor vehicles, trailers or combinations of vehicles whose over-all weight or weight per axle or dimensions exceed the limits fixed by their domestic legislation for vehicles registered in their territories. Contracting Parties in whose territories there is international heavy vehicle traffic shall endeavour to conclude regional agreements under which roads in the region, with the exception of minor roads, will be open, in international traffic, to vehicles or combinations of vehicles whose weight and dimensions do not exceed the figures specified in these agreements.

2. For the purposes of paragraph 1 of this Annex; the lateral projection of the following shall not be regarded as projection beyond the permissible maximum width:

- (a) tyres, near their point of contact with the ground and connexions of tyre-pressure indicators;

- (b) anti-skid devices mounted on the wheels;
- (c) driving mirrors so designed as to yield both forwards and backwards under moderate pressure so that they no longer project beyond the permissible maximum width;
- (d) side direction-indicators and marker lights, provided that such projection does not exceed a few centimetres;
- (e) Customs seals affixed to the load, and devices for the securing and protection of such seals.

3. Contracting Parties may refuse to admit to their territories in international traffic the following combinations of vehicles insofar as the use of such combinations is prohibited by their domestic legislation:

- (a) motor cycles with trailers;
- (b) combinations of vehicles consisting of a motor vehicle and several trailers;
- (c) articulated vehicles used for passenger transport.

4. Contracting Parties may refuse to admit to their territories in international traffic the motor vehicles and trailers to which the exceptions specified in paragraph 60 of Annex 5 to this Convention are applicable.

5. Contracting Parties may refuse to admit to their territories in international traffic mopeds and motor cycles whose drivers and passengers, if any, are not equipped with protective helmets.

6. Contracting Parties may make it a condition for the admission to their territories in international traffic of any motor vehicle other than a two-wheeled moped or a two-wheeled motor cycle without side-car, that the motor vehicle shall carry a device referred to in paragraph 56 of Annex 5 to this Convention, to give warning of the danger constituted by the vehicle's presence when it is stationary on the carriageway.

7. Contracting Parties may make it a condition for the admission to certain difficult roads or to certain areas of difficult terrain in their territories in international traffic of motor vehicles with a permissible maximum weight exceeding 3,500 kg (7,700 lb), that such vehicles shall comply with the special requirements laid down in their domestic legislation concerning the admission to such roads or areas of vehicles of the same permissible maximum weight registered by them.

8. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle equipped with passing lights with asymmetric beams if such beams have not been adapted to suit the direction of traffic in their territories.

9. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle, or any trailer coupled to a motor vehicle, which displays a distinguishing sign other than that prescribed in Article 37 of this Convention.

A N N E X 2

REGISTRATION NUMBER OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

1. The registration number referred to in Articles 35 and 36 of this Convention shall be composed either of numerals or of numerals and letters. The numerals shall be Arabic numerals and the letters shall be in capital Latin characters. Other numerals or characters may, however, be used, but if so the registration number shall be repeated in Arabic numerals and capital Latin characters.

2. The registration number shall be so composed and displayed as to be legible in normal daylight at a distance of at least 40 m (130 feet) by an observer placed on the axis of the vehicle, the vehicle being stationary; Contracting Parties may, however, in

respect of the vehicles they register, reduce this minimum legibility distance for motor cycles and for special categories of motor vehicle on which it would be difficult to fit registration numbers of sufficient size to be legible at 40 m (130 feet).

3. When the registration number is displayed on a special plate, this plate shall be flat and fixed in a vertical or nearly vertical position and at right angles to the vehicle's median longitudinal plane. When the number is displayed or painted on the vehicle, the surface on which it is displayed or painted shall be flat and vertical, or nearly flat and vertical, and at right angles to the vehicle's median longitudinal plane.

4. Subject to the provisions of Article 32, paragraph 5, the plate or surface on which the registration number is displayed or painted may be of a reflecting material.

A N N E X 3

DISTINGUISHING SIGN OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC¹

1. The distinguishing sign referred to in Article 37 of this Convention shall consist of one to three letters in capital Latin characters. The letters shall have a height of at least 0.08 m (3.1 inches) and their strokes a width of at least 0.01 m (0.4 inches). The letters shall be painted in black on a white ground having the shape of an ellipse with the major axis horizontal.

2. When the distinguishing sign consists of only one letter, the major axis of the ellipse may be vertical.

3. The distinguishing sign shall not be incorporated in the registration number, or be affixed in such a way that it could be confused with that number or impair its legibility.

4. On motor cycles and their trailers, the dimensions of the axes of the ellipse shall be at least 0.175 m (6.9 inches) and 0.115 m (4.5 inches). On other motor vehicles and their trailers, the dimensions of the axes of the ellipse shall be at least:

- (a) 0.24 m (9.4 inches) and 0.145 m (5.7 inches) if the distinguishing sign comprises three letters;
- (b) 0.175 m (6.9 inches) and 0.115 m (4.5 inches) if the distinguishing sign comprises less than three letters.

5. The provisions of Annex 2, paragraph 3, shall apply to the display of the distinguishing sign on vehicles.

A N N E X 4

IDENTIFICATION MARKS OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

1. The identification marks shall comprise:

(a) In the case of a motor vehicle:

- (i) the name or the trade mark of the maker of the vehicle;

¹ Distinctive letters notified to the Secretary-General:

Bahrain	BRN	Hungary	H	San Marino	RSM
Byelorussian SSR	SU	Iran	IR	Senegal	SN
France*	F	Israel	IL	Seychelles	SY
German Democratic Republic	DDR	Luxembourg	L	Ukrainian SSR	SU
Guyana	GUY	Niger	RN	USSR	SU
		Philippines	RP	Yugoslavia	YU

* Also applicable to the overseas territories.

- (ii) on the chassis or, in the absence of a chassis, on the body, the maker's production or serial number;
- (iii) on the engine, the engine number if such a number is placed on it by the maker;
- (b) In the case of a trailer, the information referred to in subparagraphs (i) and (ii) above.
- (c) In the case of a moped, the cylinder capacity and the mark "CM".

2. The marks mentioned in paragraph 1 of this Annex shall be placed in accessible positions and shall be easily legible; in addition, they shall be such that they cannot be easily altered or removed. The letters and figures included in the marks shall be either in Latin characters or in English cursive script and in Arabic numerals only, or be repeated in that form.

A N N E X 5

TECHNICAL CONDITIONS CONCERNING MOTOR VEHICLES AND TRAILERS

1. Contracting Parties which, in conformity with Article 1, sub-paragraph (n), of this Convention, have declared that they wish to treat as motor cycles three-wheeled vehicles the unladen weight of which does not exceed 400 kg (900 lb), shall make such vehicles subject to the rules laid down in this Annex either for motor cycles or for other motor vehicles.

2. For the purposes of this Annex, the term "trailer" applies only to a trailer designed to be coupled to a motor vehicle.

3. Without prejudice to the provisions of Article 3, paragraph 2 (a) of this Convention, any Contracting Party may, with respect to motor vehicles which it registers and to trailers which it allows on the road under its domestic legislation, lay down rules which supplement, or are stricter than, the provisions of this Annex.

Chapter I. BRAKING

4. For the purposes of this chapter,

(a) the term "wheels of one axle" means wheels which are arranged symmetrically, or largely symmetrically, in relation to the vehicle's median longitudinal plane, even if they are not placed on the same axle (a tandem axle is counted as two axles);

(b) the term "service brake" means the device normally used to slow down and stop the vehicle;

(c) the term "parking brake" means the device used to hold the vehicle stationary in the driver's absence, or, in the case of trailers, when the trailer is uncoupled;

(d) the term "secondary (emergency) brake" means the device designed to slow down and stop the vehicle in the event of failure of the service brake.

A. Braking of motor vehicles other than motor cycles

5. Every motor vehicle other than a motor cycle shall have brakes which can be easily operated by the driver when in his driving position. These brakes shall be capable of performing the following three braking functions:

- (a) a service brake capable of slowing down the vehicle and of stopping it safely, rapidly and effectively, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;
- (b) a parking brake capable of holding the vehicle stationary, whatever its conditions of loading, on an upward or downward gradient of 16 per cent, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical;

- (c) a secondary (emergency) brake capable of slowing down and stopping the vehicle, whatever its conditions of loading, within a reasonable distance, even in the event of failure of the service brake.

6. Subject to the provisions of paragraph 5 of this Annex, the devices providing the three braking functions (service brake, secondary brake and parking brake) may have parts in common; combination of the controls shall be permitted only on condition that at least two separate controls remain.

7. The service brake shall act on all the wheels of the vehicle; nevertheless, on vehicles having more than two axles, it shall be permissible for the wheels of one axle not to be braked.

8. The secondary (emergency) brake shall be capable of acting on at least one wheel on each side of the vehicle's median longitudinal plane; the same provision shall apply to the parking brake.

9. The service brake and the parking brake shall act on braking surfaces permanently connected to the wheels through components of adequate strength.

10. No braking surface shall be capable of being disconnected from the wheels. Nevertheless, such disconnection shall be permitted in the case of some of the braking surfaces, on condition:

- (a) that it is only momentary, as for example, during a change of gear;
- (b) that so far as concerns the parking brake, it can be effected only by the action of the driver; and
- (c) that so far as concerns the service or secondary (emergency) brake, braking remains possible with the efficiency prescribed in paragraph 5 of this Annex.

B. Braking of trailers

11. Without prejudice to the provisions of paragraph 17 (c) of this Annex, every trailer, with the exception of a light trailer, shall have brakes as follows:

- (a) a service brake capable of slowing down the vehicle and of stopping it safely, rapidly and effectively, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;
- (b) a parking brake capable of holding the vehicle stationary, whatever its conditions of loading, on an upward or downward gradient of 16 per cent, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical. This provision shall not apply to trailers which cannot be uncoupled from the drawing vehicle without the use of tools, provided that the requirements for parking brakes are satisfied for the combination of vehicles.

12. The devices providing the two braking functions (service and parking) may have parts in common.

13. The service brake shall act on all the wheels of the trailer.

14. The service brake shall be capable of being brought into action by the service brake control of the drawing vehicle; if, however, the permissible maximum weight of the trailer does not exceed 3,500 kg (7,700 lb), the brakes may be such as to be brought into action, while the trailer is in motion, only by the trailer moving up on the drawing vehicle (overrun braking).

15. The service brake and the parking brake shall act on braking surfaces permanently connected to the wheels through components of adequate strength.

16. The braking devices shall be such that the trailer is stopped automatically if the coupling device breaks while the trailer is in motion. This requirement shall not apply, however, to trailers with only one axle or with two axles less than 1 m (40 inches) apart, provided that their permissible maximum weight does not exceed 1,500 kg (3,300 lb)

and, except for semi-trailers, that they are fitted, in addition to the coupling device, with the secondary attachment provided for in paragraph 58 of this Annex.

C. Braking of combinations of vehicles

17. In addition to the provisions of parts A and B of this Chapter relating to separate vehicles (motor vehicles and trailers), the following provisions shall apply to combinations of such vehicles:

- (a) the braking devices on each of the component vehicles shall be compatible;
- (b) the service braking action shall be properly distributed and synchronized between the component vehicles;
- (c) the permissible maximum weight of a trailer without a service brake shall not exceed half of the sum of the unladen weight of the drawing vehicle and the weight of the driver.

D. Braking of motor cycles

18. (a) Every motor cycle shall be equipped with two brakes, one of which acts at least on the rear wheel or wheels and the other at least on the front wheel or wheels; if a side-car is attached to a motor cycle, braking of the side-car wheel shall not be required. These braking devices shall be capable of slowing down the motor cycle and of stopping it safely, rapidly and effectively, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving.

(b) In addition to the provisions of sub-paragraph (a) of this paragraph, motor cycles having three wheels symmetrically arranged in relation to the vehicle's median longitudinal axis shall be equipped with a parking brake that fulfils the conditions stated in paragraph 5 (b) of this Annex.

Chapter II. LIGHTS AND REFLECTING DEVICES

19. For the purposes of this chapter, the term:

“driving light” means the vehicle light used to illuminate the road over a long distance ahead of the vehicle;

“passing light” means the vehicle light used to illuminate the road ahead of the vehicle without causing undue dazzle or inconvenience to oncoming drivers and other road users;

“front position (side) light” means the vehicle light used to indicate the presence and the width of the vehicle when viewed from the front;

“rear position (side) light” means the vehicle light used to indicate the presence and the width of the vehicle when viewed from the rear;

“stop light” means the vehicle light used to indicate to other road users to the rear of the vehicle that the driver is applying the service brake;

“fog light” means the vehicle light used to improve the illumination of the road in case of fog, snow fall, rain storms or dust clouds;

“reversing light” means the vehicle light used to illuminate the road to the rear of the vehicle and provide a warning signal to other road users that the vehicle is reversing or about to reverse;

“direction-indicator light” means the vehicle light used to indicate to other road users that the driver intends to change direction to the right or to the left;

“reflex reflector” means a device used to indicate the presence of a vehicle by reflection of light emanating from a light source unconnected with that vehicle, the observer being placed near this source;

“illuminating surface” means, for lights, the visible surface from which light is emitted and, for reflex reflectors, the visible surface from which light is reflected.

20. The colours of lights mentioned in this chapter should, as far as possible, be in accordance with the definitions given in the appendix to this Annex.

21. With the exception of motor cycles, every motor vehicle capable of exceeding 40 km (25 miles) per hour on level road shall be equipped in front with an even number of white or selective-yellow driving lights capable of adequately illuminating the road at night in clear weather over a distance of at least 100 m (325 feet) ahead of the vehicle. The outer edges of the illuminating surfaces of the driving lights shall in no case be closer to the extreme outer edge of the vehicle than the outer edges of the illuminating surfaces of the passing lights.

22. With the exception of motor cycles, every motor vehicle capable of exceeding 10 km (6 miles) per hour on level road shall be equipped in front with two white or selective-yellow passing lights capable of adequately illuminating the road at night in clear weather for a distance of at least 40 m (130 feet) ahead of the vehicle. On either side, that point of the illuminating surface which is furthest from the vehicle's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the vehicle. A motor vehicle shall not be equipped with more than two passing lights. Passing lights shall be so adjusted as to comply with the definition in paragraph 19 of this Annex.

23. Every motor vehicle other than a two-wheeled motor cycle without side-car shall be equipped in front with two white front position (side) lights; however, selective yellow shall be permitted for front position (side) lights incorporated in driving lights or passing lights which emit a selective yellow beam. These front position (side) lights, when they are the only lights switched on at the front of the vehicle, shall be visible at night in clear weather at a distance of at least 300 m (1,000 feet) without causing undue dazzle or inconvenience to other road-users. On either side, that point on the illuminating surface which is furthest from the vehicle's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the vehicle.

24. (a) Every motor vehicle other than a two-wheeled motor cycle without side-car shall be equipped at the rear with an even number of red rear position (side) lights visible at night in clear weather at a distance of at least 300 m (1,000 feet) without causing undue dazzle or inconvenience to other road-users. On either side, that point on the illuminating surface which is furthest from the vehicle's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the vehicle.

(b) Every trailer shall be equipped at the rear with an even number of red rear position (side) lights visible at night in clear weather at a distance of at least 300 m (1,000 feet) without causing undue dazzle or inconvenience to other road users. On either side, that point on the illuminating surface which is furthest from the trailer's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the trailer. It shall, however, be permissible for a trailer whose over-all width does not exceed 0.80 m (32 inches) to be equipped with only one such light if the trailer is coupled to a two-wheeled motor cycle without side-car.

25. Every motor vehicle or trailer displaying a registration number at the rear shall be equipped with a device for lighting that number, such that the number, when lighted by the device, is legible at night in clear weather, when the vehicle is stationary, at a distance of 20 m (65 feet) from the rear; any Contracting Party may, however, reduce this minimum-legibility distance at night in the same proportion as, and in respect of the same vehicles for which, it has reduced the minimum legibility distance by day in accordance with paragraph 2 of Annex 2 to this Convention.

26. The electrical connexions on all motor vehicles (including motor cycles) and on all combinations consisting of a motor vehicle and one or more trailers shall be such

that the driving lights, passing lights, fog lights and front position (side) lights of the motor vehicle and the lighting device referred to in paragraph 25 above can not be switched on unless the rearmost rear position (side) lights of the motor vehicle or combination of vehicles are switched on as well.

However, this provision shall not apply to driving lights or passing lights when they are used to give the luminous warning referred to in Article 33, paragraph 5, of this Convention. In addition, the electrical connexions shall be such that the front position (side) lights of the motor vehicle are always switched on when the passing lights, driving lights or fog lights are on.

27. Every motor vehicle other than a two-wheeled motor cycle without side-car shall be equipped at the rear with at least two red reflex reflectors of other than triangular form. On either side, the outer edge of the illuminating surface furthest from the vehicle's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the vehicle. The reflex reflectors shall be visible to the driver of a vehicle at night in clear weather at a distance of at least 150 m (500 feet) when illuminated by the driving lights of that vehicle.

28. Every trailer shall be equipped at the rear with at least two red reflex reflectors. These reflex reflectors shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal, and with sides not less than 0.15 m (6 inches) or more than 0.20 m (8 inches) long; no signal light shall be placed inside the triangle. These reflex reflectors shall meet the requirements for visibility laid down in paragraph 27 above. On either side, the outer edge of the illuminating surface furthest from the trailer's median longitudinal plane shall not be more than 0.40 m (16 inches) from the extreme outer edge of the trailer. However, trailers with an over-all width not exceeding 0.80 m (32 inches) may be equipped with only one reflex reflector if they are coupled to a two-wheeled motor cycle without side-car.

29. Every trailer shall be equipped at the front with two white reflex reflectors of other than triangular form. These reflex reflectors shall meet the positioning and visibility requirements laid down in paragraph 27 above.

30. A trailer shall be equipped at the front with two white front position (side) lights if its width exceeds 1.60 m (5 feet 4 inches). The front position (side) lights thus prescribed shall be fitted as near as possible to the extreme outer edges of the trailer and in any case in such a way that the outer edges of the illuminating surface that is furthest from the trailer's median longitudinal plane are not more than 0.15 m (6 inches) from these edges.

31. With the exception of two-wheeled motor cycles with or without side-car, every motor vehicle capable of exceeding 25 km (15 miles) per hour on level road shall be equipped at the rear with two red stop lights, the luminous intensity of which is markedly higher than that of the rear position (side) lights. The same provision shall apply to every trailer which is the last vehicle in a combination of vehicles; no stop light shall, however, be required on small trailers whose dimensions are such that the stop lights of the drawing vehicle remain visible.

32. Subject to the possibility that exemption from all or some of these obligations may be granted in respect of mopeds by Contracting Parties which, in conformity with Article 54, paragraph 2, of the Convention, have declared that they treat mopeds as motor cycles:

- (a) every two-wheeled motor cycle with or without side-car shall be equipped with a passing light satisfying the conditions regarding colour and visibility laid down in paragraph 22 above;
- (b) every two-wheeled motor cycle with or without side-car capable of exceeding 40 km (25 miles) per hour on level road shall be equipped, in addition to the passing light, with at least one driving light satisfying the conditions regarding colour and visibility

laid down in paragraph 21 above. If such a motor cycle has more than one driving light, these lights shall be situated as close together as possible;

- (c) a two-wheeled motor cycle with or without side-car shall not be equipped with more than one passing light and more than two driving lights.

33. Every two-wheeled motor cycle without side-car may be equipped at the front with one or two front position (side) lights satisfying the conditions regarding colour and visibility laid down in paragraph 23 above. If such a motor cycle has two front position (side) lights, these lights shall be situated as close together as possible. A two-wheeled motor cycle without side-car shall not be equipped with more than two front position lights.

34. Every two-wheeled motor cycle without side-car shall be equipped at the rear with one rear position light satisfying the conditions regarding colour and visibility laid down in paragraph 24 (a) above.

35. Every two-wheeled motor cycle without side-car shall be equipped at the rear with a reflex reflector satisfying the conditions regarding colour and visibility laid down in paragraph 27 above.

36. Subject to the possibility for Contracting Parties which, in conformity with Article 54, paragraph 2, have declared that they treat mopeds as motor cycles, to exempt two-wheeled mopeds with or without side-cars from this obligation, every two-wheeled motor cycle with or without side-car shall be equipped with a stop light conforming to the provisions of paragraph 31 above.

37. Without prejudice to the provisions concerning lights and devices prescribed for two-wheeled motor cycles without side-car, any side-car attached to a two-wheeled motor cycle shall be equipped at the front with a front position (side) light satisfying the conditions regarding colour and visibility laid down in paragraph 23 above, and at the rear with a rear position light satisfying the conditions regarding colour and visibility laid down in paragraph 24 (a) above and with a reflex reflector satisfying the conditions regarding colour and visibility laid down in paragraph 27 above. The electrical connexions shall be such that the front position (side) light and rear position (side) light of the side-car are switched on at the same time as the rear position (side) light of the motor cycle. In any case, a side-car may not be equipped with a driving light or passing light.

38. Motor vehicles with three wheels placed symmetrically in relation to the vehicle's median longitudinal plane, which are treated as motor cycles pursuant to Article 1, subparagraph (n), of the Convention, shall be equipped with the devices prescribed in paragraphs 21, 22, 23, 24 (a), 27 and 31 above. However, if the width of such a vehicle does not exceed 1.30 m (4 feet 3 inches), a single driving light, and a single passing light are sufficient. The provisions relating to the distance of the illuminating surface from the outer edge of the vehicle are not applicable in this case.

39. Every motor vehicle, except a vehicle whose driver can indicate his changes of direction by arm signals visible to other road-users from all angles, shall be equipped with fixed direction-indicators with flashing amber lights, fitted on the vehicle in even numbers and visible by day and by night to road-users affected by the vehicle's movements. The flashing-frequency of the light shall be 90 flashes per minute, with a tolerance of ± 30 .

40. If fog lights are fitted on a motor vehicle other than a two-wheeled motor cycle with or without side-car, they shall be white or selective yellow, be two in number and be placed in such a way that no point on their illuminating surface is above the highest point on the illuminating surface of the passing lights and that, on either side, that point on the illuminating surface which is furthest from the vehicle's median longitudinal plane is not more than 0.40 m (16 inches) from the extreme outer edge of the vehicle.

41. No reversing light shall cause undue dazzle or inconvenience to other road-users. If a reversing light is fitted on a motor vehicle it shall emit white, amber or selective

yellow light. The device controlling the light shall be such that the light can be lit only when the reverse gear is engaged.

42. No lights fitted on a motor vehicle or a trailer, other than direction-indicator lights, shall be flashing lights, with the exception of those which are used, in accordance with the domestic legislation of the Contracting Parties, to mark vehicles or combinations of vehicles which are not required to observe the general rules of traffic or whose presence on the road makes it necessary for other road-users to take special precautions, in particular vehicles which have priority, convoys of vehicles, vehicles of exceptional size, and construction or road maintenance vehicles or equipment. However, the Contracting Parties may permit or require certain lights, other than those emitting a red light, to be such that all or some of them give a flashing signal to indicate that for the time being the vehicle represents a special danger.

43. For the purposes of the provisions of this Annex:

- (a) any combination of two or more lights, whether identical or not, but having the same function and the same colour, shall be deemed to be a single light if the projections of their illuminating surfaces on a vertical plane perpendicular to the vehicle's median longitudinal plane occupy not less than 50% of the smallest rectangle circumscribing the projections of the said illuminating surfaces;
- (b) a single illuminating surface in the shape of a band shall be deemed to be two or an even number of lights if it is placed symmetrically to the median longitudinal plane of the vehicle and, if it extends to within at least 0.40 m (16 inches) of the extreme outer edge of the vehicle and if it has a length of at least 0.80 m (32 inches). The illumination of such a surface shall be provided by at least two light sources placed as close as possible to its ends. The illuminating surface may consist of a number of elements so arranged that the projections of the illuminating surfaces of the different elements on a vertical plane perpendicular to the median longitudinal plane of the vehicle occupy not less than 50% of the smallest rectangle circumscribing the projections of the said illuminating surfaces of the elements.

44. Lights on a given vehicle having the same function and facing in the same direction, shall be of the same colour. Lights and reflex reflectors which are of even number shall be placed symmetrically in relation to the vehicle's median longitudinal plane, except on vehicles with an asymmetrical external shape. The intensity of the lights in each pair shall be substantially the same.

45. Lights of different kinds, and, subject to the provisions of other paragraphs of this Chapter, lights and reflex reflectors, may be grouped or incorporated in the same device, provided that each of these lights and reflectors complies with the applicable provisions of this Annex.

Chapter III. OTHER REQUIREMENTS

Steering mechanism

46. Every motor vehicle shall be equipped with a strong steering mechanism which will allow the driver to change the direction of the vehicle, easily, quickly and surely.

Driving (rear-view) mirror

47. Every motor vehicle other than a two-wheeled motor cycle with or without side-car shall be equipped with one or more driving (rear-view) mirrors; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle.

Audible warning device

48. Every motor vehicle shall be equipped with at least one audible warning device of sufficient power. The sound emitted by the warning device shall be continuous and

uniform, but not strident. Priority vehicles and public passenger-transport vehicles may have additional audible warning devices which are not subject to these requirements.

Windscreen-wiper

49. Every motor vehicle having a windscreen of such dimensions and shape that the driver cannot normally see the road ahead from his driving position except through the transparent part of the windscreen, shall be equipped with at least one efficient and strongly built windscreen-wiper in an appropriate position, the functioning of which does not require constant action by the driver.

Windscreen-washer

50. Every motor vehicle required to be equipped with at least one windscreen-wiper shall also be equipped with a windscreen-washer.

Windscreen and windows

51. On all motor vehicles and on all trailers:

- (a) transparent substances forming part of the vehicle's bodywork, including the windscreen and any interior partition, shall be such that in case of breakage, the risk of physical injury will be minimized;
- (b) the transparent parts of the windscreen shall be made of a substance whose transparency does not deteriorate; they shall be such that they do not cause any appreciable distortion of objects seen through the windscreen, and that, in case of breakage, the driver still has a sufficiently clear view of the road.

Reversing device

52. Every motor vehicle shall be equipped with a reversing device controlled from the driving position. This device shall not, however, be compulsory on motor cycles or on motor vehicles having three wheels arranged symmetrically in relation to the vehicle's median longitudinal plane unless their permissible maximum weight exceeds 400 kg (900 lb).

Exhaust silencer

53. Every internal combustion engine used for propelling a motor vehicle shall be equipped with an efficient exhaust silencer; this device shall be such that it cannot be rendered inoperative by the driver from his driving position.

Tyres

54. The wheels of motor vehicles and of their trailers shall be fitted with pneumatic tyres, the state of which shall be such as to ensure conditions of safety, including adhesion, even on a wet road. This provision shall not, however, prevent Contracting Parties from authorizing the use of devices producing results at least equivalent to those obtained with pneumatic tyres.

Speedometer

55. Every motor vehicle capable of exceeding 40 km (25 miles) per hour on a level road shall be equipped with a speedometer; Contracting Parties may, however, exempt certain categories of motor cycles and other light vehicles from this requirement.

Warning device to be carried on motor vehicles

56. When, in accordance with article 23, paragraph 5 of this Convention and paragraph 6 of Annex 1 thereto certain motor vehicles are required to carry a device to indicate if necessary, their presence on the carriageway, this device shall be either:

- (a) a signplate consisting of an equilateral triangle with sides not less than 0.40 m (16 inches) long and a red border not less than 0.05 m (2 inches) wide, and with its interior part either hollow or of a light colour; the red border shall be illuminated

by transparency or fitted with a reflectorized strip; the signplate shall be such that it can be stood firmly in a vertical position; or

- (b) some other equally effective device prescribed by the legislation of the country in which the vehicle is registered.

Anti-theft device

57. Every motor vehicle shall be fitted with an anti-theft device by means of which one of its essential components can be put out of action or blocked when the vehicle is parked.

Attachment device for light trailers

58. Trailers, other than semi-trailers, which are not equipped with the automatic brake referred to in paragraph 16 of this Annex, shall be equipped, in addition to the coupling device, with a secondary attachment (chain, cable, etc.) which, if the coupling device breaks, can prevent the drawbar from touching the ground and provide some residual steering action on the trailer.

General provisions

59. (a) The mechanical parts and equipment of a motor vehicle shall not, so far as this can possibly be avoided, give rise to any danger of fire or explosion; nor shall they cause excessive emission of noxious gases, opaque fumes, smells or noise.

(b) So far as possible, the high tension ignition device of a motor vehicle shall not cause a perceptible nuisance by excessive emission of radio interference.

(c) Every motor vehicle shall be so constructed that the driver's field of vision ahead, and to both right and left, is sufficient to enable him to drive safely.

(d) Motor vehicles and trailers shall, as far as possible, be so constructed and equipped as to reduce the danger to their occupants and to other road-users in case of accident. In particular, they shall have no ornaments or other objects, inside or outside, with unnecessary projections or ridges which may be dangerous to the occupants or other road-users.

Chapter IV. EXEMPTIONS

60. For domestic purposes, Contracting Parties may grant exemptions from the provisions of this Annex in respect of:

- (a) motor vehicles and trailers which, by virtue of their design, cannot exceed a speed of 25 km (15 miles) per hour on a level road or whose speed is limited by domestic legislation to 25 km per hour;
- (b) invalid carriages, i.e. small motor vehicles specially designed and constructed—and not merely adapted—for use by a person suffering from some physical defect or disability and normally used by that person only;
- (c) vehicles used for experiments whose purpose is to keep up with technical progress and improve road safety;
- (d) vehicles of a special form or type, or which are used for particular purposes under special conditions.

61. Contracting Parties may also grant exemptions from the provisions of this Annex in respect of vehicles which they register and which may enter international traffic:

- (a) by authorizing the use of the colour amber for the position (side) lights referred to in paragraphs 23 and 30 of this Annex and for the reflex reflectors referred to in paragraph 29 of this Annex;
- (b) by authorizing the use of the colour red for those of the direction-indicator lights referred to in paragraph 39 of this Annex which are placed at the rear of the vehicle;

- (c) by authorizing the use of the colour red for those of the lights referred to in the last sentence of paragraph 42 of this Annex which are placed at the rear of the vehicle;
- (d) as regards the position of lights on special-purpose vehicles whose external shape is such that the said provisions could not be observed without the use of mounting devices which could easily be damaged or torn off;
- (e) by authorizing the use of an odd number, greater than two, of driving lights on motor vehicles it registers; and
- (f) as regards trailers, carrying long loads (tree-trunks, pipes etc.), which are not coupled to the drawing vehicle when in movement, but merely attached to it by the load.

Chapter V. TRANSITIONAL PROVISIONS

62. Motor vehicles first registered and trailers put into service in the territory of a Contracting Party before the entry into force of this Convention or within the two years following such entry into force shall not be subject to the provisions of this Annex, provided that they satisfy the requirements of parts I, II and III of Annex 6 of the 1949 Convention on Road Traffic.

APPENDIX

Definition of colour filters for obtaining the colours referred to in this annex
(Trichromatic co-ordinates)

Red:	limit towards yellow: $y \leq 0.335$ limit towards purple ¹ : $z \leq 0.008$
White:	limit towards blue: $x \geq 0.310$ limit towards yellow: $x \leq 0.500$ limit towards green: $y \leq 0.150 + 0.640x$ limit towards green: $y \leq 0.440$ limit towards purple: $y \geq 0.050 + 0.750x$ limit towards red: $y \geq 0.382$
Amber ² :	limit towards yellow ¹ : $y \leq 0.429$ limit towards red ¹ : $y \geq 0.398$ limit towards white ¹ : $z \leq 0.007$
Selective Yellow ³ :	limit towards red ¹ : $y \geq 0.138 + 0.580x$ limit towards green ¹ : $y \leq 1.29x - 0.100$ limit towards white ¹ : $y \geq -x + 0.966$ limit towards spectral value ¹ : $y \leq -x + 0.992$

For verifying the colorimetric characteristics of these filters, a source of white light at a colour temperature of 2854°K (corresponding to illuminant A of the International Commission on Illumination [CIE]) shall be used.

¹ In these cases, different limits have been adopted from those recommended by the CIE since the supply voltages at the terminals of the lamps with which the lights are fitted vary very considerably.

² Applies to the colour of motor vehicle signs hitherto commonly called "orange" or orange-yellow. Corresponds to a specific part of the "yellow" zone of the triangle of CIE colours.

³ Applies only to passing and driving lights. In the particular case of fog-lights, the selectivity of the colour shall be considered satisfactory if the purity factor is not less than 0.820, the limit towards white, $y \geq -x + 0.966$, being in that case $y \geq -x + 0.940$ and $y = 0.440$.

ANNEX 6

DOMESTIC DRIVING PERMIT

1. The domestic driving permit shall consist either of a sheet in format A 7 (74 × 105 mm – 2.91 × 4.13 inches), or of a double (148 × 105 mm – 5.82 × 4.13 inches) or triple 222 × 105 mm – 8.78 × 4.13 inches) sheet which can be folded to that format. The colour shall be pink.
2. The permit shall be printed in the language or languages prescribed by the authority issuing it or empowered to issue it; it shall, however, bear the title « *Permis de conduire* » in French, with or without the same title in other languages.
3. Handwritten or typed entries made on the permit shall either be in Latin characters or English cursive script only, or be repeated in that form.
4. Two of the pages of the permit shall conform to model pages Nos. 1 and 2 below. Provided that no changes are made in the definitions of categories A, B, C, D and E taking into account Article 41, paragraph 4, of this Convention, or in their reference letters, or in the substance of the items relating to the identity of the holder of the permit, this provision shall be deemed to be satisfied even if departures are made from these models in matters of detail. In particular, domestic driving permits conforming to the model in Annex 9 to the Convention on Road Traffic done at Geneva on 19 September 1949 shall be considered as satisfying the provisions of this Annex.
5. It shall be a matter for domestic legislation to determine whether model page No. 3 shall or shall not be included in the permit and whether the permit shall contain further entries; if a space is provided to indicate changes of address, it shall, except on permits conforming to the model in Annex 9 to the 1949 Convention, be at the top of the reverse side of page 3 of the permit.

Model page no. 1

DRIVING PERMIT (1)	PERMIS DE CONDUIRE (1)
1. Surname	
2. Other names (3)	
3. Date (4) and place (5) of birth	
.....	
4. Address	
.....	
Signature of holder: (6)	<div>Photograph 35 × 45 mm (1.37 × 1.75 inches)</div>
5. Issued by	
6. At	

7. Valid until (7)
No.
Signature, etc. (8)

Model page no. 2

(2)

Categories of vehicles for which the permit is valid:

- A Motor cycles (9)
 - B Motor vehicles, other than those in category A, having a permissible maximum weight not exceeding 3,500 kg (7,700 lb) and not more than eight seats in addition to the driver's seat (9)
 - C Motor vehicles used for the carriage of goods and whose permissible maximum weight exceeds 3,500 kg (7,700 lb) (9)
 - D Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat (9)
 - E Combinations of vehicles of which the drawing vehicle is in a category or categories for which the driver is licensed (B and/or C and/or D), but which are not themselves in that category or categories (9)
- (10)

(11)

Model page no. 3

Valid until: issued on	Renewed until: (9) on
Valid until: issued on	Renewed until: (9) on
Valid until: issued on	Renewed until: (9)

Valid until:	Renewed until:
..... (9)
issued on	on

Valid until:	Renewed until:
..... (9)
issued on	on

(10)

-
- (1) On models with one fold (if so folded that the front page is not a model page) and on models with two folds, this entry may be placed on the front page.
 - (2) Enter the State's name or distinguishing sign, as defined in Annex 3 to this Convention. Note 1 above applies to this box also.
 - (3) Father's or husband's name may be inserted here.
 - (4) If date of birth is unknown, state approximate age on date of issue of permit.
 - (5) If place of birth is unknown, leave blank.
 - (6) "Or thumbprint". The signature or thumbprint, and the space for them, may be omitted.
 - (7) This entry is optional on permits including model page No. 3.
 - (8) Signature and/or seal or stamp of the authority issuing the permit or of the association empowered to do so. On folded models with one fold (if so folded that the front page is not a model page) and on models with two folds, the seal or stamp may be placed on the front page.
 - (9) Seal or stamp of the authority issuing the permit and, if required, the date when the seal or stamp was affixed. This seal or stamp shall be affixed in the right-hand column on model page No. 2, beside the definitions of the categories of vehicles, and only opposite those for which the permit is valid; the same provisions shall apply in the case of the information concerning renewals to be recorded in the right-hand column on model page No. 3.

Contracting Parties may, instead of affixing a seal or stamp in the right-hand column on model page No. 2, enter under a new item 8: "Categories", on model page No. 1, the letter or letters for the category or categories for which the driving permit is valid and an asterisk for each category for which the permit is not valid (for example: "8. Categories A, B***").

- (10) Space reserved for other categories of vehicles as defined by domestic legislation.
- (11) Space for additional remarks, if any, by the competent authorities of the issuing State, including restrictive conditions of use (for example, "Must wear corrective lenses", "Valid only for driving vehicle No. ...", "Vehicle must be equipped to be driven by a one-legged person"). In the case provided for in the second subparagraph of note 9 above, these additional remarks should preferably be entered on model page No. 1.

Other remarks may be entered on pages other than model pages.

A N N E X 7

INTERNATIONAL DRIVING PERMIT

1. The permit shall be a booklet in format A 6 (148 × 105 mm, 5.82 × 4.13 inches). The cover shall be grey and the inside pages white.

2. The outside and inside of the front cover shall conform, respectively, to model pages Nos. 1 and 2 below; they shall be printed in the national language, or in at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages conforming to model No. 3 below; they shall be printed in French. The inside pages preceding these two pages shall repeat the first of them in several languages, which must include English, Russian and Spanish.

3. Handwritten or typed entries made on the permit shall be in Latin characters or in English cursive script.

4. Contracting Parties issuing or authorizing the issuance of international driving permits of which the cover is printed in a language other than English, French, Russian or Spanish shall communicate to the Secretary-General of the United Nations the translation into that language of the text of model page No. 3 below.

Model page No. 1 (outside of front cover)

.....¹

International Motor Traffic

INTERNATIONAL DRIVING PERMIT

No. ...

Convention on Road Traffic of 8 November 1968

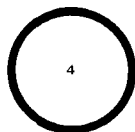
Valid until²

Issued by

At

Date

Number of domestic driving permit



.....³

¹ Name of the issuing State and its distinguishing sign as defined in Annex 3.

² Three years after the date of issue or the date of expiry of the domestic driving permit, whichever is earlier.

³ Signature of the authority or association issuing the permit.

⁴ Seal or stamp of the authority or association issuing the permit.

Model page No. 2 (inside of front cover)

This permit is not valid for the territory of¹

It is valid for the territories of all the other Contracting Parties. The categories of vehicles for the driving of which it is valid are stated at the end of the booklet.

2

This permit shall in no way affect the obligation of the holder to conform strictly to the laws and regulations relating to residence and to the exercise of a profession in each State through which he travels. In particular, it shall cease to be valid in a State if its holder establishes his normal residence there.

¹ Enter here the name of the Contracting Party in which the holder is normally resident.

² Space reserved for a list of the States which are Contracting Parties (optional).

Model No. 3 (left-hand page)

<i>Particulars concerning the driver</i>	Surname	1.
	Other names ¹	2.
	Place of birth ²	3.
	Date of birth ³	4.
	Home address	5.

Categories of vehicles for which the permit is valid

Motor cycles	A
Motor vehicles, other than those in category A, having a permissible maximum weight not exceeding 3,500 kg (7,700 lb) and not more than eight seats in addition to the driver's seat.	B
Motor vehicles used for the carriage of goods and whose permissible maximum weight exceeds 3,500 kg (7,700 lb).	C
Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat.	D
Combinations of vehicles of which the drawing vehicle is in a category or categories for which the driver is licensed (B and/or C and/or D), but which are not themselves in that category or categories.	E

Restrictive conditions of use⁴

.....

.....

.....

.....

.....

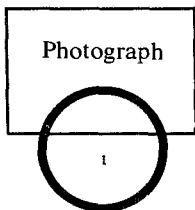
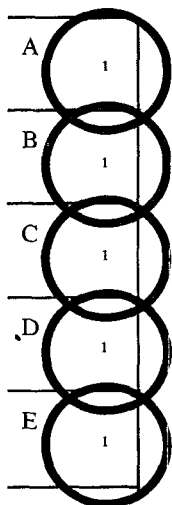
.....

.....

¹ Father's or husband's name may be inserted here.² If the place of birth is unknown, leave blank.³ If date of birth is unknown, state approximate age on date of issue of permit.⁴ For example, "Must wear corrective lenses", "Valid only for driving vehicle No. ...", "Vehicle must be equipped to be driven by a one-legged person".

Model No. 3 (Right-hand page)

1.
2.
3.
4.
5.



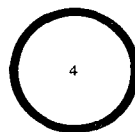
Signature of holder²

Disqualifications:

The holder is deprived of the right to drive
in the territory of³ until

At on

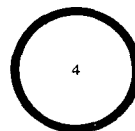
.....⁴



The holder is deprived of the right to drive
in the territory of³ until

At on

.....⁴



¹ Seal or stamp of the authority or association issuing the permit. This seal or stamp shall be affixed against categories, A, B, C, D and E only if the holder is licensed to drive vehicles in the category in question.

² Or thumbprint.

³ Name of State.

⁴ Signature and seal or stamp of the authority which has invalidated the permit in its territory. If the spaces provided for disqualifications on this page have already been used, any further disqualifications should be entered overleaf.

FOR AFGHANISTAN:
POUR L'AFGHANISTAN:
阿富汗:
За Афганистан:
POR EL AFGANISTÁN:

FOR ALBANIA:
POUR L'ALBANIE:
阿爾巴尼亞:
За Албанию:
POR ALBANIA:

FOR ALGERIA:
POUR L'ALGÉRIE:
阿爾及利亞:
За Алжир:
POR ARGELIA:

FOR ARGENTINA:
POUR L'ARGENTINE:
阿根廷:
За Аргентину:
POR LA ARGENTINA:

FOR AUSTRALIA:
POUR L'AUSTRALIE:
澳大利亞:
За Австралию:
POR AUSTRALIA:

FOR AUSTRIA:
POUR L'AUTRICHE:
奧地利:
За Австрию:
FOR AUSTRIA:

KURT WALDHEIM
OTTO MITTERER

FOR BARBADOS:
POUR LA BARBADE:
巴貝多:
За Барбадос:
FOR BARBADOS:

FOR BELGIUM:
POUR LA BELGIQUE:
比利時:
За Бельгию:
FOR BÉLGICA:

GEORGES PUTTEVILS

FOR BOLIVIA:
POUR LA BOLIVIE:
玻利維亞:
За Боливию:
FOR BOLIVIA:

FOR BOTSWANA:
POUR LE BOTSWANA:
波扎那:
За Ботсвану:
FOR BOTSWANA:

FOR BRAZIL:
POUR LE BRÉSIL:
巴西:
За Бразилию:
POR EL BRASIL:

SYLVIO CARLOS DINIZ BORGES

FOR BULGARIA:
POUR LA BULGARIE:
保加利亞:
За България:
POR BULGARIA:

БОРАЧЕВ¹

С оговоркой в соответствии с пунктом 1
статьи 54²

FOR BURMA:
POUR LA BIRMANIE:
緬甸:
За Бирму:
POR BIRMANIA:

FOR BURUNDI:
POUR LE BURUNDI:
布隆提:
За Бурунди:
POR BURUNDI:

¹ Borachev — Boratchev.

² With a reservation in accordance with paragraph 1 of article 54 — Avec la réserve prévue au paragraphe 1 de l'article 54.

FOR THE BYELORUSSIAN SOVIET SOCIALIST REPUBLIC:

POUR LA RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE:

白俄羅斯蘇維埃社會主義共和國:

За Белорусскую Советскую Социалистическую Республику:

POUR LA RÉPÚBLICA SOCIALISTA SOVIÉTICA DE BIELORRUSIA:

A. ЗУБОВИЧ^{1, 2}

С оговоркой в соответствии с пунктом 1
статьи 54³

FOR CAMBODIA:

POUR LE CAMBODGE:

柬埔寨:

За Камбоджу:

POUR CAMBOYA:

FOR CAMEROON:

POUR LE CAMEROUN:

喀麥隆:

За Камерун:

POUR EL CAMERÚN:

FOR CANADA:

POUR LE CANADA:

加拿大:

За Канаду:

POUR EL CANADÁ:

FOR THE CENTRAL AFRICAN REPUBLIC:

POUR LA RÉPUBLIQUE CENTRAFRICAINE:

中非共和國:

За Центральноеафриканскую Республику:

POUR LA RÉPÚBLICA CENTROAFRICANA:

¹ A. Zubovich — A. Zoubovitch.

² For the text of declarations and reservations made upon signature, see p. 351 of this volume. — Pour le texte des déclarations et réserves formulées lors de la signature, voir p. 351 du présent volume.

³ With a reservation in accordance with paragraph 1 of article 54. — Avec la réserve prévue au paragraphe 1 de l'article 54.

FOR CEYLON:
POUR CEYLAN:
錫蘭:
За Цейлон:
POR CEILÁN:

FOR CHAD:
POUR LE TCHAD:
乍德:
За Чад:
POR EL CHAD:

FOR CHILE:
POUR LE CHILI:
智利:
За Чили:
POR CHILE:

MIGUEL SERRANO

FOR CHINA:
POUR LA CHINE:
中國:
За Китай:
POR CHINA:

LIU CHIECH
December 19, 1969

FOR COLOMBIA:
POUR LA COLOMBIE:
哥倫比亞:
За Колумбию:
POR COLOMBIA:

FOR CUBA:
POUR CUBA:
古巴:
За Кубу:
POR CUBA:

FOR CYPRUS:
POUR CHYPRE:
賽普勒斯:
За Кипр:
POR CHIPRE:

FOR CZECHOSLOVAKIA:
POUR LA TCHÉCOSLOVAQUIE:
捷克斯拉夫:
За Чехословакию:
POR CHECOSLOVAQUIA:

Avec une réserve en ce qui concerne l'article 52¹.
JOSEF DYKAST

FOR THE CONGO (BRAZZAVILLE):
POUR LE CONGO (BRAZZAVILLE):
剛果 (布拉薩市):
За Конго (Браззавиль):
POR EL CONGO (BRAZZAVILLE):

FOR THE CONGO (DEMOCRATIC REPUBLIC OF):
POUR LE CONGO (RÉPUBLIQUE DÉMOCRATIQUE DU):
剛果 (民主共和國):
За Демократическую Республику Конго:
POR EL CONGO (REPÚBLICA DEMOCRÁTICA DE):

¹ With a reservation in regard to article 52.

FOR COSTA RICA:
POUR LE COSTA RICA:
哥斯大黎加:
За Коста-Рику:
POR COSTA RICA:

FRANZ JOS. HASLINGER

FOR DAHOMEY:
POUR LE DAHOMEY:
達荷美:
За Дагомею:
POR EL DAHOMEY:

FOR DENMARK:
POUR LE DANEMARK:
丹麥:
За Данию:
POR DINAMARCA:

KRISTIAN FRØSIG
AAGE ANDERSEN

FOR THE DOMINICAN REPUBLIC:
POUR LA RÉPUBLIQUE DOMINICAINE:
多明尼加共和國:
За Доминиканскую Республику:
POR LA REPÚBLICA DOMINICANA:

FOR ECUADOR:
POUR L'ÉQUATEUR:
厄瓜多:
За Эквадор:
POR EL ECUADOR:

ARSENIO LARCO DÍAZ

FOR EL SALVADOR:
POUR EL SALVADOR:
薩爾瓦多:
За Сальвадор:
FOR EL SALVADOR:

FOR ETHIOPIA:
POUR L'ETHIOPIE:
衣索比亞:
За Эфиопию:
FOR ETIOPIA:

FOR THE FEDERAL REPUBLIC OF GERMANY:
POUR LA RÉPUBLIQUE FÉDÉRALE D'ALLEMAGNE:
德意志聯邦共和國:
За Федеративную Республику Германии:
FOR LA REPÚBLICA FEDERAL DE ALEMANIA:

OTTO LINDER

FOR FINLAND:
POUR LA FINLANDE:
芬蘭:
За Финляндию:
FOR FINLANDIA:

MAX JAKOBSON
Dec. 16, 1969

FOR FRANCE:
POUR LA FRANCE:
法蘭西:
За Францию:
FOR FRANCIA:

JEAN GABARRA

FOR GABON:
POUR LE GABON:
加彭:
За Габон:
FOR EL GABÓN:

FOR GAMBIA:
POUR LA GAMBIE:
岡比亞:
За Гамбию:
FOR GAMBIA:

FOR GHANA:
POUR LE GHANA:
迦納:
За Гану:
FOR GHANA:

RICHARD M. AKWEI
22nd August, 1969

FOR GREECE:
POUR LA GRÈCE:
希臘:
За Грецию:
FOR GRECIA:

FOR GUATEMALA:
POUR LE GUATEMALA:
瓜地馬拉:
За Гватемалу:
FOR GUATEMALA:

FOR GUINEA:
POUR LA GUINÉE:
幾內亞:
За Гвинею:
FOR GUINEA:

FOR GUYANA:
POUR LA GUYANE:
蓋亞那:
За Гвиану:
POR GUYANA:

FOR HAÏTI:
POUR HAÏTI:
海地:
За Гаити:
POR HAÏTÍ:

FOR THE HOLY SEE:
POUR LE SAINT-SIÈGE:
教廷:
За Святейший престол:
POR LA SANTA SEDE:

GEROLAMO PRIGIONE

FOR HONDURAS:
POUR LE HONDURAS:
宏都拉斯:
За Гондурас:
POR HONDURAS:

FOR HUNGARY:
POUR LA HONGRIE:
匈牙利:
За Венгрию:
POR HUNGRIÁ:

LÁSZLÓ FÖLDVARI¹

¹ For the text of the reservations and declarations made upon signature, see p. 351 of this volume. — Pour le texte des réserves et déclarations formulées lors de la signature, voir p. 351 du présent volume.

FOR ICELAND:
POUR L'ISLANDE:
冰島:
За Исландию:
POR ISLANDIA:

FOR INDIA:
POUR L'INDE:
印度:
За Индию:
POR LA INDIA:

FOR INDONESIA:
POUR L'INDONÉSIE:
印度尼西亞:
За Индонезию:
POR INDONESIA:

JUNUS POHAN

Indonesia does not consider itself bound by article 52.

In conformity with article 1 moped will be deemed as motor-cycle.¹

FOR IRAN:
POUR L'IRAN:
伊朗:
За Иран:
POR EL IRÁN:

ASLAN AFSHAR

FOR IRAQ:
POUR L'IRAK:
伊拉克:
За Ирак:
POR EL IRAK:

¹ L'Indonésie ne se considère pas liée par l'article 52.

Conformément à l'article premier, le terme « cyclomoteur » sera réputé désigner un « motocycle ».

FOR IRELAND:
POUR L'IRLANDE:
愛爾蘭:
За Ирландию:
FOR IRLANDA:

FOR ISRAEL:
POUR ISRAËL:
以色列:
За Израиль:
FOR ISRAEL:

EZRA KAMMA
JACOB FRISHER

FOR ITALY:
POUR L'ITALIE:
義大利:
За Италию:
FOR ITALIA:

LIONELLO COZZI

FOR THE IVORY COAST:
POUR LA CÔTE-D'IVOIRE:
牙象海岸:
За Берег Слоновой Кости:
FOR LA COSTA DE MARFIL:

FOR JAMAICA:
POUR LA JAMAÏQUE:
牙買加:
За Ямайку:
FOR JAMAICA:

FOR JAPAN:
POUR LE JAPON:
日本:
За Японию:
FOR EL JAPÓN:

FOR JORDAN:
POUR LA JORDANIE:
約旦:
За Иорданию:
FOR JORDANIA:

FOR KENYA:
POUR LE KENYA:
肯亞:
За Кению:
FOR KENIA:

FOR KUWAIT:
POUR LE KOWEÏT:
科威特:
За Кувейт:
FOR KUWAIT:

FOR LAOS:
POUR LE LAOS:
寮國:
За Лаос:
FOR LAOS:

FOR LEBANON:
POUR LE LIBAN:
黎巴嫩:
За Ливан:
FOR EL LÍBANO:

FOR LESOTHO:

POUR LE LESOTHO:

賴索托:

За Лесото:

POR LESOTHO:

FOR LIBERIA:

POUR LE LIBÉRIA:

賴比瑞亞:

За Либерию:

POR LIBERIA:

FOR LIBYA:

POUR LA LIBYE:

利比亞:

За Ливию:

POR LIBIA:

FOR LIECHTENSTEIN:

POUR LE LIECHTENSTEIN:

列支敦斯登:

За Лехтенштейн:

POR LIECHTENSTEIN:

FOR LUXEMBOURG:

POUR LE LUXEMBOURG:

盧森堡:

За Люксембург:

POR LUXEMBURGO:

RENÉ LOGELIN

FOR MADAGASCAR:

POUR MADAGASCAR:

馬達加斯加:

За Мадагаскар:

POR MADAGASCAR:

FOR MALAWI:

POUR LE MALAWI:

馬拉威:

За Малави:

POR MALAWI:

FOR MALAYSIA:

POUR LA MALAISIE:

馬來亞聯邦:

За Малайскую Федерацию:

POR MALASIA:

FOR THE MALDIVE ISLANDS:

POUR LES ÎLES MALDIVES:

馬爾代夫羣島:

За Мальдивские острова:

POR LAS ISLAS MALDIVAS:

FOR MALI:

POUR LE MALI:

馬利:

За Мали:

POR MALÍ:

FOR MALTA:

POUR MALTE:

馬耳他:

За Мальту:

POR MALTA:

FOR MAURITANIA:

POUR LA MAURITANIE:

茅利塔尼亞:

За Мавританию:

POR MAURITANIA:

FOR MAURITIUS:

POUR MAURICE:

模里西斯:

За Маврикий:

FOR MAURICIO:

FOR MEXICO:

POUR LE MEXIQUE:

墨西哥:

За Мексику:

FOR MÉXICO:

G. MORALES GARZA

FOR MONACO:

POUR MONACO:

摩納哥:

За Монако:

FOR MÓNACO:

FOR MONGOLIA:

POUR LA MONGOLIE:

蒙古:

За Монголию:

FOR MONGOLIA:

FOR MOROCCO:

POUR LE MAROC:

摩洛哥:

За Марокко:

FOR MARRUECOS:

FOR NEPAL:

POUR LE NÉPAL:

尼泊爾:

За Непал:

FOR NEPAL:

FOR THE NETHERLANDS:

POUR LES PAYS-BAS:

荷蘭:

За Нидерланды:

POR LOS PAÍSES BAJOS:

FOR NEW ZEALAND:

POUR LA NOUVELLE-ZÉLANDE:

紐西蘭:

За Новую Зеландию:

POR NUEVA ZELANDIA:

FOR NICARAGUA:

POUR LE NICARAGUA:

尼加拉瓜:

За Никарагуа:

POR NICARAGUA:

FOR THE NIGER:

POUR LE NIGER:

奈及爾:

За Нигер:

POR EL NÍGER:

FOR NIGERIA:

POUR LA NIGERIA:

奈及利亞:

За Нигерию:

POR NIGERIA:

FOR NORWAY:

POUR LA NORVÈGE:

挪威:

За Норвегию:

POR NORUEGA:

EDVARD HAMBRO
December 23, 1969

FOR PAKISTAN:
POUR LE PAKISTAN:
巴基斯坦:
За Пакистан:
POR EL PAKISTÁN:

FOR PANAMA:
POUR LE PANAMA:
巴拿馬:
За Панаму:
POR PANAMÁ:

FOR PARAGUAY:
POUR LE PARAGUAY:
巴拉圭:
За Парагвай:
POR EL PARAGUAY:

FOR PERU:
POUR LE PÉROU:
祕魯:
За Перу:
POR EL PERÚ:

FOR THE PHILIPPINES:
POUR LES PHILIPPINES:
菲律賓:
За Филиппины:
POR FILIPINAS:

BALTAZAR AQUINO
ROMEO FLORES EDU

FOR POLAND:

POUR LA POLOGNE:

波蘭:

За Польшу:

POR POLONIA:

Sous réserve de n'être pas liée par l'article 52 conformément au paragraphe 1 de l'article 54 de la Convention¹.

JÓZEF WOJCIECHOWSKI

FOR PORTUGAL:

POUR LE PORTUGAL:

葡萄牙:

За Португалию:

POR PORTUGAL:

ARMANDO DE PAULA COELHO
MARIO JOSÉ DE ABREU E SILVA

FOR THE REPUBLIC OF KOREA:

POUR LA RÉPUBLIQUE DE CORÉE:

大韓民國:

За Корейскую Республику:

POR LA REPÚBLICA DE COREA:

YONG SHIK KIM
29 Dec. 1969

FOR THE REPUBLIC OF VIET-NAM:

POUR LA RÉPUBLIQUE DU VIET-NAM:

越南共和國:

За Республику Вьетнам:

POR LA REPÚBLICA DE VIET-NAM:

¹ Subject to a reservation that Poland shall not be bound by article 52, in accordance with article 54, paragraph 1, of the Convention.

FOR ROMANIA:

POUR LA ROUMANIE:

羅馬尼亞:

За Румынию:

POR RUMANIA:

La République socialiste de Roumanie ne se considère pas liée par les dispositions de l'article 52 de la présente Convention¹.

V. MATEEVICI

FOR RWANDA:

POUR LE RWANDA:

盧安達:

За Руанду:

POR RWANDA:

FOR SAN MARINO:

POUR SAINT-MARIN:

聖馬利諾:

За Сан-Марино:

POR SAN MARINO:

WILHELM MULLER-FEMBECK

FOR SAUDI ARABIA:

POUR L'ARABIE SAOUDITE:

沙烏地阿拉伯:

За Саудовскую Аравию:

POR ARABIA SAUDITA:

FOR SENEGAL:

POUR LE SÉNÉGAL:

塞內加爾:

За Сенегал:

POR EL SENEGAL:

¹ The Socialist Republic of Romania does not consider itself bound by the provisions of article 52 of this Convention.

FOR SIERRA LEONE:

POUR LA SIERRA LEONE:

獅子山:

За Сьерра-Леоне:

POR SIERRA LEONA:

FOR SINGAPORE:

POUR SINGAPOUR:

新加坡:

За Сингапур:

POR SINGAPUR:

FOR SOMALIA:

POUR LA SOMALIE:

索馬利亞:

За Сомали:

POR SOMALIA:

FOR SOUTH AFRICA:

POUR L'AFRIQUE DU SUD:

南非:

За Южную Африку:

POR SUDÁFRICA:

FOR SOUTHERN YEMEN:

POUR LE YÉMEN DU SUD:

南也門:

За Южный Йемен:

POR EL YEMEN MERIDIONAL:

FOR SPAIN:

POUR L'ESPAGNE:

西班牙:

За Испанию:

POR ESPAÑA:

Declaro, según el artº 54 que España no se considera obligada por el artº 52 y formula su reserva al artº 46.¹

JOAQUÍN BUJO-DULCE

M. DE C.D.

(Ad referendum)

FOR THE SUDAN:

POUR LE SOUDAN:

蘇丹:

За Судан:

POR EL SUDÁN:

FOR SWAZILAND:

POUR LE SOUAZILAND:

史瓦濟蘭:

За Свазиленд:

POR SWAZILANDIA:

FOR SWEDEN:

POUR LA SUÈDE:

瑞典:

За Швецию:

POR SUECIA:

BERTIL HOLMQUIST

FOR SWITZERLAND:

POUR LA SUISSE:

瑞士:

За Швейцарию:

POR SUIZA:

OSCAR SCHÜRCH

¹ [Translation] I declare, in accordance with article 54, that Spain does not consider itself bound by article 52 and enters a reservation with respect to article 46. — [Traduction] Je déclare, conformément à l'article 54, que l'Espagne ne se considère pas liée par l'article 52 et qu'elle formule une réserve au sujet de l'article 46.

FOR SYRIA:
POUR LA SYRIE:
叙利亚:
За Сирію:
FOR SIRIA:

FOR THAILAND:
POUR LA THAÏLANDE:
泰國:
За Таїланд:
FOR TAILANDIA:

MANU AMATAYAKUL

Thailand will not be bound by Art. 52 of this Convention.

Thailand will consider mopeds as motor-cycles.¹

FOR TOGO:
POUR LE TOGO:
多哥:
За Того:
FOR EL TOGO:

FOR TRINIDAD AND TOBAGO:
POUR LA TRINITÉ ET TOBAGO:
千里達及托貝哥:
За Тринідад и Тобаго:
FOR TRINIDAD Y TABAGO:

FOR TUNISIA:
POUR LA TUNISIE:
突尼西亞:
За Туніс:
FOR TÚNEZ:

¹ La Thaïlande ne se considérera pas liée par l'article 52 de la présente Convention.
La Thaïlande considérera que le terme « cyclomoteurs » désigne des « motocycles ».

FOR TURKEY:

POUR LA TURQUIE:

土耳其:

За Турцию:

FOR TURQUÍA:

FOR UGANDA:

POUR L'UGANDA:

烏干達:

За Уганду:

FOR UGANDA:

FOR THE UKRAINIAN SOVIET SOCIALIST REPUBLIC:

POUR LA RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE D'UKRAINE:

烏克蘭蘇維埃社會主義共和國:

За Украинскую Советскую Социалистическую Республику:

FOR LA REPÚBLICA SOCIALISTA SOVIÉTICA DE UCRANIA:

М. ЯШНИК^{1, 2}

С оговоркой в соответствии с пунктом 1
статьи 54³

FOR THE UNION OF SOVIET SOCIALIST REPUBLICS:

POUR L'UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES:

蘇維埃社會主義共和國聯邦:

За Союз Советских Социалистических Республик:

FOR LA UNIÓN DE REPÚBLICAS SOCIALISTAS SOVIÉTICAS:

С оговоркой в соответствии с пунктом 1
статьи 54³

Б. ШУМИЛИН^{4, 2}

¹ M. Yashnik — M. Yachnik.

² For the text of the reservations and declarations made upon signature, see p. 351 of this volume. — Pour le texte des réserves et déclarations formulées lors de la signature, voir p. 351 du présent volume.

³ With a reservation in accordance with paragraph 1 of article 54. — Avec la réserve prévue au paragraphe 1 de l'article 54.

⁴ B. Shumilin — B. Choumiline.

FOR THE UNITED ARAB REPUBLIC:
POUR LA RÉPUBLIQUE ARABE UNIE:
阿拉伯聯合共和國:
За Объединенную Арабскую Республику:
FOR LA REPÚBLICA ARABE UNIDA:

FOR THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND:
POUR LE ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD:
大不列顛及北愛爾蘭聯合王國:
За Соединенное Королевство Великобритании и Северной Ирландии:
FOR EL REINO UNIDO DE GRAN BRETAÑA E IRLANDA DEL NORTE:

JAMES RICHARD MADGE

FOR THE UNITED REPUBLIC OF TANZANIA:
POUR LA RÉPUBLIQUE-UNIE DE TANZANIE:
坦尚尼亞聯合共和國:
За Объединенную Республику Танзания:
FOR LA REPÚBLICA UNIDA DE TANZANÍA:

FOR THE UNITED STATES OF AMERICA:
POUR LES ÉTATS-UNIS D'AMÉRIQUE:
美利堅合衆國:
За Соединенные Штаты Америки:
FOR LOS ESTADOS UNIDOS DE AMÉRICA:

FOR THE UPPER VOLTA:
POUR LA HAUTE-VOLTA:
上伏塔:
За Верхнюю Вольту:
FOR EL ALTO VOLTA:

FOR URUGUAY:
POUR L'URUGUAY:
烏拉圭:
За Уругвай:
FOR EL URUGUAY:

FOR VENEZUELA:

POUR LE VENEZUELA:

委內瑞拉:

За Венесуэлу:

POR VENEZUELA:

Ad referendum

FRANCISCO AZPURUA ESPINOZA

FOR WESTERN SAMOA:

POUR LE SAMOA-OCCIDENTAL:

西薩摩亞:

За Западное Самоа:

POR SAMOA OCCIDENTAL:

FOR YEMEN:

POUR LE YÉMEN:

也門:

За Йемен:

POR EL YEMEN:

FOR YUGOSLAVIA:

POUR LA YOUGOSLAVIE:

南斯拉夫:

За Югославию:

POR YUGOSLAVIA:

LAZAR MOJSOV

FOR ZAMBIA:

POUR LA ZAMBIE:

尚比亞:

За Замбию:

POR ZAMBIA:

RESERVATIONS AND DECLARATIONS
MADE UPON SIGNATURERÉSERVES ET DÉCLARATIONS
FAITES LORS DE LA SIGNATUREBYELORUSSIAN SOVIET
SOCIALIST REPUBLICRÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE DE BIÉLORUSSIE

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 52. Белорусская Советская Социалистическая Республика не считает себя связанной положениями статьи 52 Конвенции о дорожном движении относительно передачи споров о толковании или применении Конвенции для разрешения Международному Суду по просьбе любой из сторон;»

и со следующими заявлениями:

«По статье 45. Белорусская Советская Социалистическая Республика заявляет, что положения статьи 45 Конвенции о дорожном движении, которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожном движении должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 46. Белорусская Советская Социалистическая Республика заявляет, что положения статьи 46 Конвенции о дорожном движении являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514/XV от 14 декабря 1960 года).»

[TRANSLATION]

Ad article 52. The Byelorussian Soviet Socialist Republic does not consider itself bound by the provisions of article 52 of the Convention on Road Traffic stating that the disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

Ad article 45. The Byelorussian Soviet Socialist Republic declares that the provisions of article 45 of the Convention on Road Traffic, under which a number of States may not become

[TRADUCTION]

Ad article 52. La République socialiste soviétique de Biélorussie ne se considère pas liée par les dispositions de l'article 52 de la Convention sur la circulation routière, selon lesquelles les différends touchant l'interprétation ou l'application de la Convention peuvent être portés, à la requête de l'une quelconque des parties, devant la Cour internationale de Justice pour être tranchés par elle.

Ad article 45. La République socialiste soviétique de Biélorussie déclare que les dispositions de l'article 45 de la Convention sur la circulation routière selon lequel un certain nombre d'Etats

parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Traffic should be open for participation by all interested States without any discrimination or restrictions.

Ad article 46. The Byelorussian Soviet Socialist Republic declares that the provisions of article 46 of the Convention on Road Traffic are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

ne peuvent devenir parties à la Convention ont un caractère discriminatoire et elle considère que la Convention sur la circulation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ou restrictions d'aucune sorte.

Ad article 46. La République socialiste soviétique de Biélorussie déclare que les dispositions de l'article 46 de la Convention sur la circulation routière sont périmées et contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960]¹.

HUNGARY

HONGRIE

[RUSSIAN TEXT — TEXTE RUSSE]

1. Формулировка пункта 1 статьи 45 Конвенции противоречит целям и принципам, зафиксированным в Уставе Организации Объединенных Наций. Всем государствам без всякого ограничения должна быть предоставлена возможность для участия в Конвенции.

2. Положения, записанные в статье 46 Конвенции, как таковые, являются устаревшими и не соответствуют принципам современного международного права, сегодняшнему состоянию международных отношений и находятся в противоречии с резолюцией № 1514 (XV) от 14 декабря 1960 года Генеральной Ассамблеи Организации Объединенных Наций.

[TRANSLATION]

[TRADUCTION]

1. The wording of Article 45, paragraph 1, of the Convention is at variance with the purposes and principles expressed in the Charter of the United Nations. All States, without any restriction, should be given the possibility of participating in the Convention.

2. The provisions of Article 46 of the Convention, as such, are anachronistic

1. Le libellé du paragraphe 1 de l'article 45 de la Convention est contraire aux buts et aux principes de la Charte de l'Organisation des Nations Unies. Tous les Etats, sans restriction aucune, doivent avoir la possibilité d'adhérer à la Convention.

2. Les dispositions de l'article 46 de la Convention, sous leur forme ac-

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

and are not in conformity with the principles of contemporary international law or the present state of international relations, and they are at variance with United Nations General Assembly resolution 1514 (XV) of 14 December 1960.¹

tuelle, sont périmées; elles ne correspondent pas aux principes du droit international contemporain et à l'état actuel des relations internationales et sont en contradiction avec la résolution 1514 (XV) du 14 décembre 1960¹ de l'Assemblée générale de l'Organisation des Nations Unies.

UKRAINIAN SOVIET
SOCIALIST REPUBLIC

RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D'UKRAINE

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 52. Украинская Советская Социалистическая Республика не считает себя связанной положениями статьи 52 Конвенции о дорожном движении относительно передачи споров о толковании или применении Конвенции для разрешения Международному Суду по просьбе любой из сторон;»

«По статье 45. Украинская Советская Социалистическая Республика заявляет, что положения статьи 45 Конвенции о дорожном движении, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожном движении должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 46. Украинская Советская Социалистическая Республика заявляет, что положения статьи 46 Конвенции о дорожном движении являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514/XV от 14 декабря 1960 года).»

[TRANSLATION]

Ad article 52. The Ukrainian Soviet Socialist Republic does not consider itself bound by the provisions of article 52 of the Convention on Road Traffic stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

[TRADUCTION]

Ad article 52. La République socialiste soviétique d'Ukraine ne se considère pas liée par les dispositions de l'article 52 de la Convention sur la circulation routière, selon lesquelles les différends touchant l'interprétation ou l'application de la Convention peuvent être portés, à la requête de l'une quelconque des parties, devant la Cour internationale de Justice pour être tranchés par elle.

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16* (A/4684), p. 70.

Ad article 45. The Ukrainian Soviet Socialist Republic declares that the provisions of article 45 of the Convention on Road Traffic, under which a number of States may not become parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Traffic should be open for participation by all interested States without any discrimination or restrictions.

Ad article 46. The Ukrainian Soviet Socialist Republic declares that the provisions of article 46 of the Convention on Road Traffic are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

Ad article 45. La République socialiste soviétique d'Ukraine déclare que les dispositions de l'article 45 de la Convention sur la circulation routière selon lequel un certain nombre d'Etats ne peuvent devenir parties à la Convention ont un caractère discriminatoire et elle considère que la Convention sur la circulation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ou restrictions d'aucune sorte.

Ad article 46. La République socialiste soviétique d'Ukraine déclare que les dispositions de l'article 46 de la Convention sur la circulation routière sont périmées et contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960]¹.

UNION OF SOVIET SOCIALIST REPUBLICS

UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 52. Союз Советских Социалистических Республик не считает себя связанным положениями статьи 52 Конвенции о дорожном движении относительно передачи споров о толковании или применении Конвенции для разрешения Международному суду по просьбе любой из сторон;»

«По статье 45. Союз Советских Социалистических Республик заявляет, что положения статьи 45 Конвенции о дорожном движении, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожном движении должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 46. Союз Советских Социалистических Республик заявляет, что положения статьи 46 Конвенции о дорожном движении являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514 (XV) от 14 декабря 1960 года)».

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16* (A/4684), p. 70.

[TRANSLATION]

Ad article 52. The Union of Soviet Socialist Republics does not consider itself bound by the provisions of article 52 of the Convention on Road Traffic stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice.

Ad article 45. The Union of Soviet Socialist Republics declares that the provisions of article 45 of the Convention on Road Traffic, under which a number of States may not become parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Traffic should be open for participation by all interested States without any discrimination or restrictions;

Ad article 46. The Union of Soviet Socialist Republics declares that the provisions of article 46 of the Convention on Road Traffic are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

RESERVATIONS AND DECLARATIONS MADE UPON RATIFICATION OR ACCESSION (a)

BYELORUSSIAN SOVIET SOCIALIST REPUBLIC

Confirming the reservation and declarations made upon signature:

[TRADUCTION]

Ad article 52. L'Union des Républiques socialistes soviétiques ne se considère pas liée par les dispositions de l'article 52 de la Convention sur la circulation routière, selon lesquelles les différends touchant l'interprétation ou l'application de la Convention peuvent être portés, à la requête de l'une quelconque des parties, devant la Cour internationale de Justice pour être tranchés par elle.

Ad article 45. L'Union des Républiques socialistes soviétiques déclare que les dispositions de l'article 45 de la Convention sur la circulation routière selon lequel un certain nombre d'Etats ne peuvent devenir parties à la Convention ont un caractère discriminatoire et elle considère que la Convention sur la circulation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ou restrictions d'aucune sorte.

Ad article 46. L'Union des Républiques socialistes soviétiques déclare que les dispositions de l'article 46 de la Convention sur la circulation routière sont périmées et contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960]¹.

RÉSERVES ET DÉCLARATIONS FAITES LORS DE LA RATIFICATION OU DE L'ADHÉSION (a)

RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE

Avec confirmation de la réserve et des déclarations formulées lors de la signature :

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16* (A/4684), p. 70.

[BYELORUSSIAN TEXT — TEXTE BIÉLORUSSE]

«Беларуская Савецкая Сацыялістычная Рэспубліка не лічыць сябе звязанай палажэннямі артыкула 52 Канвенцыі аб дарожным руху адносна перадачы спрэчак аб тлумачэнні або прымяненні Канвенцыі для вырашэння Міжнароднаму Суду па просьбе любога з бакоў»;

«Беларуская Савецкая Сацыялістычная Рэспубліка заяўляе, што палажэнні артыкула 45 Канвенцыі аб дарожным руху, згодна з якімі шэраг дзяржаў не можа стаць удзельнікам гэтай Канвенцыі, носяць дыскрымінацыйны характар, і лічыць, што Канвенцыя аб дарожным руху павінна быць адкрыта для ўдзелу ўсіх зацікаўленых дзяржаў без якой-небудзь дыскрымінацыі і абмежаванняў»;

«Беларуская Савецкая Сацыялістычная Рэспубліка заяўляе, што палажэнні артыкула 46 Канвенцыі аб дарожным руху з'яўляюцца ўстарэлымі і супярэчаць Дэкларацыі Генеральнай Асамблеі Арганізацыі Аб'яднаных Нацый аб прадастаўленні незалежнасці каланіяльным краінам і народам (рэзалюцыя 1514 (XV) ад 14 снежня 1960 года)».

[TRANSLATION]

[TRADUCTION]

[For the text of the translation, see p. 351 of this volume under Byelorussian Soviet Socialist Republic.]

[Pour le texte de la traduction, voir p. 351 du présent volume sous République socialiste soviétique de Biélorussie.]

GERMAN DEMOCRATIC
REPUBLIC (a)RÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE (a)

[GERMAN TEXT — TEXTE ALLEMAND]

“Die Regierung der Deutschen Demokratischen Republik erklärt daß sie sich an Artikel 52 der Konvention als nicht gebunden betrachtet.”

[TRANSLATION]

[TRADUCTION]

The Government of the German Democratic Republic declares that it does not consider itself bound by article 52 of the Convention.

Le Gouvernement de la République démocratique allemande déclare qu'il ne se considère pas lié par l'article 52 de la Convention.

HUNGARY

HONGRIE

Confirming the declarations made upon signature:

Avec confirmation des déclarations formulées lors de la signature :

[TRADUCTION — TRANSLATION]

“The Presidential Council of the Hungarian People's Republic declares

Le Conseil présidentiel de la République populaire hongroise déclare que

that the provisions of article 45 are at variance with the generally recognized principle of the sovereign equality of States and it considers that these international instruments should be open for participation by all interested States without any discrimination.

The Presidential Council of the Hungarian People's Republic further declares that the provisions of article 46 are at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples [resolution 1514 (XV) of 14 December 1960]¹.

Declaration in respect of articles 18 and 52:

[HUNGARIAN TEXT — TEXTE HONGROIS]

az egyezmény 18. cikkének 3. pontját az egyezményt kiegészítő európi megállapodásban meghatározott eltérő tartalommal tekinti magára kötelezőnek;

az egyezmény 54. cikkének 1. pontja alapján az egyezmény 52. cikkének rendelkezéseit nem tekinti magára kötelezőnek.

[TRANSLATION]

The Presidential Council of the Hungarian People's Republic considers itself bound by article 18, paragraph 3, of the Convention subject to its tenor as defined in the European Agreement supplementary thereto.

It does not consider itself bound by the provisions of article 52 of the Convention, in pursuance of article 54, paragraph 1, thereof.

UKRAINIAN SOVIET SOCIALIST REPUBLIC

Confirming the reservation and declarations made upon signature:

les dispositions de l'article 45 sont contraires au principe généralement reconnu de l'égalité souveraine des Etats et estime que ces instruments internationaux doivent être ouverts à la participation de tous les Etats intéressés sans discrimination d'aucune sorte.

Le Conseil présidentiel de la République populaire hongroise déclare en outre que les dispositions de l'article 46 sont contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960]¹.

Déclaration concernant les articles 18 et 52 :

[TRADUCTION]

Le Conseil présidentiel de la République populaire hongroise se considère lié par l'article 18, paragraphe 3, de la Convention dans la teneur qui lui est donnée par l'Accord européen complétant ladite Convention.

Il ne se considère pas lié par les dispositions de l'article 52 de la Convention, en application de son article 54, paragraphe 1.

RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE D'UKRAINE

Avec confirmation de la réserve et des déclarations formulées lors de la signature :

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16* (A/4684), p. 70.

[UKRAINIAN TEXT — TEXTE UKRAINIEN]

«Українська Радянська Соціалістична Республіка не вважає себе зв'язаною положеннями статті 52 Конвенції про шляховий рух щодо передачі спорів про тлумачення або застосування Конвенції для розв'язання Міжнародному Суду на прохання будь-якої з сторін».

«Українська Радянська Соціалістична Республіка заявляє, що положення статті 45 Конвенції про шляховий рух, згідно з якими ряд держав не може стати учасником цієї Конвенції, мають дискримінаційний характер, і вважає, що Конвенція про шляховий рух повинна бути відкрита для участі всіх заінтересованих держав без будь-якої дискримінації чи обмежень».

«Українська Радянська Соціалістична Республіка заявляє, що положення статті 46 Конвенції про шляховий рух є застарілими і суперечать Декларації Генеральної Асамблеї Організації Об'єднаних Націй про надання незалежності колоніальним країнам і народам (резолюція 1514 (XV) від 14 грудня 1960 року)».

[TRANSLATION]

[For the text of the translation, see p. 353 of this volume under Ukrainian Soviet Socialist Republic.]

**UNION OF SOVIET
SOCIALIST REPUBLICS**

[Confirming the reservation and the declarations made upon signature; for the text, see p. 354 of this volume.]

[TRADUCTION]

[Pour le texte de la traduction, voir p. 353 du présent volume sous République socialiste soviétique d'Ukraine.]

**UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES**

[Avec confirmation de la réserve et des déclarations formulées lors de la signature; pour le texte, voir p. 354 du présent volume.]

FINAL ACT OF THE UNITED NATIONS CONFERENCE ON ROAD TRAFFIC

1. The United Nations Conference on Road Traffic was convened by the Secretary-General of the United Nations in accordance with resolutions 1129 (XLI) and 1203 (XLII) adopted by the Economic and Social Council on 27¹ July 1966² and 26 May 1967.³ These resolutions read as follows:

RESOLUTION 1129 (XLI)

The Economic and Social Council,

Recalling its resolutions 967 (XXXVI) of 25 July 1963,⁴ 1034 (XXXVII) of 14 August 1964,⁵ and 1082 B (XXXIX) of 30 July 1965,⁶ on the revision of the 1949 Convention on Road Traffic and Protocol on Road Signs and Signals,

Considering, in conformity with the view already expressed in its resolutions 1034 (XXXVII) and 1082 B (XXXIX), that the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals need to be amended and amplified in order to facilitate road traffic,

Noting the report of the Secretary-General, in particular paragraph 6, and bearing in mind the contents of its resolution 1082 B (XXXIX),

Noting further the invitation of the Government of Austria,

1. Decides that the international conference to be convened shall decide whether more than one instrument should be prepared to replace the 1949 Convention and Protocol and whether some provisions concerning road signs and signals should be obligatory or simply recommended practices;

2. Decides that all States Members of the United Nations or members of the specialized agencies or of the International Atomic Energy Agency and, in an advisory capacity, the specialized agencies and also, as observers, interested inter-governmental organizations and interested non-governmental organizations having consultative status with the Council, shall be invited to the conference;

3. Further decides that the conference shall be convened, for a period not exceeding twenty-five working days, at Vienna in March 1968 at a date to be determined by the Secretary-General in consultation with the Government of Austria;

4. Requests the Secretary-General to prepare and circulate as conference documents:

(a) A draft convention on road traffic;

(b) A draft convention on road signs and signals based on the drafts previously prepared and taking into account any amendments proposed by the regional economic commissions;

¹ Should read: "26 July 1966".

² United Nations, *Official Records of the Economic and Social Council, Forty-first Session, Supplement No. 1*, p. 36.

³ *Ibid.*, *Forty-second Session, Supplement No. 1*, p. 22.

⁴ *Ibid.*, *Thirty-sixth Session, Supplement No. 1*, p. 9.

⁵ *Ibid.*, *Thirty-seventh Session, Supplement No. 1*, p. 30.

⁶ *Ibid.*, *Thirty-ninth Session, Supplement No. 1*, p. 42.

- (c) Commentaries on these draft conventions which shall:
 - (i) Clearly show any substantive difference between the new texts and those previously circulated,
 - (ii) Reproduce any amendments proposed by the regional economic commissions that have not been incorporated in the new texts;
- 5. Further requests the Secretary-General:
 - (a) When circulating the new draft conventions, to request:
 - (i) The Governments of States invited to the conference to communicate to the Secretary-General not less than four months before the opening of the conference, any amendments to those texts which they may wish to propose;
 - (ii) The specialized agencies, and inter-governmental and non-governmental organizations invited to the conference, to communicate, within the same time-limit, any suggestions for amending the technical provisions of the new draft conventions which they may desire to submit;
 - (b) To circulate the amendments and suggestions received under sub-paragraph (a) above not less than two months before the opening of the conference,
 - (c) To make the other necessary arrangements for the convening of the conference, including the preparation and circulation of draft provisions, rules of procedure for the conference, and of any other requisite documents.

RESOLUTION 1203 (XLII)

The Economic and Social Council,

Recalling its resolution 1129 (XLI) of 26 July 1966 concerning the arrangements for an international conference to replace the Convention on Road Traffic and the Protocol on Road Signs and Signals, done at Geneva, 19 September 1949,

Taking note of the report of the Secretary-General of 16 March 1967, as amended by his note of 3 April 1967,

Decides that the time-table for the conference set out in resolution 1129 (XLI) should be amended:

- (a) In paragraph 3 of that resolution, by deleting the words following "Vienna" and substituting therefor the words "from 30 September to 1 November 1968";
- (b) In paragraph 5, by substituting "six months" for "four months" in sub-paragraph (a) (i) and by substituting "three months" for "two months" in sub-paragraph (b).

2. Since the dates prescribed for the Conference in the resolution referred to above had been deferred at the request of the host Government, the Conference on Road Traffic was held from 7 October to 8 November 1968.

The Governments of the following States were represented at the Conference by delegations:

Afghanistan	Gabon	Philippines
Algeria	Ghana	Poland
Argentina	Greece	Portugal
Australia	Holy See	Republic of Korea
Austria	Hungary	Romania
Belgium	India	San Marino
Brazil	Indonesia	Saudi Arabia
Bulgaria	Iran	Spain
Byelorussian Soviet Socialist Republic	Israel	Sudan
Canada	Italy	Sweden
Central African Republic	Japan	Switzerland
Chile	Kenya	Thailand
China	Kuwait	Turkey
Costa Rica	Liberia	Ukrainian Soviet Socialist Republic
Cyprus	Libya	Union of Soviet Socialist Republics
Czechoslovakia	Luxembourg	United Arab Republic
Denmark	Malaysia	United Kingdom of Great Britain and Northern Ireland
Dominican Republic	Mali	
Ecuador	Mexico	
Federal Republic of Germany	Monaco	
Finland	Netherlands	
France	Nigeria	
	Norway	
	Peru	
		Yugoslavia

The Governments of the following States had observers at the Conference:

Bolivia	Cuba	Nicaragua
Colombia	Guatemala	

The International Labour Organisation, the World Health Organization and the International Atomic Energy Agency were represented at the Conference in a consultative capacity.

The following organizations were represented at the Conference by observers:

A. *Inter-governmental organizations*

Commission of the European Communities
 Council of Europe
 European Conference of Ministers of Transport
 International Institute for the Unification of Private Law
 League of Arab States
 Organization for the Collaboration of Railways
 Nordic Council

B. *Non-governmental organizations*

European Insurance Committee
 International Association for the Prevention of Road Accidents
 International Chamber of Commerce
 International Commission on Illumination

International Confederation of Free Trade Unions
International Criminal Police Organization
International Federation of Christian Trade Unions
International Federation of Senior Police Officers
International Organization for Standardization
International Permanent Bureau of Motor Cycle Manufacturers
International Permanent Bureau of Motor Manufacturers
International Road Federation
International Road Transport Union
International Union of Official Travel Organizations
International Union of Public Transport
International Union of Railways
League of Red Cross Societies
World Federation of Trade Unions
World Touring and Automobile Organization.

3. The Conference had before it and used as a basis for discussion a draft Convention on Road Traffic and a draft Convention on Road Signs and Signals prepared by the Secretary-General.¹

4. On the basis of its deliberations, as recorded in the summary records of its plenary meetings and in the summary records of the decisions of its main committees, the Conference prepared and opened for signature a Convention on Road Traffic and a Convention on Road Signs and Signals.

5. In addition, the Conference adopted by acclamation the following resolution entitled "A tribute to the Government and People of the Republic of Austria":

"The United Nations Conference on Road Traffic at the end of its work in Vienna on 7 November 1968, wishes to express its profound gratitude to the people and Government of Austria and to the City of Vienna for the kind and generous hospitality granted to all delegates at the Conference."

IN WITNESS WHEREOF the undersigned representatives have signed this Final Act.

DONE at Vienna this eighth day of November one thousand nine hundred and sixty-eight in a single copy in the Chinese, English, French, Russian and Spanish languages, each text authentic. The original will be deposited with the Secretary-General of the United Nations, who will send certified copies to each of the Governments invited to send representatives to the Conference.

The President
of the Conference:

A. BUZZI-QUATTRINI

The Executive-Secretary:

F. D. MASSON

¹ Documents E/CONF.56/1 and 1/Add.1 and E/CONF.56/3 and 3/Add.1.

FOR AFGHANISTAN:
POUR L'AFGHANISTAN:
阿富汗:
За Афганистан:
POR EL AFGANISTÁN:

SAADULLAH YOSUFI

FOR ALGERIA:
POUR L'ALGÉRIE:
阿爾及利亞:
За Алжир:
POR ARGELIA:

FOR ARGENTINA:
POUR L'ARGENTINE:
阿根廷:
За Аргентину:
POR LA ARGENTINA:

CARLOS ORTIZ DE ROZAS

FOR AUSTRALIA:
POUR L'AUSTRALIE:
澳大利亞:
За Австралию:
POR AUSTRALIA:

JOHN PERMEZEL

FOR AUSTRIA:
POUR L'AUTRICHE:
奧地利:
За Австрию:
POR AUSTRIA:

KURT WALDHEIM
OTTO MITTERER

FOR BELGIUM:
POUR LA BELGIQUE:
比利時:
За Бельгию:
POR BÉLGICA:

GEORGES PUTTEVILS

FOR BRAZIL:
POUR LE BRÉSIL:
巴西:
За Бразилию:
POR EL BRASIL:

SYLVIO CARLOS DINIZ BORGES

FOR BULGARIA:
POUR LA BULGARIE:
保加利亞:
За България:
POR BULGARIA:

DEMIR BORACHEV

FOR THE BYELORUSSIAN SOVIET SOCIALIST REPUBLIC:
POUR LA RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE:
白俄羅斯蘇維埃社會主義共和國:
За Белорусскую Советскую Социалистическую Республику:
POR LA REPÚBLICA SOCIALISTA SOVIÉTICA DE BIELORRUSIA:

ANDREI VASILEVICH ZUBOVICH

FOR CANADA:
POUR LE CANADA:
加拿大:
За Канаду:
POR EL CANADÁ:

GILLES SICOTTE

FOR THE CENTRAL AFRICAN REPUBLIC:
POUR LA RÉPUBLIQUE CENTRAFRICAINE:
中非共和國:
За Центральноафриканскую Республику:
FOR LA REPÚBLICA CENTROAFRICANA:

FOR CHILE:
POUR LE CHILI:
智利:
За Чили:
FOR CHILE:

MIGUEL SERRANO

FOR CHINA:
POUR LA CHINE:
中國:
За Китай:
FOR CHINA:

PAO-NAN CHENG

FOR COSTA RICA:
POUR LE COSTA RICA:
哥斯大黎加:
За Коста-Рику:
FOR COSTA RICA:

FRANZ JOS. HASLINGER

FOR CYPRUS:
POUR CHYPRE:
賽普勒斯:
За Кипр:
FOR CHIPRE:

DINOS NICOLAOU APHAMIS

FOR CZECHOSLOVAKIA:
POUR LA TCHÉCOSLOVAQUIE:
捷克斯拉夫:
За Чехословакию:
POR CHECOSLOVAQUIA:

JOSEF DYKAST

FOR DENMARK:
POUR LE DANEMARK:
丹麥:
За Данию:
POR DINAMARCA:

KRISTIAN FRØSIG
AAGE ANDERSEN

FOR THE DOMINICAN REPUBLIC:
POUR LA RÉPUBLIQUE DOMINICAINE:
多明尼加共和國:
За Доминиканскую Республику:
POR LA REPÚBLICA DOMINICANA:

THEODOR SCHMIDT

FOR ECUADOR:
POUR L'ÉQUATEUR:
厄瓜多:
За Эквадор:
POR EL ECUADOR:

ARSENIO LARCO DÍAZ

FOR THE FEDERAL REPUBLIC OF GERMANY:
POUR LA RÉPUBLIQUE FÉDÉRALE D'ALLEMAGNE:
德意志聯邦共和國:
За Федеративную Республику Германии:
POR LA REPÚBLICA FEDERAL DE ALEMANIA:

OTTO LINDER

FOR FINLAND:
POUR LA FINLANDE:
芬蘭:
За Финляндию:
FOR FINLANDIA:

ENSIO HELANIEMI

FOR FRANCE:
POUR LA FRANCE:
法蘭西:
За Францию:
FOR FRANCIA:

JEAN GABARRA

FOR GABON:
POUR LE GABON:
加彭:
За Габон:
FOR EL GABÓN:

FOR GHANA:
POUR LE GHANA:
迦納:
За Гану:
FOR GHANA:

JONATHAN W. DECKER
8/11/68¹

FOR GREECE:
POUR LA GRÈCE:
希臘:
За Грецию:
FOR GRECIA:

ODYSSEUS N. PAPADAKIS

¹ 8 November 1968 — 8 novembre 1968.

FOR THE HOLY SEE:
POUR LE SAINT-SIÈGE:
教廷:
За Святейший престол:
POR LA SANTA SEDE:

GEROLAMO PRIGIONE

FOR HUNGARY:
POUR LA HONGRIE:
匈牙利:
За Венгрию:
POR HUNGÁRIA:

LÁSZLÓ FÖLDVARI

FOR INDIA:
POUR L'INDE:
印度:
За Индию:
POR LA INDIA:

FOR INDONESIA:
POUR L'INDONÉSIE:
印度尼西亚:
За Индонезию:
POR INDONESIA:

JUNUS POHAN

FOR IRAN:
POUR L'IRAN:
伊朗:
За Иран:
POR EL IRÁN:

ASLAN AFSHAR

FOR ISRAEL:
POUR ISRAËL:
以色列:
За Израиль:
FOR ISRAEL:

EZRA KAMMA
JACOB FRISHER

FOR ITALY:
POUR L'ITALIE:
義大利:
За Италию:
FOR ITALIA:

LIONELLO COZZI

FOR JAPAN:
POUR LE JAPON:
日本:
За Японию:
FOR EL JAPÓN:

KINYA NIISEKI

FOR KENYA:
POUR LE KENYA:
肯亞:
За Кению:
FOR KENIA:

SHASHIKANT KANTIHAI RAVAL

FOR KUWAIT:
POUR LE KOWEÏT:
科威特:
За Кувейт:
FOR KUWAIT:

MOHAMMAD SAAD KHADI

FOR LEBANON:
POUR LE LIBAN:
黎巴嫩:
За Ливан:
POR EL LÍBANO:

FOR LIBERIA:
POUR LE LIBÉRIA:
賴比瑞亞:
За Либерию:
POR LIBERIA:

TILMON GARDINER

FOR LIBYA:
POUR LA LIBYE:
利比亞:
За Ливию:
POR LIBIA:

ABDULLAH GIBRIL SALAH

FOR LUXEMBOURG:
POUR LE LUXEMBOURG:
盧森堡:
За Люксембург:
POR LUXEMBURGO:

RENÉ LOGELIN

FOR MALAYSIA:
POUR LA MALAISIE:
馬來亞聯邦:
За Малайскую Федерацию:
POR MALASIA:

ABDUL FATAH BIN ZAKARIA

FOR MALI:

POUR LE MALI:

馬利:

За Мали:

POR MALÍ:

MAHAMAR MAIGA

FOR MEXICO:

POUR LE MEXIQUE:

墨西哥:

За Мексику:

POR MÉXICO:

G. MORALES GARZA

FOR MONACO:

POUR MONACO:

摩納哥:

За Монако:

POR MÓNACO:

FOR MOROCCO:

POUR LE MAROC:

摩洛哥:

За Марокко:

POR MARRUECOS:

FOR THE NETHERLANDS:

POUR LES PAYS-BAS:

荷蘭:

За Нидерланды:

POR LOS PAÍSES BAJOS:

For the Kingdom of the Netherlands:
Pour le Royaume des Pays-Bas :

JOHAN KAUFMANN

ADRIAN H. RIJNBERG

FOR NIGERIA:
POUR LA NIGERIA:
奈及利亞:
За Нигерию:
POR NIGERIA:

ETIM INYANG

FOR NORWAY:
POUR LA NORVÈGE:
挪威:
За Норвегию:
POR NORUEGA:

ROLF NORMAN TORGENSEN

FOR PERU:
POUR LE PÉROU:
祕魯:
За Перу:
POR EL PERÚ:

ENRIQUE LAFOSSE

FOR THE PHILIPPINES:
POUR LES PHILIPPINES:
菲律賓:
За Филиппины:
POR FILIPINAS:

BALTAZAR AQUINO
ROMEO FLORES EDU

FOR POLAND:
POUR LA POLOGNE:
波蘭:
За Польшу:
POR POLONIA:

JÓZEF WOJCIECHOWSKI

FOR PORTUGAL:

POUR LE PORTUGAL:

葡萄牙:

За Португалию:

FOR PORTUGAL:

ARMANDO DE PAULA COELHO
ANTONIO BRITO DA SILVA

FOR THE REPUBLIC OF KOREA:

POUR LA RÉPUBLIQUE DE CORÉE:

大韓民國:

За Корейскую Республику:

FOR LA REPÚBLICA DE COREA:

TONG UN PARK

FOR ROMANIA:

POUR LA ROUMANIE:

羅馬尼亞:

За Румынию:

FOR RUMANIA:

VICTOR MATEEVICI

FOR SAN MARINO:

POUR SAINT-MARIN:

聖馬利諾:

За Сан-Марино:

FOR SAN MARINO:

WILHELM MULLER-FEMBECK

FOR SAUDI ARABIA:

POUR L'ARABIE SAOUDITE:

沙烏地阿拉伯:

За Саудовскую Аравию:

FOR ARABIA SAUDITA:

ABDUL MUNEM BAS

FOR SPAIN:
POUR L'ESPAGNE:
西班牙:
За Испанию:
POR ESPAÑA:

JOAQUÍN BUÑO-DULCE
M. DE C. F.

FOR THE SUDAN:
POUR LE SOUDAN:
蘇丹:
За Судан:
POR EL SUDÁN:

ALI YASSIN

FOR SWEDEN:
POUR LA SUÈDE:
瑞典:
За Швецию:
POR SUECIA:

BERTIL G. HOLMQUIST

FOR SWITZERLAND:
POUR LA SUISSE:
瑞士:
За Швейцарию:
POR SUIZA:

OSCAR SCHÜRCH

FOR THAILAND:
POUR LA THAÏLANDE:
泰國:
За Таиланд:
POR TAILANDIA:

MANU AMATAYAKUL

FOR TURKEY:

POUR LA TURQUIE:

土耳其:

За Турцию:

POR TURQUÍA:

GÜLTEKIN TOPCAM

FOR THE UKRAINIAN SOVIET SOCIALIST REPUBLIC:

POUR LA RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE D'UKRAINE:

烏克蘭蘇維埃社會主義共和國:

За Украинскую Советскую Социалистическую Республику:

POR LA REPÚBLICA SOCIALISTA SOVIÉTICA DE UCRANIA:

MAKAR MAKAROVITCH YASHNIK

FOR THE UNION OF SOVIET SOCIALIST REPUBLICS:

POUR L'UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES:

蘇維埃社會主義共和國聯邦:

За Союз Советских Социалистических Республик:

POR LA UNIÓN DE REPÚBLICAS SOCIALISTAS SOVIÉTICAS:

BORIS TIKHONOVICH SHUMILIN

FOR THE UNITED ARAB REPUBLIC:

POUR LA RÉPUBLIQUE ARABE UNIE:

阿拉伯聯合共和國:

За Объединенную Арабскую Республику:

POR LA REPÚBLICA ARABE UNIDA:

MAHMOUD YOUNIS EL ANSARY

YOUSSEF EZZELDINE

FOR THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND:

POUR LE ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD:

大不列顛及北愛爾蘭聯合王國:

За Соединенное Королевство Великобритании и Северной Ирландии:

POR EL REINO UNIDO DE GRAN BRETAÑA E IRLANDA DEL NORTE:

JAMES RICHARD MADGE

FOR THE UNITED STATES OF AMERICA:

POUR LES ETATS-UNIS D'AMÉRIQUE:

美利堅合衆國:

За Соединенные Штаты Америки:

POR LOS ESTADOS UNIDOS DE AMÉRICA:

WILLIAM J. STIBRAVY

CHARLES W. PRISK

HENRY H. KELLY

FOR VENEZUELA:

POUR LE VENEZUELA:

委內瑞拉:

За Венесуэлу:

POR VENEZUELA:

FRANCISCO AZPURUA ESPINOZA

FOR YUGOSLAVIA:

POUR LA YOUGOSLAVIE:

南斯拉夫:

За Югославию:

POR YUGOSLAVIA:

LAZAR MOJSOV