19. Convention on Road Traffic

Vienna, 8 November 1968

ENTRY INTO FORCE: 21 May 1977, in accordance with article 47(1).

REGISTRATION: 21 May 1977, No. 15705.

STATUS: Signatories: 36. Parties: 91.

TEXT: United Nations, *Treaty Series* , vol. 1042, p. 17; and depositary notification C.N.19.1992.TREATIES-1 of 3 March 1992 (amendments); C.N.120.1993.TREATIES-2 of 6 August 1993 (acceptance of the amendments); C.N.924.2004.TREATIES-4 of 28 September 2004 (proposal of amendments) and C.N.998.2005.TREATIES-3 of 29 September 2005 (acceptance of amendments); C.N.569.2014.TREATIES-XI-B-19 of 23 September 2014 (proposal of amendments to articles 8 and 39 of the Convention) and CN.529.2015.Reissued.06102015-Eng.TREATIES-XI-B-19 (reissued) of 6 October 2015 (acceptance of amendments to articles 8 and 39 of the Convention)[2]; C.N.162.2015.TREATIES-XI-B-19 of 19 March 2015 (proposal of amendment to paragraph 1 of Annex 2 to the Convention)[3] and C.N.155.2016.TTREATIES-XI.B.19 of 8 April 2016 (Acceptance); CN.5.2021.Reissued.15012021.TREATIES-XI-B-19 of 14 January 2021 (Amendment to article 1 and new article 34 bis)[4] and C.N.26.2022.TREATIES-XI.B.19 of 21 January 2022 (Acceptance); C.N.138.2023.TREATIES-XI.B.19 of 9 August 2023 (Proposal of amendments to articles 25 bis and 32, and to annexes 1 and 5)[5] and and C.N.322.2024.TREATIES-XI.B.19 of 16 August 2024 (Acceptance).[6]

Note: The Convention was prepared and opened for signature by the United Nations Conference on Road Traffic, held at Vienna from 7 October to 8 November 1968. It was convened by the Secretary-General of the United Nations pursuant to resolutions 1129 (XLI) and 1203 (XLII)[1] adopted by the Economic and Social Council of the United Nations on 27 July 1966 and 26 May 1967, respectively. The Conference also prepared and opened for signature the Convention on Road Signs and Signals (see chapter XI.B-20) and adopted the Final Act.

Participant[7]	*Signature*	*Accession(a), Succession(d), Ratification*
Albania		29 Jun 2000 a
Andorra		25 Sep 2024 a
Armenia		8 Feb 2005 a
Austria	8 Nov 1968	11 Aug 1981
Azerbaijan		3 Jul 2002 a
Bahamas (The)		14 May 1991 a
Bahrain		4 May 1973 a
Belarus	8 Nov 1968	18 Jun 1974
Belgium	8 Nov 1968	16 Nov 1988
Benin		7 Jul 2022 a
Bosnia and Herzegovina[8]		1 Sep 1993 d
Brazil	8 Nov 1968	29 Oct 1980
Bulgaria	8 Nov 1968	28 Dec 1978
Cabo Verde		12 Jun 2018 a
Central African Republic		3 Feb 1988 a
Chile	8 Nov 1968	
Costa Rica	8 Nov 1968	
Côte d'Ivoire		24 Jul 1985 a
Croatia[8]		23 Nov 1992 d
Cuba		30 Sep 1977 a
Czech Republic[9]		2 Jun 1993 d
Democratic Republic of the Congo		25 Jul 1977 a
Denmark[10]	8 Nov 1968	3 Nov 1986
Ecuador	8 Nov 1968	
Egypt		15 Dec 2023 a
El Salvador		27 Aug 2024 a
Estonia		24 Aug 1992 a
Ethiopia		25 Aug 2021 a
Finland	16 Dec 1969	1 Apr 1985
France	8 Nov 1968	9 Dec 1971
Georgia		23 Jul 1993 a
Germany[11,12]	8 Nov 1968	3 Aug 1978
Ghana	22 Aug 1969	
Greece		18 Dec 1986 a
Guyana		31 Jan 1973 a
Holy See	8 Nov 1968	
Honduras		3 Feb 2020 a

Participant[7]	*Signature*	*Accession(a), Succession(d), Ratification*
Hungary	8 Nov 1968	16 Mar 1976
Indonesia	8 Nov 1968	
Iran (Islamic Republic of)	8 Nov 1968	21 May 1976
Iraq		1 Feb 2017 a
Israel	8 Nov 1968	11 May 1971
Italy	8 Nov 1968	2 Oct 1996
Kazakhstan		4 Apr 1994 a
Kenya		9 Sep 2009 a
Kuwait		14 Mar 1980 a
Kyrgyzstan		30 Aug 2006 a
Latvia		19 Oct 1992 a
Liberia		16 Sep 2005 a
Liechtenstein		2 Mar 2020 a
Lithuania		20 Nov 1991 a
Luxembourg	8 Nov 1968	25 Nov 1975
Maldives		9 Jan 2023 a
Mexico	8 Nov 1968	
Monaco		6 Jun 1978 a
Mongolia		19 Dec 1997 a
Montenegro[13]		23 Oct 2006 d
Morocco		29 Dec 1982 a
Myanmar		26 Jun 2019 a
Netherlands (Kingdom of the)[14]		8 Nov 2007 a
Niger		11 Jul 1975 a
Nigeria		18 Oct 2018 a
North Macedonia[8,15]		18 Aug 1993 d
Norway	23 Dec 1969	1 Apr 1985
Oman		9 Jun 2020 a
Pakistan		19 Mar 1986 a
Peru		6 Oct 2006 a
Philippines	8 Nov 1968	27 Dec 1973
Poland	8 Nov 1968	23 Aug 1984
Portugal	8 Nov 1968	30 Sep 2010
Qatar		6 Mar 2013 a
Republic of Korea[16]	29 Dec 1969	
Republic of Moldova		26 May 1993 a
Romania	8 Nov 1968	9 Dec 1980
Russian Federation	8 Nov 1968	7 Jun 1974
San Marino	8 Nov 1968	20 Jul 1970
Saudi Arabia		12 May 2016 a
Senegal		16 Aug 1972 a
Serbia[8]		12 Mar 2001 d
Seychelles		11 Apr 1977 a
Slovakia[9]		1 Feb 1993 d
Slovenia[8]		6 Jul 1992 d
South Africa		1 Nov 1977 a
Spain	8 Nov 1968	
State of Palestine		11 Nov 2019 a
Sweden	8 Nov 1968	25 Jul 1985
Switzerland	8 Nov 1968	11 Dec 1991
Tajikistan		9 Mar 1994 a
Thailand	8 Nov 1968	1 May 2020
Tunisia		5 Jan 2004 a
Türkiye		22 Jan 2013 a
Turkmenistan		14 Jun 1993 a
Uganda		23 Aug 2022 a
Ukraine	8 Nov 1968	12 Jul 1974
United Arab Emirates		10 Jan 2007 a
United Kingdom of Great Britain and Northern Ireland[17,18]	8 Nov 1968	28 Mar 2018
Uruguay		8 Apr 1981 a
Uzbekistan		17 Jan 1995 a
Venezuela (Bolivarian Republic of)	8 Nov 1968	
Viet Nam[19]		20 Aug 2014 a
Zimbabwe		31 Jul 1981 a

Declarations and Reservations [20]

(Unless otherwise indicated, the declarations and reservations were made upon ratification, accession or succession.)

BELARUS

The Byelorussian Soviet Socialist Republic does not consider itself bound by the provisions of article 52 of the Convention on Road Traffic stating 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.

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 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.

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).

BELGIUM[21]

Reservations to article 10 (3) and 18 (3).

BRAZIL[22]

- Article 20, paragraph 2 (a) and (b);
- Article 23, paragraph 2 (a);
- Article 40;
- Article 41, paragraph 1 (a), (b) and (c) (partial reservations);
- Annex 5, paragraph 5 (c); and
- Annex 5, paragraphs 28, 39 and 41 (partial reservations).

(a) Brazil's partial reservation to chapter IV (Drivers of Motor Vehicles), article 41 (Validity of Driving Permits), paragraphs 1 (a), (b), and (c), refers to the fact that drivers issued permits in left-hand drive countries cannot drive in Brazil before taking a road test for right-hand driving.

(b) The partial reservation to Annex 5 (Technical Conditions Concerning Motor Vehicles and Trailers), chapter II (Lights and reflecting devices), paragraph 28, is against the triangular form of the reflex reflectors required for every trailer, inconvenient for Brazil since the triangular shape is used for emergency signal devices to alert drivers ahead on the road.

(c) In Annex 5, chapter II, paragraph 39, Brazil's reserva- tion refers solely to the amber colour of the direction-indicators, since only red lights should be used at the rear of vehicles.

(d) The partial reservation made to Annex 5, paragraph 41, refers to the fact that in Brazil reversing lights fitted on motor vehicles shall emit only white light.

- Pursuant to the provisions of chapter IV, article 41, para- graph 2 (b), Brazil refuses to recognize the validity in its territory of driving permits held by persons under eighteen years of age.
- Pursuant to the provisions of chapter IV, article 41, paragraph (c), Brazil, referring to annexes 6 and 7 covering models of domestic driving permits, refuses to recognize the validity in its territory for the driving of motor vehicles or combinations or vehicles in Categories C, D, and E of driving permits held by persons under twenty-one yearsof age.

BULGARIA[23]

The People's Republic of Bulgaria does not consider itself bound by the provisions of article 52 of the Convention on road traffic stating that disputes which relate to interpretation or application of the Convention may be refered, at the request of any one of the Parties, to the International Court of Justice.

The People's Republic of Bulgaria 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.

The People's Republic of Bulgaria 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.

In the People's Republic of Bulgaria mopeds are treated as motor cycles for the purposes of the application of the Convention on Road Traffic (art. 54, para. 2).

CÔTE D'IVOIRE

Pursuant to article 54, paragraph 1, [of the Convention] the Republic of the Ivory Coast does not consider itself bound by the provisions of article 52, under which "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".

CUBA

The Republic of Cuba declares that the provisions of article 45, paragraph 1, of the Convention, which deals with matters affecting the interests of all States, are of a discriminatory nature in that they preclude the right of a number of States to become signatories and parties to the Convention, contrary to the principle of sovereign equality of States.

The Republic of Cuba declares that the provisions of article 46 of the Convention, are not applicable as they are contrary to the Declaration on the Granting of Independence to Colonial Countries and Peoples (resolution 1514), adopted by the United Nations General Assembly on 14 December 1960, which proclaims the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

The Revolutionary Government of the Republic of Cuba does not consider itself bound by the provisions of article 52 of the Convention on Road Traffic regarding the referral to the International Court of Justice of any dispute with another Con- tracting Party.

The Republic of Cuba declares that it treats mopeds as motor cycles, in accordance with article 54 (2) of the Convention.

CZECH REPUBLIC[9]

DENMARK

Article 18, paragraph 2 according to which road users coming from a path or graved track shall give way to vehicles on the road.

Article 33, paragraph 1 (d) according to which it shall be permissible to use parking light also when driving outside a built-up area.

Annex 5, 17 (c) according to which the total permissible weight of a trailer without a service brake may not exceed half the sum of the hauling vehicle's unladen weight and the driver's weight.

Article 54, paragraph 2: for the purposes of the Convention Denmark treats mopeds whose maximum design speed exceeds 30 km per hour as motor cycles.

EL SALVADOR

… the Government of the Republic of El Salvador declares that it does not consider itself bound by Article 52 of the Convention, concerning referral to the International Court of Justice.

ESTONIA[24]

"Estonia does not consider itself bound by article 52 of the Convention."

FINLAND[25]

"1. *With respect to Article 11 paragraph 1 (a) (Overtaking):*

Finland reserves the right to provide in Finnish law that in Finland drivers of cycles and mopeds may always

overtake other vehicles than cycles or mopeds from the right;

"2. *With respect to Article 18 paragraphs 2 and 3 (Obligation to give way):*

Finland reserves the right to provide in Finnish law that in Finland every driver emerging from a path or an earth-track on to a road other than a path or an earth-track or emerging on to a road from property boarding there on shall give way to all traffic travelling on that road. (Since the Convention provides that the right of way shall be given to "vehicles", while in Finnish Law such right of way is to be given to all traffic, including pedestrians.) In Finnish law the obligation to give way is of wider appreciation than that of the Convention;

"3. *With respect to Article 33 paragraph 1 (c) and 1 (d) (Use of driving or passing lights):*

Finland reserves the right to provide in Finnish law that in a motor-driven vehicle driving lights, passing lights or running lights must always be switched on when driving outside built-up areas. Driving or passing lights must be used in every vehicle when it is being driven in darkness or in dim light or when visibility is inadequate on account of weather or some other reason. Fog lights may only be used in fog or heavy rain or snowfall. In that case their use is allowed as a substitute for passing lights provided that position lights are simultaneously on."

"Finland does not consider itself to be bound by the provision in Annex 3 paragraph 4 a) concerning the minimum dimensions of the axes of the ellipse of the distinguishing sign on other motor vehicles and their trailers."

GERMANY[11]

Article 18, paragraph 3, applies in the Federal Republic of Germany in accordance with paragraph 15 of the annex to the European Agreement of 1 May1971 supplementing the Convention on Road Traffic.

The Federal Republic of Germany does not consider itself bound by article 23, paragraph 3, sub-paragraph (c), No. (v).

The Federal Republic of Germany does not consider itself bound by article 31, paragraph 1, sub-paragraph (d).

The Federal Republic of Germany reserves the right of continuing to make entries of the kind mentioned in article 42, paragraph 1, sub-paragraph (c) also in foreign domestic driving permits.

The Federal Republic of Germany reserves the right in international transport

(a) of requiring of foreign lorries the same minimum engine performance as of German vehicles,

(b) of not admitting to traffic motor vehicles

- equipped with studded tyres,
- exceeding the maximum permissible weight and the maximum axle load permitted in the Federal Republic of Germany or not complying with the provisions on the placement on the vehicles of these figures,
- not equipped with a tachograph (control device) of the prescribed type.

The Federal Republic of Germany does not consider itself bound by the first half-sentence of paragraph 11 of annex 5.

The Federal Republic of Germany does not consider itself bound by paragraph 58 of annex 5.

With reference to the notification, made upon signature of the Convention on Road Traffic done at Vienna on 8 November 1968, according to which the distinguishing sign of the Federal Republic of Germany would be the letter "D", the Government of the Federal Republic of Germany declares that the said notification was made for the whole area which through the ratification of the Convention by the Federal Republic of Germany fell within the purview of the said Convention.

Pursuant to the provisions of articles 3 (5) and 54 (2) of the Convention on Road Traffic, the Government of the Federal Republic of Germany shall treat mopeds as motor cycles for the purpose of the application of the Convention.

HONDURAS[26]

The Republic of Honduras does not consider itself bound by the following provisions of the articles and annexes contained in the Convention on Road Traffic:

1. Chapter IV, article 41, paragraph 5, relating to the second annex 6 to the 1968 Convention on Road Traffic, which in its paragraphs 8 and 9 contains the categories DE and D1E concerning units for the carriage of persons that can be coupled to a trailer.

2. Article 30, paragraph I, relating to annex 6, paragraphs 8 and 9, on weights expressly stipulated as maximum masses.

3. Annex 1, paragraph l, relating to annex 5, chapter II, paragraph 42, concerning vehicle dimensions.

4. Chapter IV, article 41, subparagraphs (b) and (c), concerning the minimum age for obtaining a permit for the first time.

The Republic of Honduras shall, with respect to the above-mentioned partial reservations, apply the provisions of articles 11, 12, 13, 14, 15, 28 and 35, paragraph 2, and the other applicable provisions concerning vehicle dimensions contained in the Central American Agreement on Road Traffic.

HUNGARY[27]

1. The wording of article 45, paragraph 1, of the Convention is at variance with the purposes and principles ex pressed 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 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.

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 Agree- ment supplementary thereto.

INDONESIA

"Indonesia does not consider itself bound by article 52.

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

KUWAIT[28]

"It is the understanding of the State of Kuwait that its accession to the said Convention does not imply recognition of Israel, or accepting any obligation towards it emanating from the provisions of the said Convention."

LIECHTENSTEIN

"The Principality of Liechtenstein applies article 18, paragraph 3, in accordance with the item number 15 of the annex to the European Agreement of 1 May 1971 supplementing the Convention on Road Traffic."

"The Principality of Liechtenstein reserves the right to only require vehicles with an engine to be equipped with a bell or any other audible warning device."

"The Principality of Liechtenstein recognizes in international traffic all registration certificates issued by the Contracting Parties according to chapter III of the Convention, when such certificates do not prohibit the admission of the vehicles to the territory of the State that issued the certificates."

"According to annex 1, paragraph 1, a Contracting Party may refuse to admit to its territory in international traffic only motor vehicles, trailers and combinations of vehicles whose overall weight or weight per axle or dimensions exceed the limits fixed by its domestic legislation. The Principality of Liechtenstein therefore considers any application of this paragraph by a Contracting Party to refuse admission in international traffic to motor vehicles, trailers and combinations of vehicles whose overall weight or weight per axle or dimensions do not exceed the limits fixed by its domestic legislation to be inconsistent with the principles of territoriality and non-discrimination implicit in annex 1, paragraph 1; in such cases, the Principality of Liechtenstein reserves the right to take all appropriate measures to defend its interests."

LITHUANIA

"The Republic of Lithuania does not consider itself bound by article 52 of the Convention."

MONACO

In accordance with the provisions of article 54 (2) of the Convention, the Government of His Excellency the Prince of Monaco has decided, within the framework of its national regulations, to treat mopeds as motorcycles.

MOROCCO

Morocco does not consider itself bound by article 52 of the said Convention.

Morocco will treat mopeds as motor cycles.

MYANMAR

"… the Government of the Republic of the Union of Myanmar makes [a] reservation in relation to article 52 of [the] Vienna Convention on Road Traffic [of] 1968…"

NORWAY

"In accordance with their articles 46 (1) and 38 (1), respect- ively, the Convention on Road Traffic and the Convention on Road Signs and Signals shall for the present not become applicable to the territories of Svalbard and Jan Mayen."

"The Government of Norway shall not be bound by the provisions in Article 3, Article 8 (5), Article 18 (2), Article 18 (3) and Article 33 (1) (c) and (d)" [of the Convention on Road Traffic]."

OMAN

... [the Government of Oman makes] a reservation with regard to Article 52 of [the] Convention.

POLAND[29]

QATAR

The State of Qatar does not consider itself bound by article 52 of the Convention, concerning referral to the International Court of Justice.

ROMANIA

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

Upon ratification:

"1. The Socialist Republic of Romania considers that the provisions of article 45 of the Convention on Road Traffic and of article 37 of the Convention on Road Signs and Signals are not in keeping with the principle according to which the international treaties whose object and purpose are of interest to the international community as a whole, should be opened to universal participation.

"2. The Socialist Republic of Romania considers that maintaining the state of dependence of some territories to which reference is made in article 46 of the Convention of Road Traffic, article 38 of the Convention on Road Signs and Signals, article 3 of the European Agreement supplementing the Convention of Road Traffic and article 3 of the European Agreement supplementing the Convention on Road Signs and Signals are not in keeping with the United Nations Charter and with the documents adopted by the U.N. concerning the granting of independence to the colonial countries and peoples, including the Declaration on the principles of international law concerning the friendly relations and the co-operation between States according to the United Nations Charter, and which has unanimously been adopted by the United Nations General Assembly resolution No. 2625 (XXV) of 24 October 1970 and which solemnly proclaims the States' obligation to further the implementation of the principle of equal rights for the peoples and their right to dispose of themselves, in order to put a speedy end to colonialism."

Reservations:

The Socialist Republic of Romania does not consider itself bound by the provisions of article 52 of the Convention according to which any dispute between two or more Contracting Parties which relates to the interpretation or application of the Convention and which the Partieunable to settle by negotiation or other means may be referred to the International Court of Justice at the request of any of the interested Contracting Parties.

The Socialist Republic of Romania considers that such disputes may be referred to the International Court of Justice for decision only with the consent of all Parties in dispute, for each case individually.

RUSSIAN FEDERATION[30]

[Same reservation and declarations, mutatis mutandis, as those reproduced under "Belarus".]

SAUDI ARABIA

"... the Kingdom does not consider itself bound by Article 52 of this Conveniton."

SLOVAKIA[9]

SOUTH AFRICA

"The Republic of South Africa does not consider itself bound by article 52 of the aforesaid Convention".

SPAIN

In accordance with article 54, [. . .] Spain does not consider itself bound by article 52 and enters a reservation with respect to article 46.

SWEDEN

"(1) Instead of article 18, paragraph 3, of the Convention Sweden will apply the dispositions of paragraph 15 to the Annex of the European Agreement supplementing the Convention on Road Traffic.

"(2) With respect to article 33, paragraph 1 (c) and (d), parking lights only may never be used when driving. Dipped head lights, position lights or other lights sufficient to enable the other road-users to notice the vehicle shall be used even when driving in daylight.

"With respect to article 52, Sweden opposes that disputes in which it is involved shall be referred to arbitration."

SWITZERLAND[31]

...

Switzerland applies article 18, paragraph 3, in accordance with the in number 15 of the annex to the European Agreement of 1 May 1971 supplementing the Convention on Road Traffic.

Switzerland recognizes in international traffic all registration certificates issued by the Contracting Parties according to chapter III of the Convention, when such certificates do not prohibit the admission of the vehicles to the territory of the State that issued the certificates.

According to annex 1, paragraph 1, a Contracting Party may refuse to admit to its territory in international traffic only motor vehicles, trailers and combinations of vehicles whose overall weight or weight per axle or dimensions exceed the limits fixed by its domestic legislation. Switzerland therefore considers any application of this paragraph by Contracting Party to refuse admission in international traffic to motor vehicles, trailers and combinations of vehicles whose overall weight or weight per axle or dimensions do not exceed the limits fixed by its domestic legislation to be inconsistent with the principles of territoriality and non-discrimination implicit in annex 1, paragraph 1; such cases, Switzerland reserves the right to take all appropriate measures to defend its interests.

THAILAND

"Thailand will not be bound by article 52 of this Convention.

"Thailand will consider mopeds as motor-cycles."

“The Government of the Kingdom of Thailand […] declares that, in accordance with paragraph 1 of Article 54 of the Convention, the Kingdom of Thailand does not consider itself bound by Article 52 of this Convention.”

“[I]n accordance with paragraph 2 of Article 54 of the Convention, the Kingdom of Thailand declares that, for the purposes of the application of this Convention, it treats mopeds as motor cycles (Article 1 (n))”.

TUNISIA

In ratifying the accession to the Convention on Road Traffic concluded at Vienna on 8 November 1968, the Republic of Tunisia declares that it does not consider itself bound by article 52 of the Convention and affirms that any dispute which relates to the interpretation or application of this Convention may be submitted to arbitration or to the International Court of Justice only after the prior consent of all the Parties concerned.

TÜRKIYE

“Turkish Republic does not consider itself bound by the provision [of] article 52 of [the] Convention on Road Traffic”

UKRAINE[32]

Reservation and declarations made upon signature and confirmed upon ratification:

[Same reservation and declarations, mutatis mutandis, as those reproduced under "Belarus".]

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

"(1) The United Kingdom does not consider itself bound by the provisions of the following Articles:
(i) Article 20(6)(b)
(ii) the second sentence of Article 23(2)(a)
(iii) Article 25 bis (2)
(iv) Article 32(6), (8), (9) and (10)

(2) In relation to Article 30(4), the United Kingdom does not consider itself bound by the requirements of this provision in so far as it relates to loads projecting up to 2m from the front or rear of vehicles.

(3) In relation to Article 41, the United Kingdom reserves the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in the UK, if (i) the vehicle is used for the carriage of persons for hire or reward or for the carriage of goods and (ii) the driver of such a vehicle would, by the domestic legislation of the UK, be required to have a special vocational licence.

(4) The United Kingdom reserves the right, for the purposes of the application of the Convention, to treat certain categories of Electrically Assisted Pedal Cycles, as cycles."

"(1) The United Kingdom declares that it is compliant with many of the Rules of the Road in Chapter II of the Convention through the Highway Code, which applies in Great Britain, and the Highway Code for Northern Ireland.

(2) In accordance with Article 54(2), the United Kingdom declares that, for the purposes of the application of the Convention, it treats mopeds as motorcycles.

(3) The United Kingdom declares that the ratification of this Convention only applies to the Metropolitan United Kingdom and does not apply to any Crown Dependency or Overseas Territory unless the United Kingdom makes an express declaration under Article 46(1), and that, untilsuch a declaration is made, the Convention on Road Traffic made at Geneva in 1949 and the International Convention Relative to Motor Traffic made at Paris in 1926 will continue in force in relations between the contracting parties to those Conventions and the Crown Dependencies and Overseas Territories."

URUGUAY

[Uruguay] will treat mopeds as motor cycles for the purposes of the application of the Convention.

VIET NAM

“Pursuant to Article 54, paragraph 1 of the Convention, the Socialist Republic of Viet Nam declares that it does not consider itself bound by Article 52 of the Convention.”

ZIMBABWE[33]

"For the purpose of the application of the Convention, Zimbabwe will treat mopeds as motor cycles."

Distinguishing Sign of Vehicles in International Traffic [article 45 (4) and article 46 (3)] (Distinctive letters notified to the Secretary-General)[20]

Aland[34]	AX
Albania	AL
Andorra	AND
Armenia	AM
Austria	A
Azerbaijan	AZ
Bahrain	BRN
Bailiwick of Guernsey	GBG
Bailiwick of Jersey	GBJ
Belarus[35]	BY
Belgium	B
Bosnia and Herzegovina	BIH
Brazil	BR
Bulgaria	BG
Cabo Verde	CV
Central African Republic	RCA
Côte d'Ivoire	CI
Croatia	HR
Czech Republic[9]	CZ
Democratic Republic of the Congo	ZRE
Denmark	DK
Egypt	EG
Estonia[24]	EST
Finland[34,36]	FIN
France[37]	F
Georgia	GE
Germany[11]	D
Gibraltar	GBZ
Greece	GR
Guyana	GUY
Hungary	H
Iran (Islamic Republic of)	IR
Israel	IL
Italy	I
Kazakhstan	KZ
Kenya	E.A.K.
Kuwait	KWT
Kyrgyzstan	KG
Latvia	LV
Liechtenstein	FL
Lithuania	LT
Luxembourg	L

Monaco ..... MC
Mongolia ..... MGL
Montenegro ..... MNE
Morocco ..... MA
Myanmar ..... MYA
Niger ..... RN
Norway ..... N
Pakistan ..... PK
Philippines ..... RP
Poland ..... PL
Republic of Moldova ..... MD
Romania ..... RO
Russian Federation[30] ..... RUS
San Marino ..... RSM
Senegal ..... SN
Serbia ..... SRB
Seychelles ..... SY
Slovakia[9] ..... SK
Slovenia ..... SLO
South Africa ..... ZA
State of Palestine ..... PS
Sweden ..... S
Switzerland ..... CH
Tajikistan ..... TJ
Thailand ..... T
The former Yugoslav Republic of Macedonia[8,15] ..... MK
Tunisia ..... TN
Turkmenistan[38] ..... TM
Ukraine[32] ..... UA
United Kingdom of Great Britain and Northern Ireland[39] ..... UK
Uruguay ..... ROU
Uzbekistan ..... UZ
Viet Nam[19] ..... VN
Zimbabwe ..... ZW

Notes:

[1] *Official Records of the Economic and Social Council, Forty-first Session, Supplement No. 1* (E/4264), p. 36, and *ibid., Forty-second Session, Supplement No. 1* (E/4393), p. 22.

[2] On 17 September 2015, the Governments of Finland and of Switzerland informed the Secretary-General that they accept the proposed amendments to articles 8 and 39 of the Convention which were transmitted by depositary notification CN.529.2015.Reissued.06102015-Eng.TREATIES-XI-B-19 of 6 October 2015.

[3] The Government of Switzerland informed the Secretary-General that it accepts the proposed amendment to paragraph 1 of Annex 2 of the Convention which was transmitted by

depositary notification C.N.162.2015.TREATIES-XI.B.19 of 19 March 2015.

[4] The Governments of Finland, Switzerland, the United Kingdom of Great Britain and Northern Ireland and the Netherlands informed the Secretary-General on 18 November 2021, 15 December 2021, 11 January 2022 and 13 January 2022, respectively, that they accept the proposed amendment to article 1 and the new article 34 bis to the Convention which were transmitted by depositary notification C.N.5.2021.Reissued.15012021.TREATIES-XI.B.19 of 14 January 2021.

See CN.379.2021.TREATIES-XI.B.19 of 22 November 2021 (Finland), CN.397.2021.TREATIES-XI.B.19 of 16 December 2021 (Switzerland), CN.22.2022.TREATIES-XI.B.19 of 12 January 2022 (United Kingdom of Great Britain and Northern Ireland) and CN.23.2022.TREATIES-XI.B.19 of 14 January 2022 (Netherlands (for the European part of the Netherlands)).

[5] On 22 July 2024, the Government of Finland informed the Secretary-General that it accepts the amendments that were transmitted by depositary notification C.N.138.2023.TREATIES-XI.B.19 of 9 August 2023.

The Government of Finland furthermore informed the Secretary-General that "… Finland does not consider itself bound by the provisions of Article 32, paragraph 14, sub-paragraph a of the Convention as regards the use of displaying a red special warning lamp in traffic". (See depositary notification C.N.294.2024.TREATIES-XI.B.19 of 25 July 2024)

On 25 July 2024, the Government of the Kingdom of the Netherlands informed the SecretaryGeneral that it accepts, for the European part of the Netherlands, the proposed amendments to articles 25 bis and 32 of the Convention, and to annexes 1 and 5 to the Convention, which were transmitted by depositary notification C.N.138.2023.TREATIES-XI.B.19 of 9 August 2023. (See depositary notification C.N.308.2024.TREATIES-XI.B.19 of 25 July 2024)

[6] Amendments proposed by the Government of Poland were circulated by the Secretary-General on 3 March 1993. Less that one-third of the Contracting Parties having informed the Secretary-General that they rejected the said proposed amendments within the period of twelve months following the date of the depositary notification (3 March 1993), the amendments were deemed to have been accepted. The Amendments entered into force on 3 September 1993 for all Contracting Parties except for the following States with respect to which only those amendments which these Parties have not rejected, will enter into force:

Denmark (26 February 1993):

"The Government of Denmark can accept the proposed amendments except for the following provisions which have to be rejected:

- Article 25, paragraph 2, according to which drivers emerging on to a motorway shall give way to vehicles travelling on it;

- Article 32, paragraph 4, concerning the use of fog lamps;

- Article 32, paragraph 7, concerning the use of driving lights;

- Annex 6, item 4, on numbering on driving permits and, consequently, article 43, paragraph 2, in so far as it refers to annex 6."

Finland (26 February 1993):

"Finland accepts the proposed amendments to the Convention on Road Traffic, but wishes to inform the Depositary and the Contracting Parties, that if the amendments are deemed accepted, Finland will make the following reservations pursuant to article 54, paragraph 5, of the Convention:

1. Finland does not consider itself to be bound by the proposed amendment to article 18, paragraph 7, of the Convention.

2. Finland does not consider itself to be bound by the proposed amendment to article 25, paragraph 2, of the Convention.

3. Finland does not consider itself to be bound by the first sentence of the proposed amendment to article 32, paragraph 6, of the Convention."

Germany (2 March 1993):

The Federal Republic of Germany is able to approve the proposed amendments of Poland withte followng reservations:

1. Reservation concerning article 13, paragraph 2

The Federal Republic of Germany, in its national law, reserves the right not to set speed limits for certain categories of roads.

2. Reservation concerning article 19, sub-paragraph (d)

The Federal Republic of Germany does not consider itself bound by the amendments to article 19, subparagraph (d), of the Convention.

(*Subsequently, on 30 November 1993, the Government of Germany notified the Secretary-General that it was withdrawing the reservation No. 2.*)

3. Reservation concerning article 23, paragraph 3, subparagraphs (b), (iv) and (c)

The Federal Republic of Germany does not consider itself bound by the amendments to article 23, paragraph 3, subparagraphs (b), (iv) and (c), of the Convention.

4. Reservation concerning article 32, paragraphs 8, 10 (c) and 15

The Federal Republic of Germany does not consider itself bound by article 32, paragraphs 8 and 10 (c), of the Convention. With respect to article 32, paragraph 15, the Federal Republic of Germany reserves the right to use for warning purposes a red light on the front of certain vehicles (for example, school buses).

5. Reservation concerning article 35, paragraph 1 (c) and (d)

The Federal Republic of Germany does not consider itself bound by the amendments to article 35, paragraph 1 (c) and (d) of the Convention.

6. Reservation concerning article 41, paragraph 1 (a)

The Federal Republic of Germany reserves the right, in its national law, not to require the possession of a driving permit for drivers of certain categories of vehicles.

7. Reservation concerning article 41, paragraph 4

The Federal Republic of Germany reserves the right, in its national law, to indicate in some other way on the driving permit restrictions of the driving permit to certain vehicles of a particular category.

8. Reservation concerning annex 6 (Domestic driving permit), paragraph 4 of the Convention

The Federal Republic of Germayoes not consider itselfbound by the numbering of the entries on the driving licence in annex 6 (Domestic driving permit), paragraph 4, of the Convention.

Norway (26 February 1993):

"(i) Norway rejects the proposed amendment to the Convention's article 25, paragraph 2, which states that priority should be given to vehicles entering highways, since Norway favours a continued applica tion of the so-called `zip-fastener'-principle, and that (ii) Norway accepts the other amendments proposed by Poland."

Sweden (3 March 1993):

"The Swedish Government wishes to inform the Secretary-General, in his capacity as depositary of the said Convention, of its rejection of the proposed amendment to article 25, paragraph 2 of the Convention."

Other amendments to the Agreement were proposed by various States and adopted as follows:

Object of the amendment:	***Proposed by:***	***Date of circulation and Entry into force:***
Agreement*	Russian Federation	28 September 2004. EIF: 28 Mar 2006

* On 28 September 2005, the Government of Finland notified the Secretary-General, pursuant to article 49 (1) of the Convention that Finland has no objection to the proposed amendments transmitted on 28 September 2004.

The Government of Finland furthermore informed the Secretary-General of the following:

"... the Government of Finland wishes to recall that the acceptance of the amendments shall not affect the reservations made by the Government of Finland to the said Convention.

Also Finland wishes to point out that if the proposed amendments are accepted, the reservation made by the Government of Finland to paragraph 4 a) of the Annex 3 of the 1968 Vienna Convention on Road Traffic shall consequently apply to paragraph 2 subparagraph d (i) of the Annex 33."

[7] Signed on behalf of the Republic of China on 19 December 1969. See note concerning signatures, ratifications, accessions, etc. on behalf of China (note 1 under "China" in the "Historical Information" section in the front matter of this volume.).

With reference to the above-mentioned signature, communications have been addressed to the Secretary-General by the Ministry of Foreign Affairs of Albania and the Permanent Missions to the United Nations of Bulgaria, Mongolia, Romania and the Union of Soviet Socialist Republics, stating that their Governments did not recognize the said signature as valid since the only Government authorized to represent China and to assume obligations on its behalf was the Government of the People's Republic of China.

In letters addressed to the Secretary-General in regard to the above-mentioned communications, the Permanent Representative of China to the United Nations stated that the Republic of China, a sovereign State and Member of the United Nations, had attended the United Nations Conference on Road Traffic 1968, and contributed to the formulation of, and signed the Convention on Road Traffic and the Convention on Road Signs and Signals, and that "any statements or reservations relating to these two Conventions that are incompatible or derogatory to the legitimate position of the Government of the Republic of China shall in no way affect the rights and obligations of the Republic of China as a signatory of the said two Conventions."

[8] The former Yugoslavia had signed and ratified the Convention on 8 November 1968 and 1 October 1976, respectively, adopting the letters”YU” as Distinguishing sign of vehicles in International Traffic pursuant to article 45 (4). See also note 1 under “Bosnia and Herzegovina”, “Croatia”, “former Yugoslavia”, “Slovenia”, “The Former Yugoslav Republic of Macedonia” and “Yugoslavia” in the “Historical Information” section in the front matter of this volume.

[9] Czechoslovakia had signed and ratified the Convention on 8 November 1968 and 7 June 1978, respectively, choosing "CS" as a distinguishing sign of vehicles in international traffic [article 45(4)], with a reservation made upon signature and confirmed upon ratification and a declaration made upon ratification. For the text of the reservation and the declaration, see United Nations, *Treaty Series* , vol. 1092, p. 407.

Subsequently, on 22 January 1991, the Government of Czechoslovakia notified the Secretary-General of its decision to withdraw the reservation with respect to article 52 made upon signature and confirmed upon ratification.

It should be noted that, upon succession, both the Government of Czechoslovakia and the Government of Slovakia had notified that the distinguishing signs chosen in application of article 45 (4), were "CZ" and "SQ", respectively. On 14 April 1993, the Government of Slovakia notified the Secretary-General that it had replaced its distinguishing sign "SQ" with the distinguishing sign "SK".

See also note 1 under “Czech Republic” and note 1 under “Slovakia” in the “Historical Information” section in the front matter of this volume.

[10] In a note accompanying the instrument of ratification, the Government of Denmark stated that "until further notice the [Convention] shall not apply to the Faroe Islands and Greenland".

[11] The German Democratic Republic had acceded to the Convention on 11 October 1973 choosing DDR as a distinguishing sign of vehicles in international traffic [article 45 (4)] and with a declaration. For the text of the declaration, see United Nations, *Treaty Series* , vol. 1042, p. 355. See also note 2 under “Germany” in the “Historical Information” section in the front matter of this volume.

[12] See note 1 under “Germany” regarding Berlin (West) in the “Historical Information” section in the front matter of this volume.

[13] See note 1 under "Montenegro" in the "Historical Information" section in the front matter of this volume.

[14] For the Kingdom in Europe.

[15] On 20 May 1994, the Secretary-General received from the Government of Greece the following objection in respect of the succession of the former Yugoslav Republic of Macedonia to the Convention on Road Traffic:

"The Greek Government objects to the accession of the [former Yugoslav Republic Macedonia] to the Convention on Road Traffic (Vienna, 8 November 1968) and consequently does not regard as valid the notification by which the former Yugoslav Republic of Macedonia indicated the distinguishing sign "MK" it has selected for display on international traffic on vehicles registered by it.

It should also be pointed out that the Government of Greece considers the distinguishing sign selected by the [former Yugoslav Republic of Macedonia] incompatible with Security Council resolution S/RES/817 (1993) adopted on 7 April 1993, concerning the admission of that State to the United Nations, to the extent that it is contrary to the name [former Yugoslav Republic of Macedonia], which must, in accordance with the above-mentioned resolution, be used for all purposes within the United Nations pending settlement of the difference that has arisen over the name of that State.

Furthermore, the Greek Government would like to remind of the fact that accession of the former Yugoslav Republic of Macedonia to Convention on Road Traffic does not imply its recognition on behalf of the Greek Government."

See also note 1 under "Greece" in the "Historical Information" section in the front matter of this volume.

[16] With reference to the signature by the Republic of Korea, communications have been addressed to the Secretary-General by the Ministry of Foreign Affairs of Albania and the Permanent Missions to the United Nations of Mongolia, Romania and the Union of Soviet Socialist Republics, stating that their Governments considered the said signature as illegal, inasmuch as the authorities of South Korea could not act on behalf of Korea.

[17] Notification made upon ratification:

"In accordance with Article 45(4), the United Kingdom notifies the Secretary-General that the distinguishing sign it has selected for display in international traffic on vehicles registered by it is ‘GB’. The UK further notifies the Secretary-General that the distinguishing sign it will use on vehicle registration certificates issued by it, as required by Article 35(1)(c)(i), is ‘UK’."

[18] On 26 February 2019, the Government of the United Kingdom of Great Britain and Northern Ireland notified the Secretary-General that its ratification of the Convention would extend to the territories of Gibraltar, the Bailiwick of Guernsey and the Bailiwick of Jersey, as follows:

“… the Government of the United Kingdom of Great Britain and Northern Ireland wishes that the ratification of the Convention of the United Kingdom of Great Britain and Northern Ireland be extended to apply in respect of the following territories:

Gibraltar

Bailiwick of Guernsey

Bailiwick of Jersey

for whose international relations the United Kingdom is responsible, subject to the terms of the Reservations and Declarations contained [hereinafter].

The Government of the United Kingdom of Great Britain and Northern Ireland considers the extension of the Convention to the territories of Gibraltar, the Bailiwick of Guernsey and the Bailiwick of Jersey to enter into force thirty days after receipt of this notification…

Gibraltar

Reservations

1. Gibraltar does not consider itself bound by the provisions of the following Articles:

a. Article 20(6)(b)

b. the second sentence of Article 23(2)(a)

c. Article 25 bis (2)

d. Article 32(6), (8), (9) and (10)

2. In relation to Article 30(4), Gibraltar does not consider itself bound by the requirements of this provision in so far as it relates to loads projecting up to 2m from the front or rear of vehicles.

3. In relation to Article 41, Gibraltar reserves the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in Gibraltar, if (i) the vehicle is used for the carriage of persons for hire or reward or for the carriage of

goods and (ii) the driver of such a vehicle would, by the domestic legislation of Gibraltar, be required to have a special vocational license.

4. Gibraltar reserves the right, for the purposes of the application of the Convention, to treat certain categories of Electrically Assisted Pedal Cycles, as cycles.

Declarations

1. Gibraltar declares that it is compliant with many of the Rules of the Road in Chapter II of the Convention through the Gibraltar Highway Code.

2. In accordance with Article 54(2), Gibraltar declares that, for the purposes of the application of the Convention it treats mopeds as motorcycles.

Notification

In accordance with Article 46(3), Gibraltar notifies the Secretary-General that the distinguishing sign it has selected for display in international traffic on vehicles registered by it is 'GBZ'.

Bailiwick of Guernsey

Reservations

1. Guernsey does not consider itself bound by the provisions of the following Articles:

a. Article 20(6)(b)

b. the second sentence of Article 23(2)(a)

c. Article 25 bis (2)

d. Article 32(6), (8), (9) and (10)

2. In relation to Article 30(4), Guernsey does not consider itself bound by the requirements of this provision in so far as it relates to loads projecting up to 2m from the front or rear of vehicles.

3. Guernsey reserves the right, for the purposes of the application of the Convention, to treat certain categories of Electrically Assisted Pedal Cycles, as cycles.

Declarations

1. Guernsey declares that it is compliant with many of the Rules of the Road in Chapter II of the Convention through the Guernsey Highway Code.

2. In accordance with Article 54(2), Guernsey declares that, for the purposes of the application of the Convention, it treats mopeds as motorcycles.

Notification

In relation to the Distinguishing Sign, in accordance with Article 46(3), Guernsey wishes tonotify to the Secretary-General that the distinguishing sign it has selected for display in international traffic on vehicles registered by it is 'GBG'.

Bailiwick of Jersey

Reservations

1. Jersey does not consider itself bound by the provisions of the following Articles:

a. Article 20(6)(b)

b. the second sentence of Article 23(2)(a)

c. Article 25 bis (2)

d. Article 32(6), (8), (9) and (10)

2. In relation to Article 30(4), Jersey does not consider itself bound by the requirements of this provision in so far as it relates to loads projecting up to 2m from the front or rear of vehicles.

3. Jersey reserves the right, for the purposes of the application of the Convention, to treat certain categories of Electrically Assisted Pedal Cycles, as cycles.

Declarations

1. Jersey declares that it is compliant with many of the Rules of the Road in Chapter II of the Convention through the Jersey Highway Code.

2. In accordance with Article 54(2), Jersey declares that, for the purposes of the application of the Convention, it treats mopeds as motorcycles.

Notification

In relation to the distinguishing sign in accordance with Article 46(3), Jersey wishes to notify to the Secretary-General that the distinguishing sign it has selected for display in international traffic on vehicles registered by it is 'GBJ'."

[19] Notification made upon accession:

"Pursuant to Article 45, paragraph 4 of the Convention, the Socialist Republic of Viet Nam has selected VN as the distinguishing sign for display in international traffic on vehicles

registered by it, of which the specifications are in accordance with Annex 3 to the Convention."

[20] See also list under the 1949 Convention (chapter XI.B-1).

[21] In application of article 54 (2) of the Convention, this declaration should have been made upon deposit of the instrument of ratification. The ratification was to have become effective on 16 November 1989, and in the absence of objection within a period of 90 days from the date (7 July 1989) when it was circulated by the Secretary-General, the notification was formally deposited as at 5 October 1989.

[22] In a communication received on 14 March 1985, the Government of Brazil notified the Secretary-General of its decision to withdraw the following declaration made upon ratification:

- "Pursuant to the provisions of article 54, paragraph 2, Brazil hereby declares that for the purposes of the application of this Convention, it treats mopeds as motor cycles (article 1 (n))."

The notification specifies that the withdrawal of the declaration is a consequence of a decision taken by the National Road Traffic Council of Brazil, to consider mopeds as now being in the same category as cycles (bicycles and tricycles), in conformity with article 1 (1) of the afore-mentioned Convention.

[23] In a notification received on 6 May 1994, the Government of Bulgaria notified the Secretary-General that it had decided to withdraw the reservation made upon signature and confirmed upon ratification with respect to article 52. For the text of the reservation, see United Nations, *Treaty Series* , vol. 1120, p. 532.

[24] Formerly: "EW" until 31 December 1993.

[25] In a communication received on 20 August 1993, the Government of Finland transmitted the reservation to the Secretariat informing the Secretary-General that its instrument of ratification should have specified that its ratification was made subject to the said reservation, which had not been transmitted to the Secretary-General when the instrument was deposited. No objections on the part of one of the Contracting States, either to the deposit itself or to the procedure envisaged, were received within a period of 90 days from the date of its circulation (1 March 1994) and the said reservation was deemed accepted for deposit upon the expiration of the stipulated period of 90 days, that is to say on 30 May 1994.

[26] The reservations and declaration made by Honduras were accepted in deposit on 19 February 2021 in the absence of objection from Contracting Parties, either to the deposit itself or to the procedure envisaged, within the one-year period from the date of the notification circulating the reservations and declaration.

[27] In a communication received on 8 December 1989, the Government of Hungary notified the Secretary-General that it had decided to withdraw its reservation with respect to article 52 of the Convention made upon ratification. For the text of the reservation, see United Nations, *Treaty Series* , vol. 1042, p. 357.

[28] In a communication received by the Secretary-General on 23 June 1980, the Government of Israel declared the following:

"The Government of Israel has noted the political character of the statement made by the Government of Kuwait. In the view of the Government of Israel, this Convention is not the proper place for making such political pronouncements. Moreover, the said declar ation cannot in any way affect whatever obligations are binding upon Kuwait under general international law or under particular conventions. Insofar as concerns the substance of the matter, the Government of Israel will adopt towards the Government of Kuwait an attitude of complete reciprocity."

[29] On 16 October 1997, the Government of Poland notified the Secretary-General that it had decided to withdraw its reservation with regard to article 52 of the Convention made upon ratification. For the text of the reservation see United Nations, *Treaty Series* , vol. 1365, p. 347.

[30] Formerly: "SU" until 10 March 1993.

[31] In a communication received on 12 December 2005, the Government of Switzerland informed the Secretary-General that it had decided to withdraw its reservation with regard to article 11, paragraph 1 (a) made upon ratification with effect from 28 March 2006. The reservation read as follows:

Switzerland reserves the right to enact, in its domestic legislation, regulations specifying that cyclists and motorcyclists may still overtake a line of motor vehicles on the right.

[32] Formerly: "SU" until 20 January 1994.

[33] In application of article 54 (2) of the Convention, this declaration should have been made upon deposit of the instrument of accession. The accession was to have become effective on 31 July 1982, and in the absence of objection within a period of 90 days from the date (5 April 1982) when it was circulated by the Secretary-General, the notification was formally deposited as at 4 July 1982.

[34] As from 13 September 2025. Previously: "FIN".

On 13 June 2025, the Secretary-General received from the Government of Finland, in accordance with Article 46 (3) and Annex 3 of the Convention, a notification stating that it will change the distinguishing sign it has previously selected for display in international traffic on vehicles registered in the territory of the self-governing and autonomous Åland Islands, from “FIN” to “AX”, and that the distinguish sign “FIN” shall continue to apply to vehicles registered in the mainland of Finland. In accordance with Article 54 (4) of the Convention, this change shall take effect on 13 September 2025.

[35] Formerly: “SU” until 30 September 2004.

[36] Formerly: "SF" until 31 December 1992.

[37] Also applicable to the overseas territories.

[38] Formerly: "TMN" until 14 June 1994.

[39] As from 28 September 2021. Previously: "GB".

On 28 June 2021, the Secretary-General received from the Government of the United Kingdom of Great Britain and Northern Ireland, in accordance with Article 45 (4) and Annex 3 of the Convention, a notification stating that the United Kingdom is changing the distinguishing sign that it had previously selected for display in international traffic on vehicles registered in the United Kingdom, from “GB” to “UK”, and that “this change will apply only to the United Kingdom of Great Britain and Northern Ireland, and will not extend to any territories for the international relations of which the United Kingdom is responsible”. In accordance with Article 54 (4) of the Convention, this change will take effect on 28 September 2021.