

P.Z. br. 813



HRVATSKI SABOR

KLASA: 022-03/19-01/237

URBROJ: 65-19-02

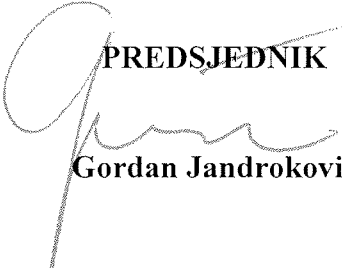
Zagreb, 5. prosinca 2019.

ZASTUPNICAMA I ZASTUPNICIMA
HRVATSKOGA SABORA

PREDSJEDNICAMA I PREDSJEDNICIMA
RADNIH TIJELA

Na temelju članaka 178. i 192., a u svezi članka 207.a Poslovnika Hrvatskoga sabora u prilogu upućujem ***Konačni prijedlog zakona o potvrđivanju Konvencije o cestovnom prometu***, koji je predsjedniku Hrvatskoga sabora podnijela Vlada Republike Hrvatske, aktom od 5. prosinca 2019. godine.

Za svoje predstavnike, koji će u njezino ime sudjelovati u radu Hrvatskoga sabora i njegovih radnih tijela, Vlada je odredila odredila dr. sc. Davora Božinovića, potpredsjednika Vlade Republike Hrvatske i ministra unutarnjih poslova, te Tereziju Gras i Žarka Katića, državne tajnike u Ministarstvu unutarnjih poslova.


PREDSJEDNIK
Gordan Jandroković



VLADA REPUBLIKE HRVATSKE

Klasa: 022-03/19-11/80
Urbroj: 50301-29/23-19-2

Zagreb, 5. prosinca 2019.

PREDSJEDNIKU HRVATSKOGA SABORA

Predmet: Konačni prijedlog zakona o potvrđivanju Konvencije o cestovnom prometu

Na temelju članka 85. Ustava Republike Hrvatske (Narodne novine, br. 85/10 – pročišćeni tekst i 5/14 – Odluka Ustavnog suda Republike Hrvatske) i članka 207.a Poslovnika Hrvatskoga sabora (Narodne novine, br. 81/13, 113/16, 69/17 i 29/18), Vlada Republike Hrvatske podnosi Konačni prijedlog zakona o potvrđivanju Konvencije o cestovnom prometu.

Za svoje predstavnike, koji će u njezino ime sudjelovati u radu Hrvatskoga sabora i njegovih radnih tijela, Vlada je odredila dr. sc. Davora Božinovića, potpredsjednika Vlade Republike Hrvatske i ministra unutarnjih poslova, te Tereziju Gras i Žarka Katića, državne tajnike u Ministarstvu unutarnjih poslova.

 **PREDSJEDNIK**
mr. sc. Andrej Plenković

**KONAČNI PRIJEDLOG ZAKONA O POTVRĐIVANJU
KONVENCIJE O CESTOVNOM PROMETU**

KONAČNI PRIJEDLOG ZAKONA O POTVRĐIVANJU KONVENCIJE O CESTOVNOM PROMETU

I. USTAVNA OSNOVA

Ustavna osnova za donošenje Zakona o potvrđivanju Konvencije o cestovnom prometu, sadržana je u odredbi članka 140. stavka 1. Ustava Republike Hrvatske (Narodne novine, br. 85/10 - pročišćeni tekst i 5/14 - Odluka Ustavnog suda Republike Hrvatske).

II. OCJENA STANJA I CILJ KOJI SE DONOŠENJEM ZAKONA ŽELI POSTIĆI

Konvencija o cestovnom prometu iz 1949. godine (u daljnjem tekstu: Ženevska konvencija) je pripremljena na Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu, održanoj u Ženevi od 23. kolovoza do 19. rujna 1949. godine te je sastavljena i otvorena za potpisivanje 19. rujna 1949. godine. U skladu s člankom 29. Ženevske konvencije, ista je stupila na snagu tridesetog dana od datuma polaganja pete isprave o isprave o ratifikaciji, prihvatu, odobrenju ili pristupu države potpisnice, odnosno 26. ožujka 1952. godine.

Ženevska konvencija je bila otvorena za potpisivanje do 31. prosinca 1949. godine za sve države članice Ujedinjenih naroda i države koje su pozvane prisustvovati Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu, dok je od 1. siječnja 1950. godine otvorena za pristupanje prethodno navedenim državama koje nisu potpisale Ženevsku konvenciju, kao i onim državama koje je Gospodarsko i socijalno vijeće rezolucijom proglasilo prihvatljivima.

Po uzoru na Ženevsku konvenciju, na konferenciji Ujedinjenih naroda o cestovnom prometu u Beču je 7. i 8. studenog 1968. godine pripremljena te 8. studenog 1968. godine sastavljena i otvorena za potpisivanje Konvencija o cestovnom prometu. (u daljnjem tekstu: Bečka konvencija). Republika Hrvatska je stranka Bečke konvencije na temelju notifikacije o sukcesiji (Narodne novine – Međunarodni ugovori, broj 12/93 – Odluka o objavljivanju mnogostranih ugovora kojih je Republike Hrvatska stranka na temelju notifikacije o sukcesiji). U skladu s odredbom članka 48. Bečke konvencije, njezinim stupanjem na snagu u odnosima između stranaka ukinute su i zamijenjene prethodne konvencije o cestovnom prometu, uključujući i Ženevsku konvenciju.

U ovom su trenutku 98 država članice Ženevske konvencije a 79 država su članice Bečke konvencije. Od navedenog broja država članica Ženevske konvencije, 55 država su članice i članice Bečke konvencije, među kojima i 21 država članica Europske unije. Nadalje, Sjedinjene Američke Države, Kanada, Japan, Australija i Argentinska Republika najistaknutiji su primjeri država članica Ženevske konvencije koje nisu istodobno i članice Bečke konvencije. Sukladno navedenom, pitanje cestovnog prometa nije uređeno na adekvatan način u odnosima Republike Hrvatske i znatnog broja država članica Ženevske konvencije.

Pristupanje Republike Hrvatske Ženevskoj konvenciji, aktualizirano je zbog pitanja nepriznavanja nacionalnih i međunarodnih vozačkih dozvola izdanih u Republici Hrvatskoj, kao i zabrane prometovanja vozila s hrvatskim registarskim oznakama po prometnicama onih država koje su članice Ženevske konvencije, a istodobno nisu i članice Bečke konvencije. Naime, iako odredbe Bečke konvencije u suštini odgovaraju velikoj većini odredaba iz Ženevske konvencije, razlika između istih se očituje između ostalog i u obrascima nacionalnih i međunarodnih

vozačkih dozvola, što se u praksi očituje na način da međunarodne vozačke dozvole izdane u Republici Hrvatskoj po pravilima Bečke konvencije ne vrijede u državama koje su isključivo stranke Ženevske konvencije.

Slijedom navedenog, smatra se da bi pristupanje Ženevskoj konvenciji uvelike olakšalo hrvatskim državljanima i predstavnicima hrvatskih tvrtki boravak u odnosnim državama, a imajući u vidu sve veći broj upita hrvatskih državljana o ovoj tematici.

III. OSNOVNA PITANJA KOJA SE PREDLAŽU UREDITI ZAKONOM

Ovim se Zakonom potvrđuje Konvencija kako bi njezine odredbe, u smislu članka 141. Ustava Republike Hrvatske, postale dio unutarnjeg pravnog poretka Republike Hrvatske.

Ženevskom konvencijom se uspostavlja dodatni međunarodni pravni okvir za olakšavanje i razvoj međunarodnog cestovnog prometa, kao i povećanje sigurnosti na cestama putem uspostavljanja standardnih i jedinstvenih prometnih pravila među državama ugovornicama. U tu svrhu Ženevska konvencija sadrži odredbe koje se odnose na prometne propise, znakove i signalizaciju, motorna vozila i prikolice u međunarodnom prometu, vozače motornih vozila u međunarodnom prometu, kao i odredbe koje se primjenjuju na bicikle u međunarodnom prometu, s ciljem osiguranja harmonizacije međunarodnog cestovnog prometa.

Sastavni dio Ženevske konvencije čine i prilozi kojima se dodatno uređuju i nadopunjuju odredbe vezano uz definiciju motornog vozila i bicikla, prednost prolaza, registracijski broj vozila u međunarodnom prometu, razlikovnu oznaku vozila u međunarodnom prometu, identifikacijske oznake vozila u međunarodnom prometu, tehničke uvjete koji se odnose na opremu motornih vozila i prikolica u međunarodnom prometu, dimenzije i masu vozila u međunarodnom prometu, uvjete koje vozači motornih vozila moraju ispunjavati u međunarodnom prometu, model vozačke dozvole i njezine dimenzije, kao i model međunarodne vozačke dozvole.

Prilikom polaganja isprave o pristupu, Republika Hrvatska će priopćiti rezervu u skladu s člankom 2. stavkom 1. Konvencije. Naime, Prilog 1. Konvencije, kojim je propisana dodatna odredba vezana za definiciju motornog vozila i bicikla, definira izraz „bicikl“ na drugačiji način u odnosu na nacionalno pravo, konkretno odredbu članka 2. stavka 1. točke 49. Zakona o sigurnosti prometa na cestama (Narodne novine, br. 67/08, 48/10, 74/11, 80/13, 158/13, 92/14, 64/15, 108/17 i 70/19), slijedom čega je potrebno izjaviti rezervu na istu i isključiti iz primjene Ženevske konvencije Prilog 1.

IV. OCJENA SREDSTAVA POTREBNIH ZA PROVEDBU ZAKONA

Za provedbu ovoga Zakona nije potrebno osigurati dodatna financijska sredstva u državnom proračunu Republike Hrvatske.

V. ZAKONI KOJIMA SE POTVRĐUJU MEĐUNARODNI UGOVORI

Temelj za donošenje ovoga Zakona u jednom čitanju nalazi se u članku 207.a Poslovnika Hrvatskoga sabora (Narodne novine, br. 81/13, 113/16, 69/17 i 29/18), jer se radi o Zakonu kojim se, u skladu s Ustavom Republike Hrvatske, potvrđuje Konvencija. Donošenje

ovoga Zakona pretpostavka je za ispunjenje formalno-pravnih pretpostavki kako bi Konvencija za Republiku Hrvatsku stupila na snagu.

S obzirom na prirodu postupka potvrđivanja međunarodnih ugovora, kojim država i formalno izražava spremnost biti vezana već sklopljenim međunarodnim ugovorom, kao i na činjenicu da u ovoj fazi postupka nisu moguće izmjene ili dopune teksta međunarodnog ugovora, predlaže se ovaj Prijedlog zakona raspraviti i prihvatiti u jednom čitanju.

KONAČNI PRIJEDLOG ZAKONA O POTVRĐIVANJU KONVENCIJE O CESTOVNOM PROMETU

Članak 1.

Potvrđuje se Konvencija o cestovnom prometu, sastavljena u Ženevi 19. rujna 1949., u izvorniku na engleskom i francuskom jeziku.

Članak 2.

Tekst Konvencije iz članka 1. ovoga Zakona, u izvorniku na engleskom jeziku i u prijevodu na hrvatski jezik, glasi:

KONVENCIJA O CESTOVNOM PROMETU

Države ugovornice, u želji da unaprijede razvoj i sigurnost međunarodnog cestovnog prometa putem uspostavljanja određenih jedinstvenih pravila,
Usuglasile su se o sljedećim odredbama:

Poglavlje I

OPĆE ODREDBE

ČLANAK 1

1. Svaka država ugovornica, zadržavajući svoje pravo na korištenje vlastitih cesta, suglasna je s korištenjem svojih cesta za međunarodni promet, pod uvjetima utvrđenim u ovoj Konvenciji.
2. Niti jedna država ugovornica nije dužna proširiti povlastice iz odredbi ove Konvencije na bilo koje motorno vozilo ili prikolicu, ili bilo kojeg vozača koji je neprekidno boravio na njihovom državnom području dulje od godine dana.

ČLANAK 2

1. Prilozi ovoj Konvenciji smatraju se sastavnim dijelovima Konvencije; s tim da se podrazumijeva kako bilo koja država prilikom potpisivanja ili ratifikacije, ili pristupa Konvenciji, ili u bilo kojem trenutku poslije toga, može izjavom isključiti Priloge 1 i 2 iz primjene Konvencije.
2. Bilo koja država ugovornica može u bilo kojem trenutku obavijestiti glavnog tajnika Ujedinjenih naroda da će, od datuma navedene obavijesti, biti obvezana priložima 1 i 2, koje je ranije isključila sukladno stavku 1. ovoga članka.

ČLANAK 3

1. Mjere o kojima su se sve države ugovornice ili neke od njih usuglasile, ili će se u budućnosti usuglasiti, da će ih početi primjenjivati s ciljem olakšavanja međunarodnog cestovnog prometa pojednostavljivanjem carina, policijskih, zdravstvenih ili drugih zahtjeva, smatrat će se usklađenima s predmetom ove Konvencije.

2. (a) Svaka država ugovornica može zahtijevati obveznicu ili drugi oblik jamstva plaćanja bilo kakvih uvoznih carina i poreza na uvoz koji bi se u nedostatku takvog jamstva naplatili pri uvozu bilo kojeg motornog vozila koje sudjeluje u međunarodnom prometu.

(b) Država ugovornica u svrhu ovog članka prihvaća jamstvo organizacije osnovane na njezinom državnom području i povezanom s međunarodnim udruženjem koje je izdalo valjanu međunarodnu carinsku ispravu za motorno vozilo (kao što je *carnet de passages en douane*).

3. Za ispunjavanje zahtjeva predviđenih ovom Konvencijom države ugovornice će se pobrinuti za to da carinski uredi i carinske postaje koji se nalaze jedan pored drugog na istoj međunarodnoj cesti budu otvoreni u isto vrijeme.

ČLANAK 4

1. U svrhu ove Konvencije sljedeći izrazi imaju značenja koja im se ovdje pripisuju:

„Međunarodni promet“ označava svaki promet koji uključuje prelazak najmanje jedne državne granice;

„Cesta“ označava svaki put koji je otvoren za javni promet vozila;

„Kolnik“ označava onaj dio ceste koji se obično koristi za promet vozila;

„Prometna traka“ označava svaki dio na koji se kolnik može podijeliti i koji je dovoljno širok za kretanje vozila jedno za drugim;

„Vozač“ označava svaku osobu koja upravlja vozilom, uključujući bicikle ili koja upravlja teglećom, tovarnom ili jahaćom životinjom ili krdima ili stadima na cesti, ili koja ima stvarnu fizičku kontrolu nad njima;

„Motorno vozilo“ označava svako samohodno vozilo koje se uobičajeno koristi za prijevoz osoba ili roba cestom, osim vozila koja se kreću tračnicama ili su povezana s električnim vodičima. Svaka država koja je obvezana Prilogom 1. isključuje iz ove definicije bicikle s pomoćnim motorom one vrste koja je opisana u navedenom prilogu;

„Zglobno vozilo“ označava svako motorno vozilo s prikolicom koja nema prednju osovinu i koja je pričvršćena na takav način da je dio prikolice položen na motorno vozilo te ono podnosi značajan dio težine prikolice i njezinog tereta. Takva se prikolica naziva poluprikolica;

„Prikolica“ označava svako vozilo koje je konstruirano tako da je vuče motorno vozilo;

„Bicikl“ označava svaki bicikl koji nije samohodan. Svaka država koja je obvezana Prilogom 1. će u ovu definiciju uključiti bicikle s pomoćnim motorom one vrste koja je opisana u navedenom prilogu;

„Ukupna masa“ vozila označava težinu vozila i njegovog teret

a kada je vozilo u stanju mirovanja i spremno za pokretanje te uključuje težinu vozača i svake osobe koja se istovremeno vozi;

„Maksimalno opterećenje“ označava težinu tereta koja je odobrena od strane nadležnih vlasti države registracije vozila;

„Maksimalno dozvoljeno opterećenje“ vozila označava težinu vozila i njegovog maksimalnog opterećenja kada je vozilo spremno za pokretanje.

ČLANAK 5

Ne može se smatrati da ova Konvencija odobrava prijevoz osoba za najamninu ili naknadu ili prijevoz dobara koja nisu osobna prtljaga putnika u vozilu; podrazumijeva se da ova pitanja i sva druga pitanja koja nisu uređena ovom Konvencijom ostaju u nadležnosti nacionalnog zakonodavstva te su podložna primjeni drugih relevantnih međunarodnih konvencija ili sporazuma.

Poglavlje II

PROMETNI PROPISI

ČLANAK 6

Svaka država ugovornica poduzima prikladne mjere kako bi osigurala poštivanje pravila koja su navedena u ovom poglavlju.

ČLANAK 7

Svaki vozač, pješak ili drugi korisnik ceste treba se ponašati na takav način koji ne ugrožava ili ne ometa promet; treba izbjegavati svako ponašanje koje može uzrokovati štetu osobama ili javnom ili privatnom vlasništvu.

ČLANAK 8

1. Svako vozilo ili skupina vozila koja je međusobno povezana mora imati vozača.
2. Tegleće, tovarne ili jahače životinje moraju imati goniča, a stoka mora biti pod nadzorom, osim u posebnim područjima koja će biti označena na točkama ulaza.
3. Kolone vozila i životinja moraju imati broj vozača odnosno goniča koji je propisan nacionalnim propisima.
4. Kolone moraju, ako je potrebno, biti podijeljene u dijelove srednje duljine te između njih mora postojati dovoljan razmak radi nesmetanosti odvijanja prometa. Ova se odredba ne primjenjuje na područjima migracija nomada.
5. Vozači moraju uvijek imati kontrolu nad svojim vozilom, a goniči nad svojom stokom. Kada se približavaju drugim korisnicima ceste, dužni su poduzeti takve mjere opreza koje su potrebne za njihovu sigurnost.

ČLANAK 9

1. Sav cestovni promet koje se kreće u istom pravcu na svakoj cesti treba se držati iste strane ceste, koja je jedinstvena u pojedinoj državi i odnosi se na sve ceste. Ovo ne utječe na nacionalne propise koji se odnose na jednosmjerni promet.
2. Kao opće pravilo i kad god to zahtijevaju odredbe članka 7, svaki vozač mora:
 - (a) na kolnicima s dvije prometne trake koji su namijenjeni za dvosmjerni promet držati vozilo u traci namijenjenoj za smjer u kojem putuje;
 - (b) na kolnicima s više od dvije prometne trake držati vozilo u traci najbližoj rubu kolnika, a koja je namijenjena za smjer u kojem putuje.
3. Životinje se moraju držati što je moguće bliže rubu ceste u skladu s nacionalnim propisima.

ČLANAK 10

Vozač vozila uvijek mora kontrolirati svoju brzinu i voziti na razuman i oprezan način. Mora usporiti ili se zaustaviti kad god to zahtijevaju okolnosti, a posebno kada vidljivost nije dobra.

ČLANAK 11

1. Kada se susretnu s drugim vozilom ili kada ih drugo vozilo pretječe, vozači moraju biti što je bliže moguće rubu kolnika na strani koja je namijenjena smjeru u kojem putuju. Pri pretjecanju, vozač mora proći s lijeve ili desne strane vozila ili životinje koju pretječe, sukladno

pravilu koje se primjenjuje u pojedinoj državi. Ta pravila neće se nužno primjenjivati u slučajevima tramvaja, vlakova na cestama i određenih planinskih cesta.

2. U slučaju približavanja bilo kojeg vozila ili životinje s pratnjom, vozači moraju:
- (a) pri susretu ostaviti dovoljno prostora za vozilo ili životinju s pratnjom koji dolaze iz suprotnog smjera;
 - (b) kada ga pretječe drugo vozilo, držati se što je moguće bliže ispravnom rubu kolnika i ne ubrzavati.

3. Vozači koji namjeravaju preteći drugo vozilo moraju biti sigurni da imaju dovoljno prostora i dovoljnu vidljivost pred sobom kako bi izvršili pretjecanje bez opasnosti. Nakon pretjecanja moraju vratiti vozilo na desnu ili lijevu stranu, sukladno pravilu koje se primjenjuje u pojedinoj državi, ali tek nakon što su se uvjerali da time neće ometati vozilo, pješaka ili životinju koju pretječu.

ČLANAK 12

1. Svaki vozač koji se približava račvanju, raskrižju, križanju ili prijelazu preko pruge u razini mora poduzeti posebne mjere opreza kako bi izbjegao nesreće.

2. Prednost prolaza može se dopustiti na raskrižjima na određenim cestama ili dijelovima ceste. Takva prednost je označena znakovima i svaki vozač koji se približava takvoj cesti ili dijelu ceste dužan je ustupiti prednost vozačima koji putuju po njoj.

3. Odredbe priloga 2 koje se odnose na prednost prolaza na raskrižjima a koja nisu obuhvaćena stavkom 2 ovog članka primjenjuju se u državama koje obvezuje navedeni prilog.

4. Prije nego što započne skretati prema cesti, svaki vozač mora:
- (a) biti siguran da to može učiniti bez opasnosti za druge korisnike ceste;
 - (b) na vrijeme iskazati namjeru skretanja;
 - (c) pomaknuti se što je moguće više rubu kolnika na strani koja je namijenjena za smjer u kojem putuje, ako želi skrenuti s ceste na tu stranu;
 - (d) pomaknuti se što je moguće više prema sredini kolnika ako se želi isključiti s ceste i skrenuti na drugu stranu, osim u slučaju predviđenom u stavku 2 članka 16;
 - (e) paziti da ni u kojem slučaju ne ometa promet koji dolazi iz suprotnog smjera.

ČLANAK 13

1. Vozila ili životinje u stanju mirovanja moraju se držati podalje od kolnika ako je to moguće, ili ako nije, što je bliže moguće rubu kolnika. Vozači ne smiju napustiti vozila ili životinje dok nisu poduzeli sve potrebne mjere opreza kako bi izbjegli nesreće.

2. Vozila i životinje se ne smiju ostaviti tamo gdje postoji mogućnost da uzrokuju opasnost ili smetnju, a posebno na ili blizu raskrižjima na cesti, krivini ili vrhu brda.

ČLANAK 14

Moraju se poduzeti sve potrebne mjere kako bi se osiguralo da teret vozila ne prouzrokuje štetu ili opasnost.

ČLANAK 15

1. Od sumraka i tijekom noći, ili kada to zahtijevaju atmosferski uvjeti, svako vozilo ili skupina vozila na cesti mora imati najmanje jedno bijelo svjetlo sprijeda i najmanje jedno crveno svjetlo straga.

Kada vozilo, osim bicikla ili motocikla bez bočne prikolice, ima samo jedno bijelo svjetlo sprijeda, ono se mora postaviti na stranu najbližu prometu koji dolazi iz suprotnog smjera.

U zemljama u kojima su obavezna dva prednja bijela svjetla, takva svjetla moraju se postaviti tako da jedno bude na desnoj, a drugo na lijevoj strani vozila.

Crveno svjetlo može proizvoditi uređaj odvojen od onog koji proizvodi bijelo svjetlo ili prednja svjetla, ili isti uređaj kada je vozilo dovoljno kratko i konstruirano na način da je to moguće.

2. Ni u kojem slučaju vozilo ne smije imati crveno svjetlo ili crveni reflektor usmjeren prema naprijed ili bijelo svjetlo ili bijeli reflektor usmjeren prema nazad. Ova odredba ne primjenjuje se na bijelo ili žuto svjetlo za vožnju unatrag u slučajevima kada nacionalno zakonodavstvo države registracije vozila dopušta takva svjetla.

3. Svjetla i katadiopteri moraju biti takvi da osiguraju jasnu vidljivost vozila drugim korisnicima ceste.

4. Svaka država ugovornica ili neka od njezinih jedinica može, pod uvjetom da su poduzete sve mjere koje jamče normalne sigurnosne uvjete, izuzeti iz određenih odredbi ovog članka:

- (a) vozila koja se koriste za posebne namjene ili u posebnim uvjetima;
- (b) vozila posebnog oblika i vrste;
- (c) vozila u stanju mirovanja na dovoljno osvijetljenim cestama.

ČLANAK 16

1. Odredbe ovog poglavlja primjenjuju se na trolejbuse.

2. (a) Biciklisti moraju koristiti biciklističke staze gdje postoji obaveza za tim koja je iskazana odgovarajućim znakom ili gdje takvu obavezu nameću nacionalni propisi;

(b) Biciklisti moraju voziti jedni za drugima tamo gdje to zahtijevaju okolnosti i nikada se dva biciklista, osim u posebnim slučajevima koje propisuju nacionalni propisi, ne smiju voziti usporedno na kolniku;

(c) Bicikliste ne smije vući drugo vozilo;

(d) Odredbe stavka 4 (d) članka 12 ne primjenjuju se na bicikliste ako nacionalni propisi drugačije određuju.

Poglavlje III

ZNAKOVI I SIGNALIZACIJA

ČLANAK 17

1. S ciljem osiguravanja homogenog sustava, cestovni znakovi i signalizacija koje je prihvatila svaka država ugovornica moraju biti, koliko je to moguće, jedini znakovi koji su postavljeni na ceste te države. Ako bude potrebno uvesti novi znak, oblik, boju i vrstu simbola koji će se koristiti, moraju se uskladiti sa sustavom koji se koristi u toj državi.

2. Broj odobrenih znakova je ograničen na one koji su prijeko potrebni. Postavljeni su samo na mjestima gdje je to neophodno.

3. Znakovi opasnosti moraju se postaviti na mjestima koja su dovoljno udaljena od prepreka na koje znakovi upućuju, kako bi na odgovarajući način upozorili korisnike ceste.

4. Zabranjeno je postavljanje bilo kakvih natpisa na znak koji nije povezan sa svrhom tog znaka i koji mu može umanjiti vidljivost ili promijeniti njegov karakter.

5. Zabranjene su sve table i natpisi koji bi se mogli pomiješati s odobrenim znakovima ili otežati njihovo čitanje.

Poglavlje IV

ODREDBE PRIMJENJIVE NA MOTORNA VOZILA I PRIKOLICE U MEĐUNARODNOM PROMETU

ČLANAK 18

1. Kako bi imalo pravo pozivati se na odredbe ove Konvencije, motorno vozilo mora biti registrirano od strane države ugovornice ili njezine teritorijalne jedinice na način propisan njezinim zakonodavstvom.

2. Nadležno tijelo ili udruženje, koje je za to odgovarajuće ovlašteno, izdaje potvrdu o registraciji koja sadrži najmanje serijski broj, poznat kao registracijski broj, ime ili zaštitni znak proizvođača vozila, identifikacijski ili serijski broj, datum prve registracije i puno ime i prebivalište podnositelja zahtjeva za izdavanje navedene potvrde.

3. Ovu potvrdu prihvaćaju sve države ugovornice kao *prima facie* dokaz informacija koje se na njoj nalaze.

ČLANAK 19

1. Na svakom motornom vozilu mora najmanje straga na posebnoj tablici ili na samom vozilu biti vidljiv registracijski broj koji je izdalo ili dodijelilo nadležno tijelo. U slučaju kada motorno vozilo vuče jednu ili više prikolica, jedna prikolica ili posljednja prikolica mora sadržavati registracijski broj vučnog vozila ili svoj vlastiti registracijski broj.

2. Sastav registracijskog broja i način na koji je prikazan određeni su u Prilogu 3.

ČLANAK 20

1. Uz registracijski broj, svako motorno vozilo mora straga imati prepoznatljiv znak mjesta registracije vozila, koji je upisan na tablicu ili na samo vozilo. Ovaj znak označava bilo državu bilo područje koje čine zasebnu jedinicu u smislu registracije. U slučaju kada motorno vozilo vuče jednu ili više prikolica, ovaj znak također mora biti vidljiv na stražnjoj strani jedne ili posljednje prikolice.

2. Sastav prepoznatljivog znaka i način na koji je prikazan određeni su u Prilogu 4.

ČLANAK 21

Svako motorno vozilo i prikolica moraju sadržavati identifikacijske oznake koje su određene u Prilogu 5.

ČLANAK 22

1. Svako motorno vozilo i prikolica moraju biti u ispravnom stanju te u takvom mehaničkom stanju kako vozač, drugi putnici u vozilu ili bilo koja osoba na cesti ne bi bili u opasnosti, ili kako ne bi prouzročilo štetu javnom ili privatnom vlasništvu.

2. Osim toga, svako motorno vozilo ili prikolica i njihova oprema moraju biti usklađeni s odredbama Priloga 6 i vozač svakog motornog vozila mora poštivati pravila koja su tamo utvrđena.

3. Odredbe ovog članka primjenjuju se na trolejbuse.

ČLANAK 23

1. Maksimalne dimenzije i težine vozila kojima je dozvoljeno putovati cestama svake države ugovornice ili njezinih teritorijalnih jedinica određuje nacionalno zakonodavstvo. Na pojedinim cestama koje su odredile države ugovornice u regionalnim sporazumima ili u nedostatku takvih sporazuma države ugovornice, dozvoljene maksimalne dimenzije i težine utvrđene su u Prilogu 7.

2. Odredbe ovog članka primjenjuju se na trolejbuse.

Poglavlje V

VOZAČI MOTORNIH VOZILA U MEĐUNARODNOM PROMETU

ČLANAK 24

1. Svaka država ugovornica dopustit će svakom vozaču na svom državnom području, koji ispunjava uvjete u Prilogu 8 i koji ima valjanu vozačku dozvolu koju mu je izdalo, nakon što je dao dokaz o svojoj sposobnosti, nadležno tijelo druge države ugovornice ili njezine teritorijalne jedinice, ili udruženje koje ima valjano ovlaštenje od strane takvog tijela, vožnju na svojim cestama bez dodatnog pregleda motornog vozila iz kategorije ili kategorija koje su određene u Prilozima 9 i 10 za koje je izdana dozvola.

2. Međutim, država ugovornica može zahtijevati od svakog vozača koji stupi na njezino državno područje da posjeduje međunarodnu vozačku dozvolu usklađenu s modelom koji je sadržan u Prilogu 10, pogotovo u slučaju kada vozač dolazi iz države u kojoj se ne traži nacionalna vozačka dozvola ili u kojoj nacionalna vozačka dozvola koja mu je izdana nije usklađena s modelom sadržanim u Prilogu 9.

3. Međunarodnu vozačku dozvolu dostavlja nadležno tijelo države ugovornice ili njezine teritorijalne jedinice, ili ovlašteno udruženje, s potpisom i pečatom tog nadležnog tijela ili udruženja, nakon što je vozač pružio dokaz o svojoj sposobnosti. Osoba u posjedu dozvole ima pravo vožnje motornog vozila iz svih kategorija za koje je dozvola izdana, u svim ugovornim državama, bez daljnjeg pregleda vozila.

4. Pravo na korištenje nacionalne i međunarodne vozačke dozvole neće se priznati ako je jasno da kriteriji izdavanja više nisu ispunjeni.

5. Država ugovornica ili njezina teritorijalna jedinica mogu vozaču uskratiti pravo na korištenje bilo koje od gore spomenutih dozvola samo ako je vozač počinio takav prometni prekršaj koji ima za posljedicu oduzimanje njegove vozačke dozvole prema zakonodavstvu i propisima te države ugovornice. Kod takvog događaja, država ugovornica ili njezina teritorijalna jedinica koja zabranjuje upotrebu dozvole može oduzeti i zadržati dozvolu do isteka roka oduzimanja dozvole ili dok osoba u posjedu dozvole ne napusti državno područje te države ugovornice, što god prije nastupi, i može zabilježiti takvo oduzimanje na dozvoli i obavijestiti tijelo koje je izdalo dozvolu o imenu i adresi vozača.

6. Tijekom razdoblja od pet godina počevši od stupanja na snagu ove Konvencije, za svakog vozača kojemu je odobreno sudjelovanje u međunarodnom prometu prema odredbama Međunarodne konvencije u vezi s motornim prometom potpisane u Parizu 24 travnja 1926, ili Konvencije o regulaciji međuameričkog automobilskeg prometa otvorene za potpisivanje u

Washingtonu 15 prosinca 1943, i koji posjeduje isprave koje su potrebne prema ovim Konvencijama, smatrat će se da ispunjava uvjete iz ovog članka.

ČLANAK 25

Države ugovornice obvezuju se da će jedna drugoj prenositi informacije koje će im omogućiti da utvrde identitet osoba koje posjeduju nacionalne ili međunarodne vozačke dozvole kada se protiv njih vodi postupak zbog prometnog prekršaja. One će isto tako jedna drugoj prenositi informacije koje su potrebne kako bi se utvrdio identitet vlasnika ili osobe na čije ime je registrirano strano vozilo koje je sudjelovalo u ozbiljnoj nesreći.

Poglavlje VI

ODREDBE KOJE SE PRIMJENJUJU NA BICIKLE U MEĐUNARODNOM PROMETU

ČLANAK 26

Svaki bicikl mora biti opremljen s:

- (a) najmanje jednom funkcionalnom kočnicom;
- (b) jednim uređajem za zvučno upozoravanje koji se sastoji od zvona, isključujući svaki drugi uređaj za zvučno upozoravanje, koji se može čuti na dovoljnoj udaljenosti;
- (c) bijelim ili žutim svjetlom sprijeda i crvenim svjetlom ili crvenim katadiopterom sa stražnje strane od sumraka i tijekom noći ili kada atmosferski uvjeti to zahtijevaju.

Poglavlje VII

ZAVRŠNE ODREDBE

ČLANAK 27

1. Ova je Konvencija otvorena, do 31 prosinca 1949, za potpisivanje svim državama članicama Ujedinjenih naroda i svakoj državi koja je pozvana prisustvovati Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu održanoj u Ženevi 1949.

2. Ova se Konvencija ratificira i isprave o ratifikaciji polažu se kod glavnog tajnika Ujedinjenih naroda.

3. Od 1 siječnja 1950 ova je Konvencija otvorena za pristupanje državama iz stavka 1 ovog članka, koje nisu potpisale ovu Konvenciju i bilo kojoj drugoj državi koju Gospodarsko i socijalno vijeće rezolucijom proglasi prihvatljivom. Također je otvorena za pristup u ime bilo kojeg starateljskog područja koje je pod upravom Ujedinjenih naroda.

4. Pristupanje se provodi polaganjem isprave o pristupanju kod glavnog tajnika Ujedinjenih naroda.

ČLANAK 28

1. Svaka država može, u trenutku potpisivanja, ratifikacije ili pristupanja, ili u bilo kojem trenutku nakon toga, izjaviti obaviješću upućenom glavnom tajniku Ujedinjenih naroda da će odredbe ove Konvencije primjenjivati na sva ili neka područja za čije je međunarodne odnose ona odgovorna. Ove odredbe postaju primjenjive na područjima navedenim u obavijesti trideset

dana nakon datuma primitka takve obavijesti od strane glavnog tajnika ili, ako Konvencija u tom trenutku nije stupila na snagu, u trenutku njezinog stupanja na snagu.

2. Svaka država ugovornica, kad to prilike dopuštaju, obvezuje se što je prije moguće poduzeti potrebne mjere kako bi proširila primjenu ove Konvencije na područja za čije je međunarodne odnose odgovorna, kada je to potrebno iz ustavnih razloga podložno pristanku vlada tih područja.

3. Svaka država koja je dala izjavu sukladno stavku 1 ovog članka primjenjujući ovu Konvenciju na svako područje za čije je međunarodne odnose odgovorna, može u svakom trenutku nakon toga izjaviti obaviješću upućenom glavnom tajniku da se Konvencija prestaje primjenjivati na sva područja navedena u obavijesti te se Konvencija, nakon isteka godine dana od datuma obavijesti, prestaje primjenjivati na to područje.

ČLANAK 29

Ova Konvencija stupa na snagu tridesetog dana nakon datuma polaganja pete isprave o ratifikaciji ili pristupanju. Ova Konvencija stupa na snagu za svaku državu koja ju ratificira ili joj pristupi nakon tog datuma, tridesetog dana nakon polaganja njezine isprave o ratifikaciji ili pristupanju.

Glavni tajnik Ujedinjenih naroda obavješćuje svaku od potpisnica ili države koje su joj pristupile i svaku drugu državu pozvanu da sudjeluje na Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu, o datumu stupanja na snagu ove Konvencije.

ČLANAK 30

Ova Konvencija ukida i zamjenjuje, u odnosima između država ugovornicama, Međunarodnu konvenciju u vezi s motornim prometom i Međunarodnu konvenciju u vezi s cestovnim prometom potpisane u Parizu 24 travnja 1926 i Konvenciju o regulaciji međuameričkog automobilskeg prometa koja je otvorena za potpisivanje u Washingtonu 15 prosinca 1943.

ČLANAK 31

1. Svaka država ugovornica može predložiti izmjene i dopune ove Konvencije. Tekst takvih predloženih izmjena i dopuna priopćava se glavnom tajniku Ujedinjenih naroda koji ga dostavlja svakoj drugoj državi ugovornici uz zahtjev da ta država odgovori u roku od četiri mjeseca:

- (a) želi li da se sazove konferencija u svrhu razmatranja predloženih izmjena i dopuna; ili
- (b) smatra li predložene izmjene i dopune prihvatljivima bez sazivanja konferencije; ili
- (c) smatra li predložene izmjene i dopune neprihvatljivima bez sazivanja konferencije.

Glavni tajnik predložene izmjene i dopune također dostavlja svim državama koje nisu države ugovornice, a koje su pozvane da sudjeluju na Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu.

2. Glavni tajnik saziva konferenciju država ugovornica u svrhu razmatranja predloženih izmjena i dopuna u slučaju da je sazivanje konferencije zatražila:

- (a) najmanje četvrtina država ugovornica ako su predložene izmjene i dopune bilo kojeg djela Konvencije osim Priloga;
- (b) najmanje jedna trećina država ugovornica ako su predložene izmjene i dopune Priloga, osim Priloga 1 i 2;

(c) u slučaju Priloga 1 i 2, najmanje jedna trećina država koje su obvezane Prilogom za koji su predložene izmjene i dopune.

Pored država ugovornica, glavni tajnik na konferenciju poziva one države koje su pozvane da sudjeluju na Konferenciji Ujedinjenih naroda o cestovnom i motornom prijevozu ili čije bi sudjelovanje, prema mišljenju Gospodarskog i socijalnog vijeća bilo poželjno.

Odredbe ovog stavka ne primjenjuju se u slučajevima u kojima su izmjene i dopune Konvencije usvojene u skladu sa stavkom 5 ovog članka.

3. Svaka izmjena i dopuna ove Konvencije koju prihvati dvotrećinska većina glasova na konferenciji dostavlja se svim državama ugovornicama radi prihvaćanja. Devedeset dana nakon prihvaćanja od strane dvije trećine država ugovornica, svaka izmjena i dopuna Konvencije, osim onih koji se odnose na Priloge 1 i 2, stupa na snagu za sve države ugovornice osim za one koja, prije nego ona stupi na snagu daju izjavu da ne prihvaćaju izmjenu i dopunu.

Za stupanje na snagu bilo kakvih izmjena i dopuna Priloga 1 ili 2, tražena većina bit će dvotrećinska većina država koje obvezuje izmijenjen i dopunjen Prilog.

4. Konferencija može dvotrećinskom većinom glasova utvrditi u trenutku usvajanja izmjena i dopuna Konvencije, osim za one koje se odnose na Priloge 1 i 2, da su izmjene i dopune takve naravi da svaka država ugovornica koja je izjavila da ih ne prihvaća i koja potom ne prihvati izmjene i dopune u roku od dvanaest mjeseci nakon stupanja na snagu izmjena i dopuna, po isteku ovog razdoblja prestaje biti stranka Konvencije.

5. U slučaju da dvotrećinska većina država ugovornica obavijesti glavnog tajnika, sukladno stavku 1 (b) ovog članka, da podržavaju izmjene i dopune bez održavanja konferencije, obavijest o njihovoj odluci glavni tajnik dostavlja svim državama ugovornicama. Izmjene i dopune stupaju na snagu po isteku devedeset dana od datuma takve obavijesti u odnosu na sve države ugovornice osim onih država koje u tom roku ne obavijeste Glavnog tajnika da se protive takvim izmjenama i dopunama.

6. U pogledu izmjena i dopuna Priloga 1 i 2, i svih izmjena i dopuna koje nisu obuhvaćene stavkom 4 ovog članka, ostaju na snazi postojeće odredbe u odnosu na svaku državu ugovornicu koja je dala izjavu ili je uložila prigovor na takve izmjene i dopune.

7. Država ugovornica koja je dala izjavu u skladu s odredbama stavka 3 ovog članka, ili je uložila prigovor u skladu s odredbama stavka 5 ovog članka na izmjene i dopune, može povući takvu izjavu ili prigovor u svakom trenutku obaviješću upućenom glavnom tajniku. Izmjene i dopune stupaju na snagu u odnosu na tu državu po primitku takve obavijesti od strane glavnog tajnika.

ČLANAK 32

Ova Konvencija može biti otkazana slanjem obavijesti Glavnom tajniku Ujedinjenih naroda godinu dana unaprijed, koji o tome obavješćuje svaku potpisnicu ili državu koja joj je pristupila.

Nakon isteka navedenog razdoblja, Konvencija prestaje biti na snazi u odnosu na državu ugovornicu koja ju je otkazala.

ČLANAK 33

Svaki spor između dvije ili više država ugovornica u vezi s tumačenjem ili primjenom ove Konvencije koji stranke ne mogu riješiti pregovorima ili na drugi odgovarajući način, može pisanim podneskom uputiti Međunarodnom sudu pravde na rješavanje.

ČLANAK 34

Nijedna odredba ove Konvencije ne sprječava države ugovornice na poduzimanje radnji koje su u skladu s odredbama Povelje Ujedinjenih naroda ako su te radnje ograničene nužnošću situacije a države ugovornice ih smatraju potrebnima za svoju vanjsku ili unutarnju sigurnost.

ČLANAK 35

1. Uz obavijesti navedene u članku 29, stavcima 1, 3 i 5, članku 31 i članku 32 Glavni tajnik obavješćuje države iz članka 27 stavka 1 o sljedećem:

- (a) izjavama država ugovornica da isključuju Prilog 1, Prilog 2 ili oba iz primjene Konvencije u skladu sa člankom 2 stavkom 1;
- (b) izjavama država ugovornica da su obvezane Prilogom 1 i Prilogom 2 ili s oba u skladu sa člankom 2 stavkom 2;
- (c) potpisima, ratifikacijama i pristupanjima u skladu s člankom 27.;
- (d) obavijestima u vezi s teritorijalnom primjenom Konvencije u skladu s člankom 28;
- (e) izjavama kojima države prihvaćaju izmjene i dopune Konvencije u skladu s člankom 31 stavkom 3;
- (f) primjedbama na izmjene i dopune Konvencije koje su države dostavile Glavnom tajniku u skladu s člankom 31 stavkom 5;
- (g) datumu stupanja na snagu izmjena i dopuna Konvencije u skladu s člankom 31 stavcima 3 i 5;
- (h) datumu na koji je država prestala biti stranka Konvencije u skladu s člankom 31 stavkom 4;
- (i) povlačenjima primjedbi na izmjene i dopune u skladu s člankom 31 stavkom 7;
- (j) popisu država koje su obvezane bilo kojim izmjenama i dopunama Konvencije;
- (k) otkazivanju Konvencije u skladu s člankom 32;
- (l) izjavama da se Konvencija prestala primjenjivati na područje u skladu s člankom 28 stavkom 3;
- (m) obavijestima vezanima za posebna pisma država u skladu s odredbama Priloga 4 stavka 3

2. Izvornik ove Konvencije pohranjuje se kod Glavnog tajnika koji će njegove ovjerene preslike prosljediti državama iz članka 27 stavka 1.

3. Glavni tajnik ovlašten je registrirati ovu Konvenciju nakon njezinog stupanja na snagu.

U POTVRDU TOGA niže potpisani predstavnici su, nakon što su predali svoje punomoći koje su u ispravnom i propisanom obliku, potpisali ovu Konvenciju.

SASTAVLJENO u Ženevi, u jednom primjerku, na engleskom i francuskom jeziku, pri čemu su oba teksta vjerodostojna, devetnaestog dana rujna, tisuću devetsto četrdeset devete godine.

AFGANISTAN

ALBANIJA

ARGENTINA

AUSTRALIJA

AUSTRIJA

BELGIJA

BOLIVIJA

BRAZIL

BUGARSKA

BURMA

BJELORUSKA SOVJETSKA SOCIJALISTIČKA REPUBLIKA

KANADA

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KINA

KOLUMBIJA

KOSTARIKA

KUBA

ČEHOSLOVAČKA

DANSKA

DOMINIKANSKA REPUBLIKA

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JUŽNOAFRIČKA UNIJA

SAVEZ SOVJETSKIH SOCIJALISTIČKIH REPUBLIKA

UJEDINJENA KRALJEVINA VELIKE BRITANIJE I SJEVERNE IRSKE

SJEDINJENE AMERIČKE DRŽAVE

URUGVAJ

VENEZUELA

JEMEN

JUGOSLAVIJA

PRILOZI

Prilog 1

DODATNA ODREDBA VEZANA ZA DEFINICIJU MOTORNOG VOZILA I BICIKLA

Bicikli s ugrađenim pomoćnim motorom s unutarnjim izgaranjem s maksimalnim obujmom cilindra od 50 cm³ (3,05 in³) ne smatraju se motornim vozilima pod uvjetom da zadrže sve normalne karakteristike bicikala u odnosu na njihovu strukturu.

Prilog 2

PREDNOST PROLAZA

1. Kada se dva vozila istovremeno približavaju cestovnom raskrižju cestama od kojih jedna nema prednost pred drugom, vozilo koje se približava s lijeve strane u zemljama u kojima se promet odvija desnom stranom, odnosno vozilo koje se približava s desne strane u zemljama u kojima se promet odvija s lijeve strane, ustupit će pravo prolaza drugom vozilu.
2. Pravo prednosti prolaza ne primjenjuje se nužno na tramvaje i vlakove na cesti.

Prilog 3

REGISTRACIJSKI BROJ VOZILA U MEĐUNARODNOM PROMETU

1. Registracijski broj vozila sastoji se ili od brojki ili od brojki i slova. Brojke se bilježe arapskim brojkama kao što se koriste u dokumentima Ujedinjenih naroda, a slova latinicom. Kada se koriste druge brojke ili znakovi, mora ih se ponoviti u brojkama i znakovima koji su gore navedeni.
2. Broj mora biti čitljiv na normalnom dnevnom svjetlu s udaljenosti od 20m (65 stopa).
3. Kada se registracijski broj nalazi na posebnoj tablici, tablica mora biti pričvršćena okomito ili gotovo okomito i u ravnini okomitoj na uzdužnu os samog vozila. Ako je broj pričvršćen ili naslikan na samom vozilu, to se mora napraviti na okomitoj ili gotovo okomitoj površini na poleđini vozila.
4. Stražnji registracijski broj mora biti osvjetljen kao što je navedeno u Prilogu 6.

Prilog 4

RAZLIKOVNA OZNAKA VOZILA U MEĐUNARODNOM PROMETU

1. Razlikovna oznaka mora se sastojati od jednog do tri slova pisanih velikim latiničnim slovima. Slova moraju biti visoka najmanje 80 mm (3,1 in), a njihovi potezi moraju biti široki 10 mm (0,4 in). Slova se moraju napisati u crnoj boji na bijeloj podlozi eliptičnog oblika s okomitom glavnom osi.

2. Ako se razlikovna oznaka sastoji od tri slova, dimenzije elipse moraju biti najmanje 240 mm (9,4 in) u širini i 145 mm (5,7 in) u visini. Dimenzije se mogu smanjiti na 175 mm (6,9 in) u širini i 115 mm (4,5 in) u visini ako znak ima manje od tri slova.

U pogledu razlikovnih oznaka za motocikle, neovisno o tome ima li znak jedno, dva ili tri slova, dimenzije elipse mogu biti smanjene na 175 mm (6,9 in) u širini i 115 mm (4,5 in) u visini.

3. Razlikovna slova za različite države i teritorije:

Australija.....	AUS
Austrija	A
Belgija.....	B
Belgijski Kongo.....	CB
Bugarska.....	BG
Čile	RCH
Čehoslovačka	CS
Danska	DK
Francuska	F
Alžir, Tunis, Maroko, Francuska Indija	F
Saarska oblast	SA
Indija	IND
Iran.....	IR
Izrael.....	IL
Italija.....	I
Libanon.....	RL
Luksemburg	L
Nizozemska	NL
Norveška	N
Filipini	PI

Poljska	PL
Švedska	S
Švicarska.....	CH
Turska.....	TR
Južnoafrička unija.....	ZA
Ujedinjena Kraljevina.....	GB
Alderney.....	GBA
Guernsey.....	GBG
Jersey.....	GBJ
Aden.....	ADN
Bahami.....	BS
Basutoland.....	BL
Bechuanaland.....	BP
Britanski Honduras.....	BH
Cipar.....	CY
Gambija.....	WAG
Gibraltar.....	GBZ
Zlatna Obala.....	WAC
Hong Kong.....	HK
Jamajka.....	JA
Johor.....	JO
Kedah.....	KD
Kelantan.....	KL
Kenija.....	EAK
Labuan.....	SS
Melaka.....	SS
Britanska Malaja (Negri, Sembilan, Pahang, Perak, Selangor)..	FM
Malta.....	GBY
Mauricijus	MS
Nigerija.....	WAN
Sjeverna Rodezija	NR

Nyasaland.....	NP
Pinang.....	SS
Perlis.....	PS
Seberang Perei.....	SS
Sejšeli.....	SY
Sierra Leone.....	WAL
Republika Somaliland	SP
Sjeverna Rodezija	SR
Svaziland.....	SD
Tanganjika	EAT
Terengganu.....	TU
Trinidad	TD
Uganda	EAU
Privjertrinski otoci	
Grenada.....	WG
Sveta Lucija	WL
Sveti Vincent.....	WV
Zanzibar.....	EAZ
Sjedinjene Američke Države	USA
Jugoslavija.....	YU

Svaka država koja to već nije učinila, mora prilikom potpisivanja ili ratifikacije ili pristupanja ovoj Konvenciji, obavijestiti Glavnog tajnika o razlikovnim slovima koje je ta država odabrala.

4. Kada se razlikovna oznaka nalazi na posebnoj ploči, ta ploča mora biti pričvršćena okomito ili gotovo okomito i u ravnini okomitoj na uzdužnu os samog vozila. Kada je oznaka pričvršćena ili naslikana na samom vozilu, to mora biti na okomitoj ili gotovo okomitoj površini na stražnjoj strani vozila.

Prilog 5

IDENTIFIKACIJSKE OZNAKE VOZILA U MEĐUNARODNOM PROMETU

1. Identifikacijska oznaka mora sadržavati:
 - (a) za motorna vozila:
 - (i) ime ili zaštitni znak proizvođača vozila,
 - (ii) na podvozju ili, ako nema podvozja, na tijelu, identifikacijski ili serijski broj proizvođača,
 - (iii) na motoru, broj motora proizvođača ako je proizvođač stavio takav broj;
 - (b) za prikolice gore navedene informacije pod (i) i (ii) ili identifikacijsku oznaku koju je za prikolicu izdalo nadležno tijelo.
2. Gore navedene oznake moraju se nalaziti na pristupačnim mjestima i biti lako čitljive i takve da ih nije moguće lako ukloniti ili promijeniti.

Prilog 6

TEHNIČKI UVJETI KOJI SE ODOSE NA OPREMU MOTORNIM VOZILA I PRIKOLICA U MEĐUNARODNOM PROMETU

I. KOČENJE

(a) Kočenje motornih vozila osim motocikala sa ili bez prikolica

Svako motorno vozilo mora biti opremljeno kočnicama koje omogućavaju kontroliranje kretanja te zaustavljanje vozila na efikasan, siguran i brz način, neovisno o uvjetima opterećenja vozila te o usponu po ili spuštanju niz uzbrdicu na kojoj se upravlja vozilom.

Kočenjem će se upravljati preko dva uređaja koji su izrađeni na takav način da će, u slučaju da se jedan uređaj za kočenje pokvari, drugi biti u mogućnosti zaustaviti vozilo na primjerenoj udaljenosti.

U svrhu ovog Priloga jedna će se kočnica zvati „radnom kočnicom“ a druga „parkirnom kočnicom“.

Parkirnu kočnicu se mora moći osigurati, čak i bez prisustva vozača, preko izravne mehaničke radnje.

Mora biti moguće s oba uređaja zakočiti kotače koji se nalaze simetrično s obje strane uzdužne osi vozila.

Površine za kočenje moraju uvijek biti povezane s kotačima vozila na takav način da ih je nemoguće odvojiti, osim trenutno pomoću kvačila, mjenjača brzine ili slobodnog kotača.

Barem jedna naprava za kočenje mora biti sposobna zakočiti na površinama za kočenje koje su spojene na kotače vozila ili kroz dijelove koji ne mogu otkazati.

(b) Kočenje prikolica

Svaka prikolica čija je ukupna dozvoljena masa veća od 750 kg (1.650 funti) mora biti opremljena barem jednim uređajem za kočenje koji djeluje na kotače i koji je smješten simetrično sa svake strane u odnosu na uzdužnu duljinu vozila te koji djeluje barem na polovicu od ukupnog broja kotača.

Odredbe prethodnog stavka primjenjuju se, međutim, na prikolice ako njihova ukupna dozvoljena masa nije veća od 750 kg (1.650 funti), ali prelazi polovicu težine vozila koje se vuče bez dodatnog tereta.

Uređajem za kočenje prikolica čija ukupna dozvoljena težina prelazi 3.500 kg (7.700 funti) mora se moći upravljati korištenjem radne kočnice vozila koje vuče. Kada ukupna dozvoljena težina prikolice ne prelazi 3.500 kg (7.700 funti), uređaj za kočenje te prikolice može se pokrenuti približavanjem prikolice vučnom vozilu (kočenje pomoću inercije).

Uređaj za kočenje prikolice mora biti sposoban zaustaviti rotaciju kotača kada je prikolica odvojena od vozila.

Svaka prikolica koja sadrži kočnicu mora biti opremljena uređajem koji može automatski zaustaviti prikolicu ako se ona odvoji tijekom kretanja. Ova se odredba ne primjenjuje na kamp-prikolice s dva kotača ili na lagane prikolice za prtljagu čija težina prelazi 750 kg (1.650 funti), pod uvjetom da su uz glavni priključak opremljene i dodatnim priključkom koji može biti lanac ili žičano užje.

*(c) Kočenje zglobnih vozila i motornih vozila na koja su priključene prikolice**(i) Zglobna vozila*

Odredbe gornjeg stavka (a) odnose se na svako zglobno vozilo. Poluprikolica koja ima ukupnu dozvoljenu težinu koja prelazi 750 kg (1.650 funti) mora biti opremljena s najmanje jednim uređajem za kočenje kojim se mora moći upravljati korištenjem radne kočnice u vučnom vozilu.

Uređaj za kočenje poluprikolice mora povrh toga biti sposoban zaustaviti rotiranje kotača kada je poluprikolica odvojena od vozila.

Kada to zahtijevaju nacionalni propisi, poluprikolica koja sadrži kočnicu mora sadržavati uređaj koji je sposoban automatski zaustaviti poluprikolicu ako se ona odvoji tijekom kretanja.

(ii) Motorna vozila na koja su priključene prikolice

Svako motorno vozilo na koje je priključena jedna ili više prikolica mora sadržavati kočnice koje su sposobne kontrolirati kretanje te zaustaviti niz vozila na efikasan, siguran i brz način u svim uvjetima opterećenja te u usponu po ili spuštanju niz uzbrdicu po kojoj se upravlja vozilom.

(d) Kočenje motornih vozila sa ili bez bočnih prikolica

Svako motorno vozilo mora biti opremljeno s dvama uređajima za kočenje kojima mora biti moguće upravljati nogom ili rukom, koji su sposobni kontrolirati pokrete te zaustaviti motorno vozilo na efikasan, siguran i brz način.

II. OSVJETLJENJE

(a) Svako motorno vozilo osim motocikla, koje ima ili nema bočnu prikolicu te koje je sposobno prijeći brzinu od 20 km (12 milja) na sat na ravnoj površini mora biti opremljeno s najmanje dva bijela ili žuta svjetla za vožnju, smještena s prednje strane vozila, koja su sposobna na odgovarajući način osvijetliti cestu na udaljenosti od 100 m (325 stopa) s prednje strane vozila po noći, po vedrom vremenu.

(b) Svako motorno vozilo osim motocikla, koje ima ili nema bočnu prikolicu te koje je sposobno prijeći brzinu od 20 km (12 milja) na sat mora biti opremljeno s dva bijela ili žuta svjetla s kratkim snopom s prednje strane vozila koja su sposobna na odgovarajući način osvijetliti cestu po noći po vedrom vremenu s prednje strane vozila na udaljenosti od 30 m (100 stopa) bez da bliješte ili zasljepljuju druge korisnike ceste, neovisno o tome koji je smjer prometa.

Svjetla s kratkim snopom koriste se umjesto svjetala za vožnju u svim slučajevima kada je neophodno ili obavezno korištenje svjetala koja ne bliješte ili zasljepljuju.

(c) Svaki motocikl sa ili bez bočne prikolice mora imati najmanje jedno svjetlo za vožnju i jedno svjetlo kratkog snopa koji su u skladu s točkama (a) i (b) ovog dijela. Međutim, motocikli s motorom čija je maksimalna zapremnina cilindra 50 cm³ (3,05 cu. in.) mogu se izuzeti iz te obaveze.

(d) Svako motorno vozilo osim motocikla, bez bočne prikolice mora biti opremljeno s dva bijela pozicijska (bočna) svjetla s prednje strane. Ta svjetla moraju biti jasno vidljiva po noći po vedrom vremenu na udaljenosti od 150 m (500 stopa) s prednje strane vozila a da ne bliješte ili zasljepljuju druge korisnike ceste.

Točka svjetleće površine ovih svjetala koja je najudaljenija od uzdužne osi vozila mora se nalaziti što je bliže moguće, te ni u kojem slučaju dalje od 400 mm (16 in.), od krajnjih vanjskih rubova vozila.

Pozicijska (bočna) svjetla moraju se koristiti po noći u svim slučajevima kada je upotreba takvih svjetala obavezna i istovremeno sa svjetlima s kratkim svjetlosnim snopom, ako se nijedan dio svjetleće površine svjetala s kratkim svjetlosnim snopom ne nalazi unutar 400 mm (16 in.) od krajnjih vanjskih rubova vozila.

(e) Svako motorno vozilo i svaka prikolica koja se nalazi na kraju niza vozila na stražnjem dijelu moraju biti opremljeni s barem jednim crvenim svjetlom koje je vidljivo po noći, po vedrom vremenu, na udaljenosti od 150 m (500 stopa) od stražnjeg dijela vozila.

(f) Registracijski broj prikazan na stražnjem dijelu motornog vozila ili prikolice mora se moći osvijetliti po noći na takav način da se može pročitati po vedrom vremenu na udaljenosti od 20 m (65 stopa) od stražnje strane vozila.

(g) Crveno stražnje svjetlo ili svjetla za registracijski broj koji se nalazi na stražnjoj strani vidljiv je istovremeno kad i: pozicijska (bočna) svjetla, svjetla s kratkim svjetlosnim snopom ili svjetla za vožnju.

(h) Svako motorno vozilo, osim motocikla bez bočne prikolice, opremljeno je s dva crvena katadioptera, po mogućnosti u obliku koji nije trokut, postavljena simetrično na stražnji dio i na suprotne strane vozila. Vanjski rubovi svakog od ovih katadioptera moraju biti što je moguće bliži i ni u kojem slučaju udaljeniji od 400 mm (16 in.) od vanjskih rubova vozila. Ovi katadiopteri mogu biti uključeni u crvena stražnja svjetla, ako ta svjetla odgovaraju gore navedenim uvjetima. Ovi katadiopteri vidljivi su po noći za vedra vremena na udaljenosti od najmanje 100 m (325 stopa) kada ih osvjetljavaju dva svjetla za vožnju.

(i) Svaki motocikl bez bočne prikolice opremljen je s crvenim katadiopterom, po mogućnosti u obliku koji nije trokut, koji je postavljen na stražnjem dijelu vozila, bilo da je uključen u ili odvojen od, stražnjeg crvenog svjetla te odgovara uvjetima vidljivosti koji su navedeni pod stavkom (h) ovog dijela.

(j) Svaka prikolica i svako zglobno vozilo opremljeno je s dva katadioptera, po mogućnosti u obliku trokuta, koja se postavljaju simetrično na stražnji dio vozila i na suprotne strane vozila. Ovi katadiopteri vidljivi su po noći za vedra vremena na udaljenosti od najmanje 100 m (325 stopa) kada ih osvjetljavaju dva svjetla za vožnju.

Kada su katadiopteri trokutastog oblika, trokut je istostraničan, sa stranicama koje su duge najmanje 150 mm (6 in.) i uspravnog je položaja. Vanjski kut svakog od tih katadioptera položen je što je bliže moguće i ni u kojem slučaju dalje od 400 mm (16 in.) od krajnjih vanjskih rubova vozila.

(k) Uz iznimku motocikala, svako motorno vozilo i svaka prikolica koja se nalazi na kraju niza vozila mora biti opremljeno s najmanje jednim kočnim svjetlom na stražnjem dijelu vozila, koje mora svijetliti crvenom ili žutom bojom. To se svjetlo mora upaliti korištenjem kočnice motornog vozila. Ako je kočno svjetlo crvene boje te nije uključeno u, niti povezano sa, stražnjim crvenim svjetlom, njegova jačina mora biti jača od jačine stražnjeg crvenog svjetla. Kočno svjetlo se ne treba nalaziti na prikolicama ili poluprikolicama ako su njihove dimenzije takve da je kočno svjetlo vidljivo na stražnjoj strani vučnog vozila.

(l) Kada je motorno vozilo opremljeno pokazivačima smjera, takvi pokazivači mogu biti:

- (i) Pomični krak koji viri sa svake strane vozila i koji je osvjetljen stalnim žutim svjetlom kada se krak nalazi u horizontalnom položaju.
- (ii) Žuto svjetlo koje stalno treperi ili bljeska i koje se nalazi s obje strane vozila;
- (iii) Svjetlo koje stalno treperi ili bljeska te se nalazi sa svake strane na prednjem i stražnjem dijelu vozila. Boja takvih svjetala je bijela ili narančasta s prednje strane i crvena ili narančasta sa stražnje strane.

(m) Osim pokazivača smjera, nijedno drugo svjetlo ne treperi ili ne bljeska.

(n) Ako je vozilo opremljeno s nekoliko svjetala iste vrste, ona moraju biti iste boje i, osim u slučaju motora s bočnim prikolicama, dva od tih svjetala moraju biti simetrično postavljena u odnosu na uzdužnu os vozila.

(o) Nekoliko svjetala može se nalaziti u istom svjetlosnom uređaju pod uvjetom da svako od tih svjetala odgovara relevantnim odredbama ovog dijela.

III. DRUGI UVJETI

(a) Uređaj za upravljanje

Svako motorno vozilo opremljeno je jakim uređajem za upravljanje koji će omogućiti da se vozilo okrene lako, brzo i sigurno.

(b) Retrovizor

Svako motorno vozilo opremljeno je s najmanje jednim retrovizorom odgovarajućih dimenzija koji je postavljen tako da omogući vozaču pogled na cestu s njegovog sjedala prema stražnjem dijelu vozila. Međutim, ova odredba nije obavezna za motocikle sa ili bez bočnih prikolica.

(c) Uređaj za zvučno upozoravanje

Svako motorno vozilo opremljeno je s najmanje jednim zvučnim uređajem za upozoravanje dovoljne snage koji nije zvono, gong, sirena ili drugi prodoran zvučni uređaj.

(d) Brisač stakla

Svako motorno vozilo koje ima vjetrobransko staklo mora imati najmanje jedan učinkovit brisač stakla koji može funkcionirati bez stalne kontrole od strane vozača. Međutim, ova odredba nije obavezna za motocikle sa ili bez bočnih prikolica.

(e) Vjetrobranska stakla

Vjetrobranska su stakla napravljena od čvrste tvari koja je prozirna i koja ne proizvodi oštre krhotine ako se razbije. Predmeti koji se vide kroz tu tvar ne smiju izgledati iskrivljeno.

(f) Uređaj za vožnju unatrag

Svako motorno vozilo opremljeno je uređajem za vožnju unatrag kojim se može upravljati iz vozačevog sjedala, ako masa motornog vozila kada je prazno prelazi 400 kg (900 funti).

(g) Prigušivač

Svako motorno vozilo ima prigušivač koji je stalno u funkciji kako bi spriječio prekomjernu ili neobičnu buku, a vozač ne može prekinuti njegov rad dok se nalazi na cesti.

(h) Gume

Kotači motornih vozila i njihovih prikolica moraju imati ugrađene pneumatske gume, ili neke druge gume koje su jednako elastične.

(i) Uređaj koji sprječava kretanje vozila unatrag na uzbrdici

Prilikom putovanja planinskim područjem države u kojoj to zahtijevaju nacionalni propisi, svako motorno vozilo čija najveća dopuštena masa prelazi 3500 kg (7.700 funti) mora imati uređaj, poput graničnika ili podupirača, koji može spriječiti vozilo od kretanja unatrag ili unaprijed.

(j) Opće odredbe

(i) Koliko je to moguće, uređaji i pomoćna oprema svakog motornog vozila ne smiju predstavljati opasnost od požara ili eksplozije, niti uzrokovati ispuštanje štetnih plinova ili neugodnih mirisa ili proizvoditi uznemirujuće zvukove, ili biti izvor opasnosti u slučaju sudara.

(ii) Svako motorno vozilo mora biti sastavljeno na takav način da vozač može gledati ispred sebe, desno i lijevo, i vidjeti dovoljno jasno kako bi mogao sigurno voziti.

(iii) Odredbe koje se tiču kočenja ili osvjetljenja ne primjenjuju se na invalidska kolica koja spadaju pod nacionalne propise u državi registracije u odnosu na kočnice, svjetla i reflektore. U svrhu ovog stavka „invalidska kolica“ označavaju motorno vozilo čija masa bez opterećenja ne

prelazi 300 kg (700 funti), čija brzina ne prelazi 30 km (19 milja) na sat, i koja su posebno osmišljena i sastavljena (a ne samo prilagođena) kako bi ih koristila osoba koja pati od nekog fizičkog oštećenja ili invaliditeta, te koju takva osoba može normalno koristiti.

IV. KOMBINACIJA VOZILA

(a) „Kombinacija vozila“ može biti sastavljena od vučnog vozila i jedne ili dvije prikolice. Zglobno vozilo može vući prikolicu, ali ako se takvo zglobno vozilo koristi za prijevoz putnika, prikolica ne smije imati više od jedne osovine i ne smije prevoziti putnike.

(b) Svaka država ugovornica može, međutim, ustvrditi da će dopustiti da vozilo vuče samo jednu prikolicu i da neće dopustiti zglobnom vozilu da vuče prikolicu. Također može ustvrditi da neće dopustiti prijevoz putnika zglobnim vozilima.

V. PRIJELAZNE ODREDBE

Odredbe dijelova I., II. i stavka (e) dijela III. ovog Priloga primjenjuju se na svako motorno vozilo koje je prvi put registrirano u bilo kojem trenutku po isteku roka od dvije godine nakon datuma stupanja na snagu ove Konvencije, te na njihove prikolice. Spomenute odredbe primjenjuju se pet godina nakon stupanja na snagu ove Konvencije na svako motorno vozilo koje je prvi put registrirano u bilo kojem trenutku po isteku roka od dvije godine nakon datuma stupanja na snagu ove Konvencije, te na svaku prikolicu.

U međuvremenu se primjenjuju sljedeće odredbe:

(a) Svako motorno vozilo mora biti opremljeno ili s dva sustava kočnica, neovisna jedan o drugome, ili s jednim sustavom kočnica s dva neovisna načina upravljanja, od kojih će jedan način upravljanja biti u funkciji čak i ako drugi zakaže, pod uvjetom da je sustav koji se koristi učinkovit i brz u djelovanju u svim slučajevima.

(b) Svako motorno vozilo koje putuje samo, tijekom noći i nakon sumraka, sprijeda mora imati najmanje dva bijela svjetla, od kojih je jedno smješteno na lijevu, a drugo na desnu stranu, te na stražnjoj strani treba imati crveno svjetlo.

Za motocikle koje nemaju bočnu prikolicu, broj svjetala na prednjoj strani može se smanjiti na jedno svjetlo.

(c) Svako motorno vozilo također mora biti opremljeno s jednim ili više uređaja koji su sposobni učinkovito osvijetliti cestu na dovoljnoj udaljenosti sprijeda, osim ako gore propisana dva bijela svjetla ne ispunjavaju taj uvjet.

Ako je vozilo sposobno ubrzati na brzinu koja je veća od 30 km (19 milja) na sat, ta udaljenost ne smije biti manja od 100 m (325 stopa).

(d) Kod svjetala koja mogu prouzročiti efekt bljeskanja mora postojati način da se takav efekt ukloni kada drugi korisnici ceste dolaze u susret, ili u bilo kakvoj situaciji kada bi bilo korisno uklanjanje takvog efekta. Uklanjanje efekta bljeska, mora, međutim, ostaviti dovoljno svjetla kako bi se cesta jasno osvijetlila na udaljenosti od barem 25 m (80 stopa).

(e) Motorna vozila koja vuku prikolice podložna su istim odredbama kao i zasebna motorna vozila što se tiče prednjeg osvjetljenja; stražnja crveno svjetlo moraju se nalaziti na stražnjem dijelu prikolice.

Prilog 7

DIMENZIJE I MASA VOZILA U MEĐUNARODNOM PROMETU

1. Ovaj prilog primjenjuje se na autoceste kako su utvrđene u skladu s člankom 23.

2. Na ovim cestama maksimalne dozvoljene dimenzije i masa vozila, praznog ili s teretom, pod uvjetom da nijedno vozilo ne prenosi teret čija je težina veća od one dozvoljene od strane nadležnog tijela države u kojoj je vozilo registrirano, su sljedeće:

	<i>Metara</i>	<i>Stopa</i>
(a) Ukupna širina	2,50	8,20
(b) Ukupna visina	3,80	12,50
(c) Ukupna dužina:		
teretna vozila s dvije osovine	10,00	33,00
putnička vozila s dvije osovine	11,00	36,00
vozila s tri ili više osovina	11,00	36,00
zglobna vozila	14,00	46,00
kombinacija vozila s jednom prikolicom ¹	18,00	59,00
kombinacija vozila s dvije prikolice ¹	22,00	72,00
(d) Maksimalna dozvoljena masa:	<i>metričke tone</i>	<i>funte</i>
(i) na najopterećeniju osovinu ²	8,00	17.600
(ii) na najopterećeniju dvostruku skupinu osovina (dvije osovine skupine imaju najmanje 40 inča (1,00 metar), a manje od 7 stopa (2,00 metra razmaka)	14,50	32.000

(iii) vozila, zglobnog vozila ili druge kombinaciju vozila:

<i>Udaljenost u metrima između krajnjih osovina vozila ,</i>	<i>Maksimalna dozvoljena masa vozila, zglobnog</i>	<i>Udaljenost u stopama između</i>	<i>Maksimalna dozvoljena masa</i>
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¹ Odredbe dijela IV. Priloga 6. koje se odnose na kombinacije vozila primjenjuju se i na kombinacije vozila koje se spominju u ovom prilogu.

² Masa osovine određuje se kao ukupna masa koju na cestu prenose svi kotači čije središte može biti obuhvaćeno između dvije paralelne poprečne vertikalne ravnine udaljene 1,00m (40 inča) koje se protežu cijelom širinom vozila.

<i>zglobnog vozila ili druge kombinacije vozila</i>	<i>vozila ili druge kombinacije vozila u metričkim tonama</i>	<i>krajnjih osovina vozila, zglobnog vozila ili drugih kombinacija vozila</i>	<i>vozila, zglobnog vozila ili drugih kombinacija vozila u funtama</i>
od 1 do manje od 2	14,50	od 3 do manje od 7	32.000
“ 2 “ 3	15,00	“ 7 “ 8	32.480
“ 3 “ 4	16,25	“ 8 “ 9	33.320
“ 4 “ 5	17,50	“ 9 “ 10	34.160
“ 5 “ 6	18,75	“ 10 “ 11	35.000
“ 6 “ 7	20,00	“ 11 “ 12	35.840
“ 7 “ 8	21,25	“ 12 “ 13	36.680
“ 8 “ 9	22,50	“ 13 “ 14	37.520
“ 9 “ 10	23,75	“ 14 “ 15	38.360
“ 10 “ 11	25,00	“ 15 “ 16	39.200
“ 11 “ 12	26,25	“ 16 “ 17	40.040
“ 12 “ 13	27,50	“ 17 “ 18	40.880
“ 13 “ 14	28,75	“ 18 “ 19	41.720
“ 14 “ 15	30,00	“ 19 “ 20	42.560
“ 15 “ 16	31,25	“ 20 “ 21	43.400
“ 16 “ 17	32,50	“ 21 “ 22	44.240
“ 17 “ 18	33,75	“ 22 “ 23	45.080
“ 18 “ 19	35,00	“ 23 “ 24	45.920
“ 19 “ 20	36,25	“ 24 “ 25	46.760
		“ 25 “ 26	47.600
		“ 26 “ 27	48.440
		“ 27 “ 28	49.280
		“ 28 “ 29	50.120
		“ 29 “ 30	50.960
		“ 30 “ 31	51.800
		“ 31 “ 32	52.640
		“ 32 “ 33	53.480
		“ 33 “ 34	54.320
		“ 34 “ 35	55.160
		“ 35 “ 36	56.000
		“ 36 “ 37	56.840
		“ 37 “ 38	57.680
		“ 38 “ 39	58.520
		“ 39 “ 40	59.360
		“ 40 “ 41	60.200
		“ 41 “ 42	61.040
		“ 42 “ 43	61.880
		“ 43 “ 44	62.720
		“ 44 “ 45	63.560
		“ 45 “ 46	64.400
		“ 46 “ 47	65.240
		“ 47 “ 48	66.080
		“ 48 “ 49	66.920
		“ 49 “ 50	67.760
		“ 50 “ 51	68.600

“ 51 “ 52	69.440
“ 52 “ 53	70.280
“ 53 “ 54	71.120
“ 54 “ 55	71.960
“ 55 “ 56	72.800
“ 56 “ 57	73.640
“ 57 “ 58	74.480
“ 58 “ 59	75.320
“ 59 “ 60	76.160
“ 60 “ 61	77.000
“ 61 “ 62	77.840
“ 62 “ 63	78.680
“ 63 “ 64	79.520
“ 64 “ 65	80.360

(iv) Ako je za bilo koje vozilo koje je primljeno u međunarodni promet maksimalna dozvoljena masa izražena u metričkim jedinicama tablice navedene u podstavku (iii) različita od maksimalne dozvoljene mase izražene u stopama i funtama, primjenjuje se veća od dvije brojčane vrijednosti.

3. Države ugovornice mogu sklopiti regionalne sporazume kojima bi vrijednosti maksimalne dozvoljene mase bile veće od onih na popisu. Ipak, preporuča se da maksimalna dozvoljena masa na najopterećenijoj osovini ne prelazi 13 metričkih tona (28.660 funti).

4. Kada svaka država ugovornica odredi ceste na koje se primjenjuje ovaj Prilog, mora navesti maksimalne dimenzije ili mase koje su privremeno dozvoljene za promet na takvim cestama:

(a) gdje postoje trajekti, tuneli ili mostovi koji bi ograničili prolaz vozilima čije su dimenzije i masa dozvoljeni u ovom prilogu;

(b) gdje posebnost ili stanje cesta zahtjeva ograničenje prometovanja takvih vozila na njima.

5. Posebna prometna odobrenja za vozila ili kombinacije vozila koja premašuju ovdje navedene maksimalne dimenzije ili masu može izdati svaka država ugovornica ili njezina teritorijalna jedinica.

6. Svaka država ugovornica ili njezina teritorijalna jedinica može ograničiti ili zabraniti prometovanje motornih vozila na određenoj cesti na koju se ovaj Prilog primjenjuje ili nametnuti ograničenja u odnosu na masu vozila koja mogu prometovati na svakoj takvoj cesti tijekom ograničenog razdoblja, kad god bi svaka takva cesta zbog propadanja, jake kiše, snijega, odmrzavanja ili drugih nepovoljnih klimatskih uvjeta pretrpjela ozbiljnu štetu od vozila čije su mase obično dozvoljene.

Prilog 8

UVJETI KOJE VOZAČI MOTORNIH VOZILA MORAJU ISPUNJAVATI U MEĐUNARODNOM PROMETU

Minimalna doba za vožnju motornog vozila pod uvjetima utvrđenim u članku 24 Konvencije je osamnaest godina.

Ipak, svaka država ugovornica ili teritorijalna jedinica iste priznaju vozačke dozvole koje je izdala druga država ugovornica vozačima motocikala i invalidskih kolica mlađim od osamnaest godina.

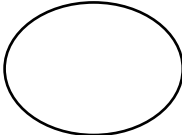
Prilog 9

MODEL VOZAČKE DOZVOLE – DIMENZIJE: 74x105mm

Boja: roza

1. Dozvola je sastavljena na jeziku/jezicima kao što je propisano zakonodavstvom države.
2. Naziv dokumenta „Vozačka dozvola“ bit će napisan na jeziku/jezicima kao što je propisano u gornjoj točki 1. nakon kojeg slijedi francuski prijevod „*Permis de conduire*“.
3. Natpisi moraju biti pisani (ili barem ponovljeni) na latinici ili tzv. engleskom pismu.
4. Dodatne napomene nadležnih tijela države izdavanja, ako ih ima, neće se primjenjivati u međunarodnom prometu.
5. Razlikovni znak kao što je definiran u Prilogu 4 upisuje se u ovalni oblik.

VANJSKE STRANICE






<p>Namijenjeno za ovjere nadležnih tijela države izdavanja, uključujući periodički produžetak valjanosti.</p>		<p>Ime države</p>  <p>VOZAČKA DOZVOLA</p>
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*Može se unijeti ime oca ili supruga.
 **Ili približnu dob na datum izdavanja.
¹Napomena tajništva: vidjeti stranicu 52.

***Ako je poznato.
 ****Ili otisak prsta nositelja dozvole.

UNUTARNJE STRANICE

	Promjene adrese		Kategorija vozila za koju vrijedi vozačka dozvola
1. Prezime..... 2. Ostala imena*..... 3. Datum** i mjesto*** rođenja..... 4. Prebivalište..... Potpis nositelja dozvole**** <div style="border: 1px solid black; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Fotografija: 35 X 45mm </div> 5. Izdao..... 6. u..... dana..... 7. Vrijedi do..... Br. <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div> Potpis nadležnog tijela.	..... Datum: <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div> Potpis:	A	na poleđini ¹ <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div>
	..... Datum: <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div> Potpis:	B	uvećano <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div>
	..... Datum: <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div> Potpis:	C	zasebno <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div>
	Dodatan napomene nadležnog tijela u državi izdavanja, ako postoje.	D	Prikazano <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div>
		E	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 10px auto;"> Pečat ili žig nadležnog tijela </div>

Kategorije vozila za koje vrijedi vozačka dozvola:	
A	Motocikli sa ili bez bočne prikolice, invalidska kolica i moped na tri kotača čija masa bez opterećenja ne prelazi 400 kg (900 funti). 
B	Motorna vozila koja se koriste za prijevoz putnika i koja uz sjedalo vozača imaju najviše 8 sjedala, ili ona koja se koriste za prijevoz dobara, a čija maksimalna dozvoljena masa ne prelazi 3.500kg (7.700 funti). Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom. 
C	Motorna vozila koja se koriste za prijevoz roba, a čija maksimalna dozvoljena masa prelazi 3.500 kg (7.700 funti). Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom. 
D	Motorna vozila koja se koriste za prijevoz putnika i koja uz sjedalo vozača imaju više od 8 sjedala. Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom. 
E	Motorna vozila kategorija B, C ili D za koja vozač ima dozvolu i koja su u kombinaciji sa svim prikolicama osim laganih. 

„Maksimalna dozvoljena masa“ vozila označava masu vozila i njegovo najveće opterećenje kada je vozilo spremno za vožnju.

„Maksimalno opterećenje“ označava masu opterećenja koju je dozvolilo nadležno tijelo države u kojoj je vozilo registrirano.

„Lagane prikolice“ su prikolice čija maksimalna dozvoljena masa ne prelazi 750 kg (1.650 funti).

Prilog 10**MODEL MEĐUNARODNE VOZAČKE DOZVOLE**

DIMENZIJE: 105 x 148 mm

*Boje: korice:siva**stranice: bijela*

Stranice 1 i 2 sastavljene su na nacionalnom jeziku ili jezicima.

Cijela zadnja stranica sastavljena je na francuskom jeziku.

Dotadne stranice međunarodne vozačke dozvole ponavljaju tekst prvog dijela zadnje stranice na drugim jezicima. Sastavljeni su na sljedećim jezicima:

- (a) jeziku/jezicima propisanim zakonodavstvom države izdateljice,
- (b) službenim jezicima Ujedinjenih naroda,
- (c) najviše šest drugih jezika koje je država izdateljica odabrala prema svome nahođenju.

Mjerodavan prijevod teksta dozvole na različite jezike vlade prosljeđuju glavnom tajniku Ujedinjenih naroda, svaka na jeziku koji je se tiče.

Pismene napomene napisane su na latinici ili tzv. engleskom pismu.


STRANICA 1
(korica)

(Ime države)
Međunarodni motorni promet
MEĐUNARODNA VOZAČKA DOZVOLA

Konvencija o međunarodnom cestovnom
prometu od

.....
izdana u.....
Datum

1



**Pečat ili
žig
nadležnog
tijela**

¹ Potpis ili pečat nadležnog tijela
ili
Potpis ili pečat udruženja koje je ovlastilo
nadležno tijelo

STRANICA 2
(unutarnja korica)

Ova dozvola vrijedi na državnom području svih država ugovornica s iznimkom državnog područja države ugovornice koja je izdala dozvolu, na razdoblje od godine dana od datuma izdavanja za vožnju vozila koja su uključena u kategoriju ili kategorije koje su navedene na zadnjoj stranici ove dozvole.

[prostor namijenjen za popis država ugovornica (nije obavezno)]


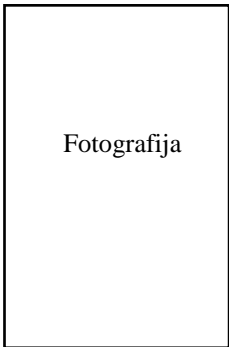



Podrazumijeva se da ova dozvola ni na koji način ne utječe na obavezu nositelja da se strogo pridržava zakona i propisa vezanih za boravak ili obavljanje djelatnosti koji su na snazi u svakoj od država kroz koju putuje.


ZADNJA STRANICA

Dio I.

Dio II.

Podaci koji se odnose na vozača:	Prezime:	1.	1.
	Ostala imena*	2.	2.
Vozila za koja vrijedi vozačka dozvola:	Mjesto rođenja**	3.	3.
	Datum rođenja***	4.	4.
	Prebivalište	5.	5.

Motocikli sa ili bez bočne prikolice, invalidska kolica i moped na tri kotača čija masa bez opterećenja ne prelazi 400 kg (900 funti).	A	A  Pečat ili žig	 Fotografija
Motorna vozila koja se koriste za prijevoz putnika i koja uz sjedalo vozača imaju najviše 8 sjedala, ili ona koja se koriste za prijevoz dobara, a čija maksimalna dozvoljena masa ne prelazi 3.500kg (7.700 funti). Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom.	B	B  Pečat ili žig	
Motorna vozila koja se koriste za prijevoz roba, a čija maksimalna dozvoljena masa prelazi 3.500 kg (7.700 funti). Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom.	C	C  Pečat ili žig	
Motorna vozila koja se koriste za prijevoz putnika i koja uz sjedalo vozača imaju više od 8 sjedala. Vozila u ovoj kategoriji mogu biti u kombinaciji s laganom prikolicom.	D	D  Pečat ili žig		..... Potpis nositelja****

		<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>E</p>  </div>	
<p>Motorna vozila kategorija B, C ili D, kako je iznad propisano, i koja su u kombinaciji sa svim prikolicama osim laganih.</p>	E		
<p>„Maksimalna dozvoljena masa“ vozila označava masu vozila i njegovo najveće opterećenje kada je vozilo spremno za vožnju. „Maksimalno opterećenje“ označava masu opterećenja koju je dozvolilo nadležno tijelo države u kojoj je vozilo registrirano. „Lagane prikolice“ su prikolice čija maksimalna dozvoljena masa ne prelazi 750 kg (1.650 funti).</p>		<p>ISKLUČENJE (države)</p> <p>I..... V..... II..... VI..... III..... VII..... IV..... VIII.....</p>	
<p style="text-align: center;">ISKLUČENJE</p> <p>Nositelj ove dozvole nema pravo vožnje u (država)..... zbog..... </p> <div style="display: flex; align-items: center;"> <div style="border: 2px solid black; border-radius: 50%; padding: 10px; margin-right: 10px; text-align: center;"> <p>Pečat ili žig nadležnog tijela</p> </div> <div> <p>Mjesto..... Datum..... Potpis</p> </div> </div>	<p>Isključenje: (države I-VIII)</p>		
<p>Ako je prostor iznad već popunjen, koristiti bilo koji drugi prostor predviđen za „Isključenje“</p>			

* Može se unijeti ime oca ili supruga.

** Ako je poznato.

*** Ili približna dob na datum izdavanja.

**** Ili otisak prsta.

CONVENTION ON ROAD TRAFFIC

The Contracting States, desirous of promoting the development and safety of international road traffic by establishing certain uniform rules,

Have agreed upon the following provisions:

Chapter I

GENERAL PROVISIONS

ARTICLE 1

1. While reserving its jurisdiction over the use of its own roads, each Contracting State agrees to the use of its roads for international traffic under the conditions set out in this Convention.

2. No Contracting State shall be required to extend the benefit of the provisions of this Convention to any motor vehicle or trailer, or to any driver having remained within its territory for a continuous period exceeding one year.

ARTICLE 2

1. The annexes to this Convention shall be considered as integral parts of the Convention; it being understood, however, that any State may on signature or ratification of, or accession to, the Convention, or at any time thereafter, by declaration exclude annexes 1 and 2 from its application of the Convention.

2. Any Contracting State may at any time give notice to the Secretary-General of the United Nations that it will be bound, as from the date of the said notification, by annexes 1 and 2 as excluded under the terms of paragraph 1 of this article.

ARTICLE 3

1. Measures which all the Contracting States or certain of them may have agreed, or shall in the future agree, to put into effect with a view to facilitating international road traffic by simplifying customs, police, health or other requirements will be regarded as being in conformity with the object of this Convention.

2. (a) A bond or other form of security guaranteeing payment of any import duties and import taxes which would, in the absence of such security, be chargeable on the importation of any motor vehicle admitted to international traffic may be required by any Contracting State.

(b) A Contracting State shall accept for the purposes of this article the guarantee of an organization established in its own territory affiliated to an international association which has issued a valid international customs pass for the motor vehicle (such as a *carnet de passages en douane*).

3. For the fulfilment of the requirements provided for in this Convention the Contracting States will endeavour to keep open during the same hours customs offices and posts next to each other on the same international road.

ARTICLE 4

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

“International traffic” means any traffic which crosses at least one frontier;

“Road” means any way open to the public for the circulation of vehicles;

“Carriageway” means that portion of a road normally used by vehicular traffic;

“Lane” means any one of the parts into which the carriageway is divisible, each sufficient in width for one moving line of vehicles;

“Driver” means any person who drives a vehicle, including cycles, or guides draught, pack or saddle animals or herds or flocks on a road, or who is in actual physical control of the same;

“Motor vehicle” means any self-propelled vehicle normally used for the transport of persons or goods upon a road, other than vehicles running on rails or connected to electric conductors. Any State bound by annex 1 shall exclude from this definition cycles fitted with an auxiliary engine of the type described in that annex;

“Articulated vehicle” means any motor vehicle with a trailer having no front axle and so attached that part of the trailer is superimposed upon the motor vehicle and a substantial part of the weight of the trailer and of its load is borne by the motor vehicle. Such a trailer shall be called a “semi-trailer”;

“Trailer” means any vehicle designed to be drawn by a motor vehicle;

“Cycle” means any cycle not self-propelled. Any State bound by annex 1 shall include in this definition cycles fitted with an auxiliary engine of the type described in that annex;

“Laden weight” of a vehicle means the weight of the vehicle and its load when the vehicle is stationary and ready for the road, and shall include the weight of the driver and of any other persons carried for the time being;

“Maximum load” means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle;

“Permissible maximum weight” of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road.

ARTICLE 5

This Convention is not to be taken as authorizing the carriage of persons for hire or reward or the carriage of goods other than the personal baggage of the occupants of the vehicle; it being understood that these matters and all other matters not provided for in this Convention remain within the competence of domestic legislation, subject to the application of other relevant international conventions or agreements.

Chapter II

RULES OF THE ROAD

ARTICLE 6

Each Contracting State shall take appropriate measures to ensure the observance of the rules set out in this chapter.

ARTICLE 7

Every driver, pedestrian or other road user shall conduct himself in such a way as not to endanger or obstruct traffic; he shall avoid all behaviour that might cause damage to persons, or public or private property.

ARTICLE 8

1. Every vehicle or combination of vehicles proceeding as a unit shall have a driver.
2. Draught, pack or saddle animals shall have a driver, and cattle shall be accompanied, except in special areas which shall be marked at the points of entry.
3. Convoys of vehicles and animals shall have the number of drivers prescribed by domestic regulations.
4. Convoys shall, if necessary, be divided into sections of moderate length, and be sufficiently spaced out for the convenience of traffic. This provision does not apply to regions where migration of nomads occurs.
5. Drivers shall at all times be able to control their vehicles or guide their animals. When approaching other road users, they shall take such precautions as may be required for the safety of the latter.

ARTICLE 9

1. All vehicular traffic proceeding in the same direction on any road shall keep to the same side of the road, which shall be uniform in each country for all roads. Domestic regulations concerning one-way traffic shall not be affected.
2. As a general rule and whenever the provisions of article 7 so require, every driver shall:
 - (a) On two-lane carriageways intended for two-way traffic, keep his vehicle in the lane appropriate to the direction in which he is travelling;
 - (b) On carriageways with more than two lanes, keep his vehicle in the lane nearest to the edge of the carriageway appropriate to the direction in which he is travelling.
3. Animals shall be kept as near as possible to the edge of the road in accordance with domestic regulations.

ARTICLE 10

The driver of a vehicle shall at all times have its speed under control and shall drive in a reasonable and prudent manner. He shall slow down or stop whenever circumstances so require, and particularly when visibility is not good.

ARTICLE 11

1. Drivers when meeting or being overtaken shall keep as close as practicable to the edge of the carriageway on the side appropriate to the direction in which they are travelling. In overtaking, a driver shall pass on the left or the right of the overtaken vehicle or animal according to the rule observed in the country concerned. These rules shall not necessarily apply in the case of tramcars, trains on roads, and certain mountain roads.
2. On the approach of any vehicle or accompanied animal, drivers shall:
 - (a) When meeting, leave sufficient space for the vehicle or accompanied animal coming from the opposite direction;
 - (b) When being overtaken, keep as close as practicable to the appropriate edge of the carriageway and not accelerate.
3. Drivers intending to overtake shall make sure that there is sufficient room and sufficient visibility ahead to permit overtaking without danger. After overtaking they shall bring their vehicles back to the right or left hand side according to the rule observed in the country concerned, but only after making sure that this will not inconvenience the vehicle, pedestrian or animal overtaken.

ARTICLE 12

1. Every driver approaching a fork, crossroad, road junction or level-crossing shall take special precautions to avoid accidents.
2. Priority of passage may be accorded at intersections on certain roads or sections of road. Such priority shall be marked by signs and every driver approaching such a road or section of road shall be bound to yield the right of way to drivers travelling, along it.
3. The provisions of annex 2 regarding the priority of passage at intersections not covered by paragraph 2 of this article shall be applied by the States bound by the said annex.
4. Every driver before starting to turn into a road shall:
 - (a) Make sure that he can do so without danger to other road users;
 - (b) Give adequate notice of his intention to turn;
 - (c) Move over as far as practicable to the edge of the carriageway on the side appropriate to the direction in which he is travelling if he wishes to turn off the road on that side;
 - (d) Move as near as practicable towards the middle of the carriageway if he wishes to leave the road and turn to the other side, except as provided for in paragraph 2 of article 16;
 - (e) In no case hamper the traffic coming from the opposite direction.

ARTICLE 13

1. Stationary vehicles or animals shall be kept off the carriageway if feasible, or, if not, as close as practicable to the edge of the carriageway. Drivers shall not leave vehicles or animals until they have taken all necessary precautions to avoid an accident.
2. Vehicles and animals shall not be left waiting where they are likely to cause danger or obstruction, and in particular at or near a road intersection, a bend or the top of a hill.

ARTICLE 14

All necessary precautions shall be taken to ensure that the load of a vehicle shall not be a cause of damage or danger.

ARTICLE 15

1. From nightfall and during the night, or when atmospheric conditions render it necessary, every vehicle or combination of vehicles on a road shall show at least one white light in front and at least one red light in the rear.

When a vehicle, other than a cycle or a motor-cycle without sidecar, is provided with only one white light in front, this shall be placed on the side nearest to traffic coming from the opposite direction.

In countries where two white front lights are obligatory, such lights shall be placed one on the right and one on the left of the vehicle.

The red light may be produced either by a device distinct from that which produces the white light or lights in front or by the same device when the vehicle is short enough and so arranged as to permit this.

2. In no case shall a vehicle have a red light or a red reflector directed to the front or a white light or a white reflector directed to the rear. This provision shall not apply to a white or yellow reversing light in cases where the domestic legislation of the country of registration of the vehicle permits such lights.

3. Lights and reflex reflectors shall be such as to ensure that the vehicle is clearly indicated to other road users.

4. Any Contracting State or subdivision thereof may, provided that all measures are taken to guarantee normal conditions of safety, exempt from certain provisions of this article:

- (a) Vehicles used for special purposes or under special conditions;
- (b) Vehicles of special shape and kind;
- (c) Stationary vehicles on adequately lighted roads.

ARTICLE 16

1. The provisions of this chapter shall apply to trolleybuses.

2. (a) Cyclists shall use cycle tracks where there is an obligation to do so indicated by an appropriate sign, or where such obligation is imposed by domestic regulations;

(b) Cyclists shall proceed in single file where circumstances so require and, except in special cases provided for in domestic regulations, shall never proceed more than two abreast on the carriageway;

(c) Cyclists shall not be towed by vehicles;

(d) The provisions of paragraph 4 (d) of article 12 shall not apply to cyclists where domestic regulations provide otherwise.

Chapter III

SIGNS AND SIGNALS

ARTICLE 17

1. With a view to ensuring a homogeneous system, the road signs and signals adopted in each Contracting State shall, as far as possible, be the only ones to be placed on the roads of that State. Should it be necessary to introduce any new sign, the shape, colour and type of symbol employed shall conform with the system in use in that State.

2. The number of approved signs shall be limited to such as may be strictly necessary. They shall be placed only at points where they are essential.

3. The danger signs shall be placed at a sufficient distance from the object indicated to give road users adequate warning.

4. The affixing to an approved sign of any notice not related to the purpose of such sign and liable to obscure it or to interfere with its character shall be prohibited.

5. All boards and notices which might be confused with the approved signs or make them more difficult to read shall be prohibited.

Chapter IV

PROVISIONS APPLICABLE TO MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

ARTICLE 18

1. In order to be entitled to the benefits of this Convention, a motor vehicle shall be registered by a Contracting State or subdivision thereof in the manner prescribed by its legislation.

2. A registration certificate containing at least the serial number, known as the registration number, the name or the trade mark of the maker of the vehicle, the maker's identification or serial number, the date of first registration and the full name and permanent place of residence of the applicant for the said certificate shall be issued either by the competent authority or by an association duly empowered to do so.

3. This certificate shall be accepted by all Contracting States as *prima facie* evidence of the information entered thereon.

ARTICLE 19

1. Every motor vehicle shall display at least at the back on a special plate or on the vehicle itself, a registration number issued or allotted by the competent authority. In the case of a motor vehicle drawing one or more trailers the single trailer or the last trailer shall display the registration number of the drawing vehicle or its own registered number.

2. The composition of the registration number and the manner in which it is displayed shall be as set out in annex 3.

ARTICLE 20

1. Every motor vehicle shall in addition to the registration number display at the back, inscribed on a plate or on the vehicle itself, the distinguishing sign of the place of registration of this vehicle. This sign shall indicate either a State or a territory which constitutes a distinct unit from the point of view of registration. In the case of a motor vehicle drawing one or more trailers this sign shall also be displayed at the back of the single trailer or of the last trailer.

2. The composition of the distinguishing sign and the manner in which it is displayed shall be as set out in annex 4.

ARTICLE 21

Every motor vehicle and trailer shall carry the identification marks set out in annex 5.

ARTICLE 22

1. Every motor vehicle and trailer shall be in good working order and in such safe mechanical condition as not to endanger the driver, other occupants of the vehicle or any person upon the road, or cause damage to public or private property.

2. In addition, every motor vehicle, or trailer, and its equipment shall conform to the provisions of annex 6 and the driver of every motor vehicle shall observe the rules set out therein.

3. The provisions of this article shall apply to trolleybuses.

ARTICLE 23

1. The maximum dimensions and weights of vehicles permitted to travel on the roads of each Contracting State or subdivision thereof shall be matters for domestic legislation. On certain roads designated by States Parties to regional agreements or, in the absence of such agreements, by a Contracting State, the permissible maximum dimensions and weights shall be those set out in annex 7.

2. The provisions of this article shall apply to trolleybuses.

Chapter V

DRIVERS OF MOTOR VEHICLES IN INTERNATIONAL TRAFFIC

ARTICLE 24

1. Each Contracting State shall allow any driver admitted to its territory who fulfils the conditions which are set out in annex 8 and who holds a valid driving permit issued to him, after he has given proof of his competence, by the competent authority of another Contracting State or subdivision thereof, or by an association duly empowered by such authority, to drive on its roads without further examination motor vehicles of the category or categories defined in

annexes 9 and 10 for which the permit has been issued.

2. A Contracting State may however require that any driver admitted to its territory shall carry an international driving permit conforming to the model contained in annex 10, especially in the case of a driver coming from a country where a domestic driving permit is not required or where the domestic permit issued to him does not conform to the model contained in annex 9.

3. The international driving permit shall, after the driver has given proof of his competence, be delivered by the competent authority of a Contracting State or subdivision thereof, or by a duly authorized association, and sealed or stamped by such authority or association. The holder shall be entitled to drive in all Contracting States without further examination motor vehicles coming within the categories for which the permit has been issued.

4. The right to use the domestic as well as the international driving permit may be refused if it is evident that the conditions of issue are no longer fulfilled.

5. A Contracting State or a subdivision thereof may withdraw from the driver the right to use either of the above-mentioned permits only, if the driver has committed a driving offence of such a nature as would entail the forfeiture of his driving permit under the legislation and regulations of that Contracting State. In such an event, the Contracting State or subdivision thereof withdrawing the use of the permit may withdraw and retain the permit until the period of the withdrawal of use expires or until the holder leaves the territory of that Contracting State, whichever is the earlier, and may record such withdrawal of use on the permit and communicate the name and address of the driver to the authority which issued the permit.

6. During a period of five years beginning with the entry into force of this Convention, any driver admitted to international traffic under the provisions of the International Convention relative to Motor Traffic signed at Paris on 24 April 1926, or of the Convention on the Regulation of Inter-American Automotive Traffic opened for signature at Washington on 15 December 1943, and holding the documents required thereunder, shall be considered as fulfilling the requirements of this article.

ARTICLE 25

The Contracting States undertake to communicate to each other such information as will enable them to establish the identity of persons holding domestic or international driving permits when they are liable to proceedings for a driving offence. They further undertake to make known the information required to establish the identity of the owner or the person in whose name a foreign vehicle which has been involved in a serious accident is registered.

Chapter VI

PROVISIONS APPLICABLE TO CYCLES IN INTERNATIONAL TRAFFIC

ARTICLE 26

Every cycle shall be equipped with:

- (a) At least one efficient brake;
- (b) An audible warning device consisting of a bell, to the exclusion of any other audible warning device, capable of being heard at a reasonable distance;
- (c) A white or yellow light in front and a red light or a red reflex reflector in the rear from nightfall and during the night or when atmospheric conditions render it necessary.

Chapter VII

FINAL PROVISIONS

ARTICLE 27

1. This Convention shall be open, until 31 December 1949, for signature by all States Members of the United Nations and by every State invited to attend the United Nations Conference on Road and Motor Transport held at Geneva in 1949.

2. This Convention shall be ratified and the instruments of ratification deposited with the Secretary-General of the United Nations.

3. From 1 January 1950, this Convention shall be open for accession by those of the States referred to in paragraph 1 of this article which have not signed this Convention and by any other State which the Economic and Social Council, may by resolution declare to be eligible. It shall also be open for accession on behalf of any Trust Territory of which the United Nations is the Administering Authority.

4. Accession shall be effected by the deposit of an instrument of accession with the Secretary-General of the United Nations.

ARTICLE 28

1. Any State may, at the time of signature, ratification or accession, or at any time thereafter, declare, by notification addressed to the Secretary-General of the United Nations, that the provisions of this Convention will be applicable to all or any of the territories for the international relations of which it is responsible. These provisions shall become applicable in the territories named in the notification thirty days after the date of receipt of such notification by the Secretary-General or, if the Convention has not entered into force at that time, then upon the date of its entry into force.

2. Each Contracting State, when circumstances permit, undertakes to take as soon as possible the necessary steps in order to extend the application of this Convention to the territories for the international relations of which it is responsible, subject, where necessary for constitutional reasons, to the consent of the governments of such territories.

3. Any State which has made a declaration under paragraph 1 of this article applying this Convention to any territory for the international relations of which it is responsible may at any time thereafter declare by notification given to the Secretary-General that the Convention shall cease to apply to any territory named in the notification and the Convention shall, after the expiration of one year from the date of the notification, cease to apply to such territory.

ARTICLE 29

This Convention shall enter into force on the thirtieth day after the date of the deposit of the fifth instrument of ratification or accession. This Convention shall enter into force for each State ratifying or acceding after that date on the thirtieth day after the deposit of its instrument of ratification or accession.

The Secretary-General of the United Nations shall notify each of the signatory or acceding States and every other State invited to attend the United Nations Conference on Road and Motor Transport of the date on which this Convention enters into force.

ARTICLE 30

This Convention shall terminate and replace, in relations between the Contracting States, the International Convention relative to Motor Traffic and the International Convention relative to Road Traffic signed at Paris on 24 April 1926, and the Convention on the Regulation of Inter-American Automotive Traffic opened for signature at Washington on 15 December 1943.

ARTICLE 31

1. Any amendment to this Convention may be proposed by any Contracting State. The text of such proposed amendment shall be communicated to the Secretary-General of the United Nations who shall transmit it to each Contracting State with a request that such State reply within four months stating whether it:

- (a) Desires that a conference be convened to consider the proposed amendment; or
- (b) Favours the acceptance of the proposed amendment without a conference; or
- (c) Favours the rejection of the proposed amendment without a conference.

The proposed amendment shall also be transmitted by the Secretary-General to all States, other than Contracting States, invited to attend the United Nations Conference on Road and Motor Transport.

2. The Secretary-General shall convene a conference of the Contracting States to consider the proposed amendment, if the convening of a conference is requested:

- (a) By at least one-quarter of the Contracting States in the case of a proposed amendment to any part of the Convention other than the annexes;
- (b) By at least one-third of the Contracting States in the case of a proposed amendment to an annex other than annexes 1 and 2;
- (c) In the case of annexes 1 and 2 by at least one-third of the States bound by the annex to which an amendment has been proposed.

The Secretary-General shall invite to the Conference such States, other than Contracting States, invited to attend the United Nations Conference on Road and Motor Transport or whose participation would, in the opinion of the Economic and Social Council, be desirable.

The provisions of this paragraph shall not apply in cases where an amendment to the Convention has been adopted in accordance with paragraph 5 of this article.

3. Any amendment to this Convention which shall be adopted by a two-thirds majority vote of a conference shall be communicated to all Contracting States for acceptance. Ninety days after its acceptance by two-thirds of the Contracting States each amendment to the Convention, except for those to annexes 1 and 2, shall enter into force for all the Contracting States except those which, before it enters into force, make a declaration that they do not adopt the amendment.

For the entry into force of any amendment to annexes 1 and 2 the majority shall be two-thirds of the States bound by the amended annex.

4. The Conference may by a two-thirds majority vote determine at the time of the adoption of an amendment to this Convention, except for those to annexes 1 and 2, that the amendment is of such a nature that any Contracting State which has made a declaration that it does not accept the amendment and which then does not accept the amendment within a period of twelve months after the amendment enters into force shall, upon the expiration of this period, cease to be a party to the Convention.

5. In the event of a two-thirds majority of the Contracting States informing the Secretary-General pursuant to paragraph 1 (b) of this article that they favour the acceptance of the amendment without a conference, notification of their decision shall be communicated by the Secretary-General to all the Contracting States. The amendment shall upon the expiration of ninety days from the date of such notification become effective as regards all the Contracting States except those States which notify the Secretary-General that they object to such an amendment within that period.

6. As regards amendments to annexes 1 and 2, and any amendment not within the scope of paragraph 4 of this article, the existing provisions shall remain in force in respect of any Contracting State which has made a declaration or lodged an objection with respect to such an amendment.

7. A Contracting State which has made a declaration in accordance with the provisions of paragraph 3 of this article, or has lodged an objection in accordance with the provisions of paragraph 5 of this article to an amendment, may withdraw such declaration or objection at any time by notification addressed to the Secretary-General. The amendment shall be effective as regards that State upon receipt of such notification by the Secretary-General.

ARTICLE 32

This Convention may be denounced by means of one year's notice given to the Secretary-General of the United Nations, who shall notify each signatory or acceding State thereof. After the expiration of this period the Convention shall cease to be in force as regards the Contracting State which denounces it.

ARTICLE 33

Any dispute between any two or more Contracting States concerning the interpretation or application of this Convention, which the Parties are unable to settle by negotiation or by another mode of settlement, may be referred by written application from any of the Contracting States concerned to the International Court of Justice for decision.

ARTICLE 34

Nothing in this Convention shall be deemed to prevent a Contracting State from taking action compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation which it considers necessary for its external or internal security.

ARTICLE 35

1. The Secretary-General shall, in addition to the notifications provided for in article 29, paragraphs 1, 3 and 5 of article 31 and article 32, notify the States referred to in paragraph 1 of article 27 of the following:

- (a) Declarations by Contracting States that they exclude annex 1, annex 2, or both of them, from the application of the Convention in accordance with paragraph 1 of article 2;
- (b) Declarations by Contracting States that they shall be bound by annex 1, annex 2, or both of them, in accordance with paragraph 2 of article 2;
- (c) Signatures, ratifications and accessions in accordance with article 27;
- (d) Notifications with regard to the territorial application of the Convention in accordance with article 28;
- (e) Declarations whereby States accept amendments to the Convention in accordance with paragraph 3 of article 31;
- (f) Objections to amendments to the Convention communicated by States to the Secretary-General in accordance with paragraph 5 of article 31;
- (g) The date of entry into force of amendments to the Convention in accordance with paragraphs 3 and 5 of article 31;
- (h) The date on which a State has ceased to be a Party to the Convention, in accordance with paragraph 4 of article 31;
- (i) Withdrawals of objections to an amendment in accordance with paragraph 7 of article 31;
- (j) The list of States bound by any amendment to the Convention;
- (k) Denunciations of the Convention in accordance with article 32;
- (l) Declarations that the Convention has ceased to apply to a territory in accordance with paragraph 3 of article 28;

(m) Notifications with respect to distinctive letters made by States in accordance with the provisions of paragraph 3 of annex 4.

2. The original of this Convention shall be deposited with the Secretary-General who will transmit certified copies thereof to the States referred to in paragraph 1 of article 27.

3. The Secretary-General is authorized to register this Convention upon its entry into force.

IN WITNESS WHEREOF the undersigned representatives, after having communicated their full powers, found to be in good and due form, have signed this Convention.

DONE at Geneva, in a single copy, in the English and French languages, both texts authentic, this nineteenth day of September, one thousand nine hundred and forty-nine.

AFGHANISTAN

ALBANIA

ARGENTINA

AUSTRALIA

AUSTRIA

BELGIUM

BOLIVIA

BRAZIL

BULGARIA

BURMA

BYELORUSSIAN SOVIET SOCIJALIST REPUBLIC

CANADA

CHILE

CHINA

COLOMBIA

COSTA RICA

CUBA

CZECHOSLOVAKIA

DENMARK

DOMINICAN REPUBLIC

ECUADOR

EGYPT

EL SALVADOR

ETHIOPIA

FINLAND

FRANCE

GREECE

GUATEMALA

HAITI

HONDURAS

HUNGARY

ICELAND

INDIA

IRAN

IRAQ

IRELAND

ISRAEL

ITALY

LEBANON

LIBERIA

LUXEMBOURG

MEXICO

NETHERLANDS

NEW ZEALAND

NICARAGUA

NORWAY

PAKISTAN

PANAMA

PARAGUAY

PERU

PHILIPPINES

POLAND

PORTUGAL

ROMANIA

SAUDI ARABIA

SWEDEN

SWITZERLAND

SYRIA

THAILAND

TRANSJORDAN

TURKEY

UKRAINIAN SOVIET SOCIALIST REPUBLIC

UNION OF SOUTH AFRICA

UNION OF SOVIET SOCIALIST REPUBLICS

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

UNITED STATES OF AMERICA

URUGUAY

VENEZUELA

YEMEN

YUGOSLAVIA

ANNEXES

Annex 1

ADDITIONAL PROVISION CONCERNING DEFINITIONS OF MOTOR VEHICLE AND CYCLE

Cycles fitted with an auxiliary internal combustion engine having a maximum cylinder capacity of 50 cm³ (3.05 cu. in.) shall not be considered as motor vehicles, provided that they retain all the normal characteristics of cycles with respect to their structure.

Annex 2

PRIORITY OF PASSAGE

1. When any two vehicles are simultaneously approaching a road intersection by roads of which one does not enjoy priority over the other, the vehicle approaching from the left in countries where the direction of traffic is on the right, and from the right in countries where the direction of traffic is on the left, shall yield the right of way to the other vehicle.

2. The right of priority shall not necessarily apply in the case of tramcars and trains on roads.

Annex 3

REGISTRATION NUMBER OF VEHICLES IN INTERNATIONAL TRAFFIC

1. The registration number of a vehicle shall consist either of figures or of figures and letters. The figures shall be in Arabic numerals as used in United Nations documents and the letters in Latin characters. When other numerals or characters are used, they shall be repeated in the numerals or characters of the types mentioned above.

2. The number shall be legible in normal daylight at a distance of 20 m (65 feet).

3. When the registration number is displayed on a special plate, this plate shall be fixed in a vertical or nearly vertical position and in a plane perpendicular to the longitudinal axis of the vehicle itself. When the number is fixed to or painted on the vehicle itself, this shall be done on a vertical or nearly vertical surface at the back of the vehicle.

4. The rear registration number shall be illuminated as prescribed in annex 6.

Annex 4

DISTINGUISHING SIGN OF VEHICLES IN INTERNATIONAL TRAFFIC

1. The distinguishing sign shall be composed of one or three letters in capital Latin characters. The letters shall have a minimum height of 80 mm (3.1 in.) and their strokes a width of 10 mm (0.4 in.). The letters shall be painted in black on a white ground of elliptical form with the major axis horizontal.

2. If the distinguishing sign is composed of three letters, the dimensions of the ellipse shall be at least 240 mm (9.4 in.) in width and 145 mm (5.7 in.) in height. The dimensions may be reduced to 175 mm (6.9 in.) in width and 115 mm (4.5 in.) in height if the sign carries less than three letters.

As regards the distinguishing signs for motorcycles, the dimensions of the ellipse, whether the sign is composed of one, two or three letters, may be reduced to 175 mm (6.9 in.) in width and 115 mm (4.5 in.) in height.

3. The distinctive letters for the different States and territories are as follows:

Australia	AUS
Austria	A
Belgium	B
Belgian Congo	CB
Bulgaria	BG
Chile	RCH
Czechoslovakia	CS
Denmark	DK
France	F
Algeria, Tunis, Morocco, French India.....	F

Saar.....	SA
India.....	IND
Iran	IR
Israel.....	IL
Italy	I
Lebanon	RL
Luxembourg.....	L
Netherlands	NL
Norway	N
Philippines	PI
Poland	PL
Sweden	S
Switzerland	CH
Turkey	TR
Union of South Africa	ZA
United Kingdom.....	GB
Alderney	GBA
Guernsey	GBG
Jersey	GBJ
Aden	ADN
Bahamas.....	BS
Basutoland	BL
Bechuanaland	BP
British Honduras	BH
Cyprus	CY
Gambia.....	WAG
Gibraltar	GBZ
Gold Coast.....	WAC
Hong Kong.....	HK
Jamaica	JA
Johore	JO
Kedah.....	KD
Kelantan.....	KL
Kenya	EAK
Labuan	SS

Malacca.....	SS
Malaya (Negri Sembilan, Pahang, Perak, Selangor)..	FM
Malta	GBY
Mauritius.....	MS
Nigeria.....	WAN
Northern Rhodesia.....	NR
Nyasaland	NP
Penang	SS
Perlis.....	PS
Province Wellesley	SS
Seychelles.....	SY
Sierra Leone.....	WAL
Somaliland	SP
Southern Rhodesia	SR
Swaziland.....	SD
Tanganyika	EAT
Trengganu	TU
Trinidad	TD
Uganda	EAU
Windward Islands	
Grenada	WG
St. Lucia.....	WL
St. Vincent.....	WV
Zanzibar.....	EAZ
United States of America.....	USA
Yugoslavia.....	YU

Any State which has not already done so shall on signature or ratification of, or accession to, this Convention, notify the Secretary-General of the distinctive letters selected by that State.

4. When the distinguishing sign is carried on a special plate this plate shall be fixed in a vertical or nearly vertical position and in a plane perpendicular to the longitudinal axis of the vehicle itself. When the sign is fixed to or painted on the vehicle itself, this shall be done on a vertical or nearly vertical surface at the back of the vehicle.

Annex 5

IDENTIFICATION MARKS OF VEHICLES 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,
 - (ii) On the chassis or, in the absence of a chassis, on the body, the maker's identification or serial number,
 - (iii) On the engine, the maker's engine number if such a number is placed thereon by the maker;
 - (b) In the case of a trailer, either the information referred to in (i) and (ii) above or an identification mark issued for the trailer by the competent authority.
2. The marks mentioned above shall be placed in accessible positions and shall be in a form easily legible and not capable of being easily removed or altered.

Annex 6

TECHNICAL CONDITIONS CONCERNING THE EQUIPMENT OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

I. BRAKING

(a) Braking of motor vehicles other than motor cycles with or without side-cars

Every motor vehicle shall be equipped with brakes capable of controlling the movement of and of stopping the vehicle in an efficient, safe and rapid way under any conditions of loading on any up or down gradient on which the vehicle is operated.

The braking shall be operated by means of two devices so constructed that, in the event of failure of one of the braking devices, the other shall be capable of stopping the vehicle within a reasonable distance.

For the purpose of this annex, one of these braking devices will be called the "service brake" and the other one the "parking brake".

The parking brake shall be capable of being secured, even in the absence of the driver, by direct mechanical action.

Either means of operation shall be capable of applying braking force to wheels symmetrically placed on each side of the longitudinal axis of the vehicle.

The braking surfaces shall always be connected with the wheels of the vehicle in such a way that it is not possible to disconnect them otherwise than momentarily by means of a clutch, gear box or free wheel.

One at least of the braking devices shall be capable of acting on braking surfaces directly attached to the wheels of the vehicle or attached through parts not liable to failure.

(b) Braking of trailers

Every trailer having a permissible maximum weight exceeding 750 kg (1,650 lbs.) shall be equipped with at least one braking device acting on wheels placed symmetrically on each side of the longitudinal axis of the vehicle and acting on at least half the number of wheels.

The provisions of the preceding paragraph shall be required, however, in respect of trailers if the permissible maximum weight does not exceed 750 kg (1,650 lbs.) but exceeds one-half of the unladen weight of the drawing vehicle.

The braking device of trailers with a permissible maximum weight exceeding 3,500 kg (7,700 lbs.) shall be capable of being operated by applying the service brake from the drawing vehicle. When the permissible maximum weight of the trailer does not exceed 3,500 kg (7,700 lbs.) its braking device may be brought into action merely by the trailer moving upon the drawing vehicle (overrun braking).

The braking device of the trailer shall be capable of preventing the rotation of the wheels when the trailer is uncoupled.

Any trailer equipped with a brake shall be fitted with a device capable of automatically stopping the trailer if it becomes detached whilst in motion. This provision shall not apply to two-wheeled camping trailers or light luggage trailers whose weight exceeds 750 kg (1,650 lbs.) provided that they are equipped in addition to the main attachment with a secondary attachment which may be a chain or a wire rope.

*(c) Braking of articulated vehicles and combinations of motor vehicles and trailers**(i) Articulated vehicles*

The provisions of paragraph (a) of this part shall apply to every articulated vehicle. A semi-trailer having a permissible maximum weight exceeding 750 kg (1,650 lbs.) shall be equipped with at least one braking device capable of being operated by applying the service brake from the drawing vehicle.

The braking device of the semi-trailer shall, in addition, be capable of preventing the rotation of the wheels when the semi-trailer is uncoupled.

When required by domestic regulations a semi-trailer equipped with a brake shall be fitted with a device capable of stopping automatically the semi-trailer if it becomes detached whilst in motion.

(ii) Combinations of motor vehicles and trailers

Every combination of a motor vehicle and one or more trailers shall be equipped with brakes capable of controlling the movement of and of stopping the combination in an efficient, safe and rapid way under any conditions of loading on any up or down gradient on which it is operated.

(d) Braking of motor cycles with or without sidecars

Every motor cycle shall be equipped with two braking devices which may be operated by hand or foot, capable of controlling the movement of and of stopping the motor cycle in an efficient, safe and rapid way.

II. LIGHTING

(a) Every motor vehicle other than a motor cycle with or without sidecar and capable of exceeding 20 km (12 miles) per hour on the level shall be equipped with at least two white or yellow driving lights, fitted in front, capable of adequately illuminating the road for a distance of 100 m (325 feet) in front of the vehicle at night time in clear weather.

(b) Every motor vehicle other than a motor cycle with or without sidecar and capable of exceeding 20 km (12 miles) per hour on the level shall be equipped with two white or yellow passing lights fitted at the front of the vehicle and capable when necessary of adequately illuminating the road at night in clear weather in front of the vehicle for a distance of 30 m (100 feet) without causing glare or dazzle to other road users whatever the direction of the traffic may be.

Passing lights shall be used instead of driving lights in all cases when the use of lights causing no dazzle or glare is necessary or compulsory.

(c) Every motor cycle with or without sidecar shall have at least one driving light and one passing light conforming to the provisions of (a) and (b) of this part. However, motor cycles with an engine of a maximum cylinder capacity of 50 cm³ (3.05 cu. in.) may be excluded from this obligation.

(d) Every motor vehicle other than a motor cycle without sidecar shall be equipped with two white position (side) lights at the front. These lights shall be clearly visible at night time in clear weather at a distance of 150 m (500 feet) from the front of the vehicle without causing any glare or dazzle to other road users.

The part of the illuminating surface of these lights furthest from the longitudinal axis of the vehicle shall be as near as possible to and in no case further than 400 mm (16 in.) from the extreme outer edges of the vehicle.

Position (side) lights shall be shown at night time in all cases when the use of such lights is compulsory and at the same time as the passing lights if no part of the illuminating surface of the lamps of the passing lights is within 400 mm (16 in.) of the extreme outer edges of the vehicle.

(e) Every motor vehicle and every trailer at the end of a combination of vehicles shall be equipped at the rear with at least one red light visible at night time in clear weather at a distance of 150 m (500 feet) from the rear of the vehicle.

(f) The registration number displayed at the rear of a motor vehicle or a trailer shall be capable of illumination at night time in such a manner that it can be read in clear weather at a distance of 20 m (65 feet) from the rear.

(g) The red rear light or lights and the light for the rear registration number shall be shown at the same time as any of the following: position (side) lights, passing lights or driving lights.

(h) Every motor vehicle other than a motor cycle without sidecar shall be equipped with two red reflex reflectors preferably of other than triangular form, fitted symmetrically at the rear and on opposite sides of the vehicle. The outer edges of each of these reflectors must be as near as possible to and in no case further than 400 mm (16 in.) from the outer edges of the vehicle. These reflectors may be incorporated in the rear red lamps if these lamps comply with the above requirements. These reflectors shall be visible at night time in clear weather from a distance of at least 100 m (325 feet) when illuminated by means of two driving lights.

(i) Every motor cycle without sidecar shall be equipped with a red reflex reflector preferably of other than triangular form, fitted at the rear of the vehicle, either incorporated in, or separate from, the rear red lamp and shall comply with the conditions of visibility mentioned under paragraph (h) of this part.

(j) Every trailer and every articulated vehicle shall be equipped with two red reflex reflectors, preferably triangular in shape, fitted symmetrically at the rear and on opposite sides of the vehicle. These reflectors shall be visible at night time in clear weather from a distance of at least 100 m (325 feet) when illuminated by means of two driving lights.

When the reflectors are triangular in shape, the triangle shall be equilateral, with sides of at least 150 mm (6 in.) and shall be upright in position. The outer corner of each of these

reflectors shall be as near as possible to and in no case further than 400 mm (16 in.) from the extreme outer edges of the vehicle.

(k) With the exception of motor cycles, every motor vehicle and every trailer at the end of a combination of vehicles shall be equipped with at least one stop light at the rear showing a red or amber light. This light shall be actuated upon application of the service brake of the motor vehicle. If the stop light is red in colour and is either incorporated in, or associated with, the rear red light, its intensity shall be greater than that of the rear red light. The stop light shall not be required on trailers and semi-trailers when their dimensions are such that the stop light of the drawing vehicle remains visible from the rear.

(l) When a motor vehicle is equipped with direction indicators, such indicators shall be one of the following:

- (i) A moveable arm protruding beyond each side of the vehicle and illuminated by a steady amber light when the arm is in the horizontal position;
- (ii) A constantly blinking or flashing amber light affixed to each side of the vehicle;
- (iii) A constantly blinking or flashing light placed at each side of the front and rear of the vehicle. The colour of such lights shall be white or orange towards the front and red or orange towards the rear.

(m) No lights, with the exception of direction indicators, shall be flashing or blinking lights.

(n) If a vehicle is equipped with several lights of the same kind, they shall be of the same colour and, except in the case of motor cycles with sidecars, two of these lights shall be placed symmetrically to the longitudinal axis of the vehicle.

(o) Several lights may be incorporated in the same lighting device provided each of these lights complies with the appropriate provisions of this part.

III. OTHER CONDITIONS

(a) *Steering apparatus*

Every motor vehicle shall be equipped with a strong steering apparatus which will allow the vehicle to be turned easily, quickly and with certainty.

(b) *Driving mirror*

Every motor vehicle shall be equipped with at least one driving mirror of adequate dimensions so placed as to enable the driver to view from his seat the road to the rear of the vehicle. However, this provision shall not be compulsory for motor cycles with or without sidecar.

(c) *Warning devices*

Every motor vehicle shall be equipped with at least one audible warning device of sufficient strength which shall not be a bell, gong, siren or other strident toned device.

(d) *Windscreen wiper*

Every motor vehicle fitted with a windscreen shall have at least one efficient windscreen wiper functioning without requiring constant control by the driver. However, this provision shall not be compulsory for motor cycles with or without sidecars.

(e) *Windscreens*

Windscreens shall be made of a stable substance, transparent and not likely to produce sharp splinters if broken. The objects seen through this substance shall not appear distorted.

(f) *Reversing device*

Every motor vehicle shall be equipped with a reversing device controlled from the driver's seat if the weight of the motor vehicle when empty exceeds 400 kg (900 lbs.).

(g) *Exhaust silencer*

Every motor vehicle shall have an exhaust silencer in constant operation to prevent excessive

or unusual noise, the working of which cannot be interrupted by the driver while on the road.

(h) Tires

The wheels of motor vehicles and their trailers shall be fitted with pneumatic tires, or with some other tires of equivalent elasticity.

(i) Device to prevent a vehicle from running down a gradient

When travelling in a mountainous region of a country where it is required by domestic regulations, any motor vehicle of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.) shall carry a device, such as a scotch or chock, which can prevent the vehicle from running backwards or forwards.

(j) General provisions

(i) In so far as possible the machinery or accessory equipment of any motor vehicle shall not entail a risk of fire or explosion, nor cause the emission of noxious gases or offensive odours or produce disturbing noises, nor be a source of danger in case of collision.

(ii) Every motor vehicle shall be so constructed that the driver shall be able to see ahead, to the right and to the left, clearly enough to enable him to drive safely.

(iii) The provisions relating to braking and lighting shall not apply to invalid carriages which comply with the domestic regulations in the country of registration as regards brakes, lights and reflectors. For the purpose of this paragraph "invalid carriage" shall mean a motor vehicle whose unladen weight does not exceed 300 kg (700 lbs.), whose speed does not exceed 30 km (19 miles) per hour, and which is specially designed and constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability and is normally used by such person.

IV. COMBINATION OF VEHICLES

(a) A "combination of vehicles" may be composed of a drawing vehicle and one or two trailers. An articulated vehicle may draw a trailer, but if such articulated vehicle is used for the carriage of passengers, the trailer shall have not more than one axle and shall not carry passengers.

(b) Any Contracting State may, however, indicate that it will only permit that one trailer be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer. It may also indicate that it will not permit articulated vehicles for the transport of passengers.

V. TRANSITIONAL PROVISIONS

The provisions of parts I, II and paragraph (e) of part III of this annex shall apply to any motor vehicle first registered at any time subsequent to a date two years after the entry into force of this Convention, and to any trailer drawn thereby. The said provisions shall apply five years after the entry into force of this Convention to any motor vehicle first registered at any time previous to a date two years after the entry into force of this Convention, and to any trailer.

In the meantime the following provisions shall apply:

(a) Every motor vehicle shall be equipped with either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.

(b) Every motor vehicle travelling alone shall, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the

back, with a red light.

For motor cycles unaccompanied by a side-car, the number of lights in front may be reduced to one.

(c) Every motor vehicle shall also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead unless the two white lights prescribed above already fulfil this condition.

If the vehicle is capable of proceeding at a speed greater than 30 km (19 miles) an hour this distance shall not be less than 100 m (325 feet).

(d) Lamps which may produce a dazzling effect shall be provided with means for eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect shall, however, leave sufficient light to illuminate the road clearly for at least 25 m (80 feet).

(e) Motor vehicles drawing trailers shall be subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned; the rear red light shall be carried on the back of the trailer.

Annex 7

DIMENSIONS AND WEIGHTS OF VEHICLES IN INTERNATIONAL TRAFFIC

1. This annex applies to highways designated in accordance with article 23.
2. On these roads the permissible maximum dimensions and weights, unladen or with load, provided that no vehicle shall carry a maximum load in excess of that declared permissible by the competent authority of the country in which it is registered, shall be as follows:

	<i>Metres</i>	<i>Feet</i>
(a) Over-all width	2,50	8,20
(b) Over-all height.....	3,80	12,50
(c) Over-all length:		
Goods vehicles with two axles	10,00	33,00
Passenger vehicles with two axles	11,00	36,00
Vehicles with three or more axles	11,00	36,00
Articulated vehicles	14,00	46,00
Combination of vehicles with one trailer ³	18,00	59,00
Combination of vehicles with two trailers ¹	22,00	72,00

³ The provisions of part IV of annex 6 concerning combinations of vehicles shall apply to the combination of vehicles mentioned in this annex

(d) Permissible maximum weight:	<i>Metric tons</i>	<i>Lbs.</i>
(i) Per most heavily loaded axle ⁴	8,00	17.600
(ii) Per most heavily loaded tandem axle group (the two axles of the group being at least 40 inches (1.00 metre) and less than 7 feet (2.00 metres apart)).....	14,50	32.000

(iii) Per vehicle, articulated vehicle or other combination:

<i>Distance, in metres, between the extreme axles of a vehicle, articulated vehicle or other combination</i>	<i>Permissible, maximum weight, in metric tons, of a vehicle, articulated vehicle or other combination</i>	<i>Distance, in feet, between the extreme axles of a vehicle, articulated vehicle or other combination</i>	<i>Permissible, maximum weight in lbs., a vehicle, articulated vehicle or other combination</i>
From 1 to less than 2	14,50	From 3 to less than 7	32.000
“ 2 “ 3	15,00	“ 7 “ 8	32.480
“ 3 “ 4	16,25	“ 8 “ 9	33.320
“ 4 “ 5	17,50	“ 9 “ 10	34.160
“ 5 “ 6	18,75	“ 10 “ 11	35.000
“ 6 “ 7	20,00	“ 11 “ 12	35.840
“ 7 “ 8	21,25	“ 12 “ 13	36.680
“ 8 “ 9	22,50	“ 13 “ 14	37.520
“ 9 “ 10	23,75	“ 14 “ 15	38.360
“ 10 “ 11	25,00	“ 15 “ 16	39.200
“ 11 “ 12	26,25	“ 16 “ 17	40.040
“ 12 “ 13	27,50	“ 17 “ 18	40.880
“ 13 “ 14	28,75	“ 18 “ 19	41.720
		“ 19 “ 20	42.560
		“ 20 “ 21	43.400
		“ 21 “ 22	44.240
		“ 22 “ 23	45.080
		“ 23 “ 24	45.920
		“ 24 “ 25	46.760
		“ 25 “ 26	47.600
		“ 26 “ 27	48.440
		“ 27 “ 28	49.280
		“ 28 “ 29	50.120
		“ 29 “ 30	50.960
		“ 30 “ 31	51.800
		“ 31 “ 32	52.640
		“ 32 “ 33	53.480

⁴ An axle weight shall be defined as the total weight transmitted to the road by all wheels the centres of which can be included between two parallel transverse vertical planes 1.00 m (40 inches) apart extending across the full width of the vehicle

“ 14 “ 15	30,00	“ 33 “ 34	54.320
		“ 34 “ 35	55.160
“ 15 “ 16	31,25	“ 35 “ 36	56.000
		“ 36 “ 37	56.840
“ 16 “ 17	32,50	“ 37 “ 38	57.680
		“ 38 “ 39	58.520
“ 17 “ 18	33,75	“ 39 “ 40	59.360
		“ 40 “ 41	60.200
“ 18 “ 19	35,00	“ 41 “ 42	61.040
		“ 42 “ 43	61.880
“ 19 “ 20	36,25	“ 43 “ 44	62.720
		“ 44 “ 45	63.560
		“ 45 “ 46	64.400
		“ 46 “ 47	65.240
		“ 47 “ 48	66.080
		“ 48 “ 49	66.920
		“ 49 “ 50	67.760
		“ 50 “ 51	68.600
		“ 51 “ 52	69.440
		“ 52 “ 53	70.280
		“ 53 “ 54	71.120
		“ 54 “ 55	71.960
		“ 55 “ 56	72.800
		“ 56 “ 57	73.640
		“ 57 “ 58	74.480
		“ 58 “ 59	75.320
		“ 59 “ 60	76.160
		“ 60 “ 61	77.000
		“ 61 “ 62	77.840
		“ 62 “ 63	78.680
		“ 63 “ 64	79.520
		“ 64 “ 65	80.360

(iv) If in respect of any vehicle admitted to international traffic the permissible maximum weight under the part expressed in metric units of the table set out in subparagraph (iii) differs from the permissible maximum weight under the part expressed in feet and pounds, the higher of the two figures shall be adopted.

3. Contracting States may conclude regional agreements increasing the permissible maximum weights beyond those in the list. It is suggested, however, that the permissible maximum weight per most heavily loaded axle should not exceed 13 metric tons (28,660 lbs.).

4. When any Contracting State designates roads to which this annex shall apply, it shall indicate the maximum dimensions or weights provisionally permissible for traffic on such roads:

- (a) Where they have ferries, tunnels or bridges which would restrict the passage of vehicles of the dimensions and weights permitted in this annex;
- (b) Where their character or condition calls for the restriction of the circulation of such vehicles on them.

5. Special traffic authorizations for vehicles or combinations of vehicles exceeding the maximum dimensions or weights given herein may be issued by any Contracting State or subdivision thereof.

6. Any Contracting State or subdivision thereof may limit or prohibit the operation of motor vehicles upon any designated road to which this annex shall apply or impose restrictions as to the weight of vehicles to be operated upon any such road for a limited period, whenever any such road by reason of deterioration, heavy rain, snow, thawing or other unfavourable climatic conditions would be seriously damaged by vehicles of the weights normally permitted.

Annex 8

CONDITIONS TO BE FULFILLED BY DRIVERS OF MOTOR VEHICLES IN INTERNATIONAL TRAFFIC

The minimum age for driving a motor vehicle under the conditions set out in article 24 of the Convention shall be eighteen years.

Any Contracting State or subdivision thereof may, however, recognize the driving permits issued by other Contracting States to drivers of motor cycles and invalid carriages of a lower age than eighteen years.

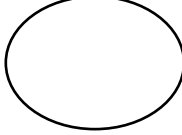
Annex 9

MODEL DRIVING PERMIT — DIMENSIONS: 74x105 mm

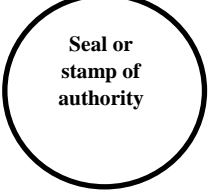

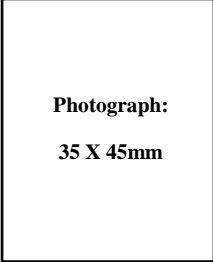



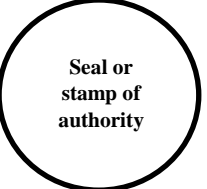
Colour: pink

1. The permit will be drawn up in the language(s) prescribed by the legislation of the State.
2. The title of the document "Driving Permit" will be written in the language(s) prescribed in 1. above and will be followed by the translation in French "*Permis de conduire*".
3. The inscriptions should be written (or at least repeated) in Latin characters or in so-called English script.
4. The additional remarks, if any, by the competent authorities of the issuing country will not apply to international traffic.
5. The distinguishing sign as defined in annex 4 shall be inscribed in the oval.

OUTSIDE PAGES

<p>Reserved for endorsements by the competent authorities of the issuing country and including periodic renewal.</p>		<p>Name of country</p>  <p>DRIVING PERMIT</p>
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INSIDE PAGES

	Changes of address:		Vehicles for which the permit is valid
<p>1. Surname.....</p> <p>2. Other names*.....</p> <p>3. Date** & place*** of birth.....</p> <p>4. Permanent place of residence.....</p>	<p>.....</p> <p>Date: </p> <p>Signature:</p>	<p>A</p>	<p>overleaf </p>
<p>Signature of holder*****</p>  <p>Photograph: 35 X 45mm</p>	<p>.....</p> <p>Date: </p> <p>Signature:</p>	<p>B</p>	<p>enlarged </p>
<p>5. Issued by.....</p> <p>6. at.....on.....</p> <p>7. Valid until.....</p>	<p>.....</p> <p>Date: </p> <p>Signature:</p>	<p>C</p>	<p>separately </p>

No.	Seal or stamp of authority	Additional remarks if any by the competent authorities of the issuing country	D	Prikazano Pečat ili žig nadležnog tijela
			E	Seal or stamp of authority
Signature of authority.				

*Father's or husband's name may be inserted.

**Or approximate age on date of issue.

¹Note by the Secretariat: see page 52.

***If known.

****Or thumb impression of holder.

Vehicles for which the permit is valid:	
A	Motor cycles with or without a sidecar, invalid carriages and three wheeled motor vehicles with an unladen weight not exceeding 400 kg (900 lbs.).
B	Motor vehicles used for the transport of passengers and comprising, in addition to the driver's seat, at most 8 seats, or those used for the transport of goods and having a permissible maximum weight not exceeding 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.
C	Motor vehicles used for the transport of goods and of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.
D	Motor vehicles, used for the transport of passengers comprising, in addition to the driver's seat, more than 8 seats. Vehicles in this category may be coupled with a light trailer.
E	Motor vehicles of categories B, C or D, for which the driver is licensed, with other than a light trailer

“Permissible maximum weight” of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road.

“Maximum load” means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle.

“Light trailers” shall be those of a permissible maximum weight not exceeding 750 kg (1,650 lbs.).

Annex 10

MODEL INTERNATIONAL DRIVING PERMIT

DIMENSIONS: 105 x 148 mm

Colours: cover: grey

pages: white

Pages 1 and 2 shall be drawn up in the national language or languages.

The entire last page shall be drawn up in French.

Additional pages of the International Driving Permit shall repeat in other languages the text of part I of the last page. They shall be drawn up in the following languages:

- (a) Language (s) prescribed by the legislation of the issuing State,
- (b) The official languages of the United Nations,
- (c) At the most six other languages, chosen at the discretion of the issuing State.

The authoritative translation of the text of the permit in the different languages shall be communicated to the Secretary-General of the United Nations by Governments, each one in the language which concerns it.

The written remarks shall be written in Latin characters or in so-called English script.

PAGE 1

(cover)

<p><i>(Name of country)</i></p> <p>International Motor Traffic</p>
--

PAGE 2

(Inside cover)

<p>This permit is valid in the territory of all the Contracting States with the exception of the territory of the Contracting State where issued, for the period of one year from the date of issue, for the driving of vehicles</p>
--

INTERNATIONAL DRIVING PERMIT

Convention on International Road Traffic of.....

 Issued at.....
 Date
 1

Seal or stamp of authority

¹ Signature or seal of authority
 or
 Signature or seal of the Association empowered by the authority

included in the category of categories mentioned on the last page of this permit.

[Space reserved for the list of the Contracting States (optional)]

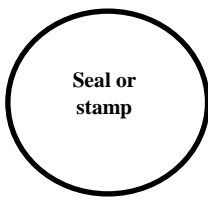
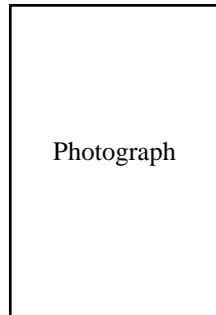
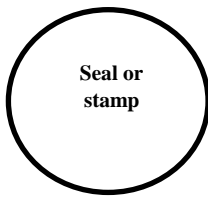
It is understood that this permit shall in no way affect the obligation of the holder to conform strictly to the laws and regulations relating to residence or the exercise of a profession which are in force in each country which he travels.

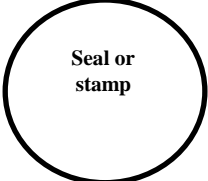
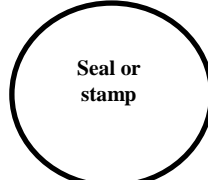
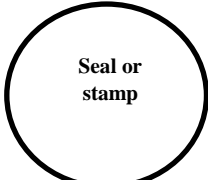

LAST PAGE

Part I.

Part II.

Particulars concerning the Driver:	Surname:	1.	1.
	Other names*	2.	2.
	Place of birth**	3.	3.
	Date of birth***	4.	4.
Vehicles for which the permit is valid:	Permanent place of residence	5.	5.

Motor cycles with or without a sidecar, invalid carriages and threewheeled motor vehicles with an unladen weight not exceeding 400 kg (900 lbs.).	A	A 	Photograph 
Motor vehicles used for the transport of passengers and comprising, in addition to the driver's seat, at most eight seats, or those used for the transport of goods and having a permissible maximum weight not exceeding 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.	B	B 	

<p>Motor vehicles used for the transport of goods and of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.</p>	C	C		<p>..... Signature of holder****</p>								
<p>Motor vehicles used for the transport of passengers comprising, in addition to the driver's seat, more than 8 seats. Vehicles in this category may be coupled with a light trailer.</p>	D	D										
<p>Motor vehicles of categories B, C or D, as authorized above, with other than a light trailer.</p>	E	E										
<p>“Permissible maximum weight” of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road. “Maximum load” means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle. “Light trailers” shall be those of a permissible maximum weight not exceeding 750 kg (1,650 lbs.).</p>												
<p>EXCLUSION</p>												
<p>Holder of this permit is deprived of the right to drive in(country)..... by reason of</p>	<p>Isključenje: (države I-VIII)</p>	<p>EXCLUSIONS (countries)</p>										
<div style="display: flex; align-items: center;">  <div style="flex-grow: 1;"> <p>Place.....</p> <p>Date.....</p> <p style="text-align: right;">Signature</p> </div> </div>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">I.....</td> <td style="width: 50%;">V.....</td> </tr> <tr> <td>II.....</td> <td>VI.....</td> </tr> <tr> <td>III.....</td> <td>VII.....</td> </tr> <tr> <td>IV.....</td> <td>VIII.....</td> </tr> </table>				I.....	V.....	II.....	VI.....	III.....	VII.....	IV.....	VIII.....
I.....	V.....											
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Should the above space be already filled, use any other space provided for „Exclusion“		
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* Father's or husband's name may be inserted

** If known.

*** Or approximate age on date of issue.

**** Or thumb impression.

Članak 3.

Prilikom polaganja svoje isprave o pristupu, Republika Hrvatska će na Konvenciju iz članka 1. ovoga Zakona priopćiti sljedeću rezervu:

REZERVA

u skladu s člankom 2. stavkom 1. Konvencije

U skladu s člankom 2. stavkom 1. Konvencije, Republika Hrvatska isključuje Prilog 1. iz primjene Konvencije.

Članak 4.

Provedba ovoga Zakona u djelokrugu je tijela državne uprave nadležnog za unutarnje poslove.

Članak 5.

Na dan stupanja na snagu ovoga Zakona, Konvencija iz članka 1. ovoga Zakona nije na snazi u odnosu na Republiku Hrvatsku te će se podaci o njezinom stupanju na snagu objaviti sukladno odredbi članka 30. stavka 3. Zakona o sklapanju i izvršavanju međunarodnih ugovora (Narodne novine, broj 28/96).

Članak 6.

Ovaj Zakon stupa na snagu osmoga dana od dana objave u Narodnim novinama.

O B R A Z L O Ž E N J E

Člankom 1. utvrđuje se da Hrvatski sabor potvrđuje Konvenciju o cestovnom prometu, sukladno odredbi članka 140. stavka 1. Ustava Republike Hrvatske (Narodne novine, br. 85/10 - pročišćeni tekst i 5/14 - Odluka Ustavnog suda Republike Hrvatske) i članka 18. Zakona o sklapanju i izvršavanju međunarodnih ugovora (Narodne novine, broj 28/96), čime se iskazuje formalni pristanak Republike Hrvatske da bude vezana njezinim odredbama, na temelju čega će taj pristanak biti izražen na međunarodnoj razini polaganjem isprave o pristupu kod Glavnog tajnika Ujedinjenih naroda, kao depozitara.

Članak 2. sadrži tekst Konvencije o cestovnom prometu, u izvorniku na engleskom jeziku i u prijevodu na hrvatski jezik.

U **članku 3.** je navedena rezerva koju priopćava Republika Hrvatska, prilikom polaganja svoje isprave o pristupu, u skladu s člankom 2. stavkom 1. Konvencije.

Člankom 4. utvrđuje se da je provedba Zakona u djelokrugu središnjeg tijela državne uprave u čiji djelokrug ulaze pitanja unutarnjih poslova.

Člankom 5. utvrđuje se da na dan stupanja na snagu Zakona, Konvencija iz članka 1. Zakona nije na snazi u odnosu na Republiku Hrvatsku, te će se podaci o njezinom stupanju na snagu objaviti naknadno sukladno odredbi članka 30. stavka 3. Zakona o sklapanju i izvršavanju međunarodnih ugovora.

Člankom 6. uređuje se stupanje na snagu Zakona.

PRILOG - **Preslika teksta Konvencije u izvorniku na engleskom i francuskom jeziku**

**UNITED NATIONS CONFERENCE
ON ROAD AND MOTOR TRANSPORT**

CONVENTION ON ROAD TRAFFIC

**CONFERENCE DES NATIONS UNIES
SUR LES TRANSPORTS ROUTIERS ET LES TRANSPORTS AUTOMOBILES**

CONVENTION SUR LA CIRCULATION ROUTIERE

UNITED NATIONS CONFERENCE ON ROAD AND MOTOR TRANSPORT

CONVENTION ON ROAD TRAFFIC

The Contracting States, desirous of promoting the development and safety of international road traffic by establishing certain uniform rules,

Have agreed upon the following provisions:

Chapter I

GENERAL PROVISIONS

ARTICLE 1

1. While reserving its jurisdiction over the use of its own roads, each Contracting State agrees to the use of its roads for international traffic under the conditions set out in this Convention.

2. No Contracting State shall be required to extend the benefit of the provisions of this Convention to any motor vehicle or trailer, or to any driver having remained within its territory for a continuous period exceeding one year.

ARTICLE 2

1. The annexes to this Convention shall be considered as integral parts of the Convention; it being understood, however, that any State may on signature or ratification of, or accession to, the Convention, or at any time thereafter, by declaration exclude annexes 1 and 2 from its application of the Convention.

2. Any Contracting State may at any time give notice to the Secretary-General of the United Nations that it will be bound, as from the date of the said notification, by annexes 1 and 2 as excluded under the terms of paragraph 1 of this article.

ARTICLE 3

1. Measures which all the Contracting States or certain of them may have agreed, or shall in the future agree, to put into effect with a view to facilitating international road traffic by simplifying customs, police, health or other requirements will be regarded as being in conformity with the object of this Convention.

2. (a) A bond or other form of security guaranteeing payment of any import duties and import taxes which would, in the absence of such security, be chargeable on the importation of any motor vehicle admitted to international traffic may be required by any Contracting State.

(b) A Contracting State shall accept for the purposes of this article the guarantee of an organization established in its own territory affiliated to an international association which has issued a valid international customs pass for the motor vehicle (such as a *carnet de passages en douane*).

3. For the fulfilment of the requirements provided for in this Convention the Contracting States will endeavour to keep open during the same hours customs offices and posts next to each other on the same international road.

CONFERENCE DES NATIONS UNIES SUR LES TRANSPORTS ROUTIERS ET LES TRANSPORTS AUTOMOBILES

CONVENTION SUR LA CIRCULATION ROUTIERE

Les Etats contractants, désireux de favoriser le développement de la circulation routière internationale et d'en assurer la sécurité, en établissant des règles uniformes à cet effet, sont convenus des dispositions suivantes:

Chapitre premier

GENERALITES

ARTICLE PREMIER

1. Les Etats contractants, tout en conservant le droit de réglementer l'usage de leurs routes, conviennent que lesdites routes serviront à la circulation internationale dans les conditions prévues par la présente Convention.

2. Les Etats contractants ne seront pas tenus d'accorder le bénéfice des dispositions de la présente Convention aux automobiles, remorques ou conducteurs qui seront restés sans interruption sur leur territoire pendant une période dépassant un an.

ARTICLE 2

1. Les annexes à la présente Convention sont considérées comme parties intégrantes de la Convention, étant entendu toutefois que tout Etat pourra, au moment où il signera ou ratifiera la Convention, ou y adhèrera, ou à tout autre moment par la suite, déclarer qu'il exclut les annexes 1 et 2 de l'application de la Convention.

2. Tout Etat pourra, à tout moment, notifier au Secrétaire général des Nations Unies qu'à dater de ladite notification, il sera lié par les annexes 1 et 2 précédemment exclues par lui conformément au paragraphe 1 du présent article.

ARTICLE 3

1. Les mesures que tous les Etats contractants ou certains d'entre eux ont convenu ou conviendront à l'avenir de mettre en vigueur en vue de faciliter la circulation routière internationale, en simplifiant les formalités douanières, de police, sanitaires ou autres, seront considérées comme conformes à l'objet de la présente Convention.

2. a) Tout Etat contractant pourra exiger le dépôt d'une garantie pour assurer le paiement de tous droits ou taxes d'entrée qui, en l'absence de cette garantie, seraient perçus à l'importation de toute automobile admise à la circulation internationale.

b) Les Etats contractants accepteront, pour l'application du présent article, la garantie d'une organisation établie sur leur propre territoire et affiliée à une association internationale avant délivré un titre douanier international valable pour l'automobile (tel qu'un *carnet de passages en douane*).

3. En vue de l'accomplissement des formalités prévues par la présente Convention, les Etats contractants s'efforceront de faire coïncider les heures d'ouverture des bureaux et des postes de douanes correspondants sur une même route internationale.

ARTICLE 4

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

"International traffic" means any traffic which crosses at least one frontier;

"Road" means any way open to the public for the circulation of vehicles;

"Carriageway" means that portion of a road normally used by vehicular traffic;

"Lane" means any one of the parts into which the carriageway is divisible, each sufficient in width for one moving line of vehicles;

"Driver" means any person who drives a vehicle, including cycles, or guides draught, pack or saddle animals or herds or flocks on a road, or who is in actual physical control of the same;

"Motor vehicle" means any self-propelled vehicle normally used for the transport of persons or goods upon a road, other than vehicles running on rails or connected to electric conductors. Any State bound by annex 1 shall exclude from this definition cycles fitted with an auxiliary engine of the type described in that annex;

"Articulated vehicle" means any motor vehicle with a trailer having no front axle and so attached that part of the trailer is superimposed upon the motor vehicle and a substantial part of the weight of the trailer and of its load is borne by the motor vehicle. Such a trailer shall be called a "semi-trailer";

"Trailer" means any vehicle designed to be drawn by a motor vehicle;

"Cycle" means any cycle not self-propelled. Any State bound by annex 1 shall include in this definition cycles fitted with an auxiliary engine of the type described in that annex;

"Laden weight" of a vehicle means the weight of the vehicle and its load when the vehicle is stationary and ready for the road, and shall include the weight of the driver and of any other persons carried for the time being;

"Maximum load" means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle;

"Permissible maximum weight" of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road.

ARTICLE 5

This Convention is not to be taken as authorizing the carriage of persons for hire or reward or the carriage of goods other than the personal baggage of the occupants of the vehicle; it being understood that these matters and all other matters not provided for in this Convention remain within the competence of domestic legislation, subject to the application of other relevant international conventions or agreements.

ARTICLE 4

1. Pour l'application des dispositions de la présente Convention:

Le terme "circulation internationale" désigne toute circulation impliquant le franchissement d'une frontière au moins;

Le terme "route" désigne toute voie publique ouverte à la circulation des véhicules;

Le terme "chaussée" désigne la partie de la route normalement utilisée pour la circulation des véhicules;

Le terme "voie" désigne l'une quelconque des subdivisions de la chaussée, ayant une largeur suffisante pour permettre la circulation d'une file de véhicules;

Le terme "conducteur" désigne toutes personnes qui assument la direction de véhicules, y compris les cycles, guident des animaux de trait, de charge, de selle, des troupeaux sur une route, ou qui en ont la maîtrise effective;

Le terme "automobile" désigne tous véhicules pourvus d'un dispositif mécanique de propulsion circulant sur la route par leurs moyens propres, autres que ceux qui se déplacent sur rails ou sont reliés à un conducteur électrique, et servant normalement au transport de personnes ou de marchandises. Tout Etat lié par l'annexe 1 exclura de cette définition les cycles à moteur auxiliaire présentant les caractéristiques qui sont déterminées dans ladite annexe;

Le terme "véhicule articulé" désigne toute automobile suivie d'une remorque sans essieu avant, accouplée de telle manière qu'une partie de la remorque repose sur le véhicule tracteur et qu'une partie appréciable du poids de cette remorque et de son chargement soit supportée par le tracteur. Une telle remorque est dénommée "semi-remorque";

Le terme "remorque" désigne tout véhicule destiné à être attelé à une automobile;

Le terme "cycle" désigne tout cycle non pourvu d'un dispositif automoteur. Tout Etat lié par l'annexe 1 inclura dans la présente définition les cycles à moteur auxiliaire présentant les caractéristiques qui sont déterminées dans ladite annexe;

Le terme "poids en charge" d'un véhicule désigne le poids du véhicule à l'arrêt et en ordre de marche ainsi que de son chargement, y compris le poids du conducteur et de toutes autres personnes transportées en même temps;

Le terme "charge maximum" désigne le poids du chargement déclaré admissible par l'autorité compétente du pays d'immatriculation du véhicule;

Le terme "poids maximum autorisé" d'un véhicule désigne le poids du véhicule en ordre de marche et de la charge maximum.

ARTICLE 5

La présente Convention ne doit pas être interprétée comme autorisant le transport de personnes contre rémunération ou de marchandises autres que les bagages personnels des occupants des véhicules, étant entendu que cette matière, ainsi que toutes autres non visées à la présente Convention demeurent du ressort de la législation nationale, sous réserve de l'application d'autres conventions ou accords internationaux.

Chapter II

RULES OF THE ROAD

ARTICLE 6

Each Contracting State shall take appropriate measures to ensure the observance of the rules set out in this chapter.

ARTICLE 7

Every driver, pedestrian or other road user shall conduct himself in such a way as not to endanger or obstruct traffic; he shall avoid all behaviour that might cause damage to persons, or public or private property.

ARTICLE 8

1. Every vehicle or combination of vehicles proceeding as a unit shall have a driver.

2. Draught, pack or saddle animals shall have a driver, and cattle shall be accompanied, except in special areas which shall be marked at the points of entry.

3. Convoys of vehicles and animals shall have the number of drivers prescribed by domestic regulations.

4. Convoys shall, if necessary, be divided into sections of moderate length, and be sufficiently spaced out for the convenience of traffic. This provision does not apply to regions where migration of nomads occurs.

5. Drivers shall at all times be able to control their vehicles or guide their animals. When approaching other road users, they shall take such precautions as may be required for the safety of the latter.

ARTICLE 9

1. All vehicular traffic proceeding in the same direction on any road shall keep to the same side of the road, which shall be uniform in each country for all roads. Domestic regulations concerning one-way traffic shall not be affected.

2. As a general rule and whenever the provisions of article 7 so require, every driver shall:

- (a) On two-lane carriageways intended for two-way traffic, keep his vehicle in the lane appropriate to the direction in which he is travelling;
- (b) On carriageways with more than two lanes, keep his vehicle in the lane nearest to the edge of the carriageway appropriate to the direction in which he is travelling.

3. Animals shall be kept as near as possible to the edge of the road in accordance with domestic regulations.

ARTICLE 10

The driver of a vehicle shall at all times have its speed under control and shall drive in a reasonable and prudent manner. He shall slow down or stop whenever circumstances so require, and particularly when visibility is not good.

Chapitre II

REGLES APPLICABLES A LA CIRCULATION ROUTIERE

ARTICLE 6

Chacun des Etats contractants prendra toutes mesures appropriées pour assurer l'observation des règles énoncées au présent chapitre.

ARTICLE 7

Tous les conducteurs, piétons et autres usagers de la route doivent se comporter de façon à ne pas constituer un danger ou une gêne pour la circulation. Ils doivent éviter de causer un dommage aux personnes ou aux propriétés publiques ou privées.

ARTICLE 8

1. Tout véhicule ou ensemble de véhicules couplés marchant isolément doit avoir un conducteur.

2. Les animaux et les bêtes de trait, de charge ou de selle doivent avoir un conducteur et, sauf dans les zones exceptionnelles signalisées à leurs points d'entrée, les bestiaux doivent être accompagnés.

3. Les convois de véhicules ou d'animaux doivent avoir le nombre de conducteurs prévu par la législation nationale.

4. Les convois doivent, le cas échéant, être fractionnés en tronçons de longueur modérée et séparés des suivants par des intervalles suffisamment grands pour assurer la commodité de la circulation. Cette disposition n'est pas applicable dans les régions où ont lieu des migrations de tribus nomades.

5. Les conducteurs doivent constamment avoir le contrôle de leur véhicule ou pouvoir guider leurs animaux. Ils doivent prendre toutes précautions utiles pour la sécurité d'autres usagers lorsqu'ils s'en approchent.

ARTICLE 9

1. Tous les véhicules circulant dans le même sens doivent être maintenus sur le même côté de la route, le sens de la circulation dans un pays devant être uniforme sur toutes les routes. La réglementation nationale concernant la circulation à sens unique est réservée.

2. En règle générale et toutes les fois que les prescriptions de l'article 7 l'exigent, tout conducteur doit:

- a) Sur les chaussées comportant deux voies et prévues pour la circulation dans les deux sens, maintenir son véhicule sur la voie affectée au sens de sa marche;
- b) Sur les chaussées comportant plus de deux voies, maintenir son véhicule sur la voie la plus rapprochée du bord de la chaussée dans le sens de sa marche.

3. Les animaux doivent être maintenus le plus près possible du bord de la route dans les conditions prévues par la législation nationale.

ARTICLE 10

Tout conducteur de véhicules doit rester constamment maître de sa vitesse et conduire d'une manière raisonnable et prudente. Il doit ralentir ou s'arrêter toutes les fois que les circonstances l'exigent, notamment lorsque la visibilité n'est pas bonne.

ARTICLE 11

1. Drivers when meeting or being overtaken shall keep as close as practicable to the edge of the carriageway on the side appropriate to the direction in which they are travelling. In overtaking, a driver shall pass on the left or the right of the overtaken vehicle or animal according to the rule observed in the country concerned. These rules shall not necessarily apply in the case of tramcars, trains on roads, and certain mountain roads.

2. On the approach of any vehicle or accompanied animal, drivers shall:

- (a) When meeting, leave sufficient space for the vehicle or accompanied animal coming from the opposite direction;
- (b) When being overtaken, keep as close as practicable to the appropriate edge of the carriageway and not accelerate.

3. Drivers intending to overtake shall make sure that there is sufficient room and sufficient visibility ahead to permit overtaking without danger. After overtaking they shall bring their vehicles back to the right or left hand side according to the rule observed in the country concerned, but only after making sure that this will not inconvenience the vehicle, pedestrian or animal overtaken.

ARTICLE 12

1. Every driver approaching a fork, crossroad, road junction or level-crossing shall take special precautions to avoid accidents.

2. Priority of passage may be accorded at intersections on certain roads or sections of road. Such priority shall be marked by signs and every driver approaching such a road or section of road shall be bound to yield the right of way to drivers travelling along it.

3. The provisions of annex 2 regarding the priority of passage at intersections not covered by paragraph 2 of this article shall be applied by the States bound by the said annex.

4. Every driver before starting to turn into a road shall:

- (a) Make sure that he can do so without danger to other road users;
- (b) Give adequate notice of his intention to turn;
- (c) Move over as far as practicable to the edge of the carriageway on the side appropriate to the direction in which he is travelling if he wishes to turn off the road on that side;
- (d) Move as near as practicable towards the middle of the carriageway if he wishes to leave the road and turn to the other side, except as provided for in paragraph 2 of article 16;
- (e) In no case hamper the traffic coming from the opposite direction.

ARTICLE 13

1. Stationary vehicles or animals shall be kept off the carriageway if feasible, or, if not, as close as practicable to the edge of the carriageway. Drivers shall not leave vehicles or animals until they have taken all necessary precautions to avoid an accident.

ARTICLE 11

1. Tout conducteur doit, pour croiser ou se laisser dépasser, se tenir le plus près possible du bord de la chaussée, sur la voie affectée au sens de sa marche. Le dépassement des véhicules et des animaux doit être effectué, soit à la droite, soit à la gauche de ceux-ci, suivant le sens de la circulation observé dans le pays intéressé. Ces règles sont toutefois réservées à l'égard des tramways et des trains sur route ainsi que sur certaines routes de montagne.

2. A l'approche de tout véhicule ou animal accompagné, tout conducteur doit:

- a) Dans le cas où un véhicule ou des animaux accompagnés le croisent, réserver la place suffisante à leur passage;
- b) Dans le cas où un véhicule s'apprête à le dépasser, serrer le plus près possible le bord de la chaussée correspondant au sens de la circulation et ne pas accélérer son allure.

3. Tout conducteur qui veut effectuer un dépassement doit s'assurer qu'il dispose de l'espace suffisant pour le faire et que la visibilité à l'avant le permet sans danger. Après le dépassement, il doit ramener son véhicule vers la droite ou la gauche, suivant le sens de la circulation observé dans le pays intéressé, mais seulement après s'être assuré qu'il peut le faire sans inconvénient pour le véhicule, le piéton ou l'animal dépassé.

ARTICLE 12

1. Tout conducteur abordant une bifurcation, une croisée de chemins, un carrefour ou un passage à niveau, doit faire preuve d'une prudence spéciale afin d'éviter tout accident.

2. La priorité de passage peut être accordée aux intersections sur certaines routes ou portions de routes. Cette priorité est matérialisée par l'apposition de signaux. Tout conducteur abordant une telle route ou portion de route à priorité est tenu de céder le passage aux conducteurs qui circulent sur cette route.

3. Les dispositions de l'annexe 2 relative à la priorité de passage aux intersections non visées au paragraphe 2 du présent article sont applicables par les Etats liés par ladite annexe.

4. Tout conducteur, avant de s'engager sur une autre route, doit:

- a) S'assurer qu'il peut effectuer sa manœuvre sans danger pour les autres usagers;
- b) Indiquer clairement son intention;
- c) Serrer le plus possible le bord de la chaussée correspondant au sens de sa marche, s'il a l'intention de quitter la route en tournant de ce côté;
- d) Serrer le plus possible l'axe de la chaussée, s'il veut quitter la route en tournant de l'autre côté, sous réserve des dispositions du paragraphe 2 de l'article 16;
- e) En aucun cas, ne gêner la circulation venant en sens inverse.

ARTICLE 13

1. Lorsque les véhicules ou animaux sont arrêtés sur la route, ils doivent être rangés aussi près que possible du bord de la chaussée, s'ils ne peuvent l'être en dehors de celle-ci. Les conducteurs ne doivent quitter les véhicules ou les animaux qu'après avoir pris toutes les précautions nécessaires pour éviter un accident.

2. Vehicles and animals shall not be left waiting where they are likely to cause danger or obstruction, and in particular at or near a road intersection, a bend or the top of a hill.

ARTICLE 14

All necessary precautions shall be taken to ensure that the load of a vehicle shall not be a cause of damage or danger.

ARTICLE 15

1. From nightfall and during the night, or when atmospheric conditions render it necessary, every vehicle or combination of vehicles on a road shall show at least one white light in front and at least one red light in the rear.

When a vehicle, other than a cycle or a motor-cycle without sidecar, is provided with only one white light in front, this shall be placed on the side nearest to traffic coming from the opposite direction.

In countries where two white front lights are obligatory, such lights shall be placed one on the right and one on the left of the vehicle.

The red light may be produced either by a device distinct from that which produces the white light or lights in front or by the same device when the vehicle is short enough and so arranged as to permit this.

2. In no case shall a vehicle have a red light or a red reflector directed to the front or a white light or a white reflector directed to the rear. This provision shall not apply to a white or yellow reversing light in cases where the domestic legislation of the country of registration of the vehicle permits such lights.

3. Lights and reflex reflectors shall be such as to ensure that the vehicle is clearly indicated to other road users.

4. Any Contracting State or subdivision thereof may, provided that all measures are taken to guarantee normal conditions of safety, exempt from certain provisions of this article:

- (a) Vehicles used for special purposes or under special conditions;
- (b) Vehicles of special shape and kind;
- (c) Stationary vehicles on adequately lighted roads.

ARTICLE 16

1. The provisions of this chapter shall apply to trolley-buses.

2. (a) Cyclists shall use cycle tracks where there is an obligation to do so indicated by an appropriate sign, or where such obligation is imposed by domestic regulations;

(b) Cyclists shall proceed in single file where circumstances so require and, except in special cases provided for in domestic regulations, shall never proceed more than two abreast on the carriageway;

(c) Cyclists shall not be towed by vehicles;

(d) The provisions of paragraph 4 (d) of article 12 shall not apply to cyclists where domestic regulations provide otherwise.

2. Les véhicules et les animaux ne doivent pas stationner là où ils constitueraient un danger ou une gêne, notamment à l'angle de deux voies, dans un virage, au sommet d'une côte ou à proximité de ceux-ci.

ARTICLE 14

Toutes précautions utiles doivent être prises pour que le chargement d'un véhicule ne puisse être une cause de dommage ou de danger.

ARTICLE 15

1. Dès la tombée du jour et pendant la nuit, ou lorsque les conditions atmosphériques l'exigent, tout véhicule ou ensemble de véhicules couplés se trouvant sur une route doit avoir au moins un feu blanc dirigé vers l'avant et au moins un feu rouge dirigé vers l'arrière.

Lorsqu'un véhicule, autre qu'un cycle ou qu'un motocycle sans side-car, est muni d'un seul feu blanc avant, celui-ci doit être placé du côté des véhicules venant en sens inverse.

Dans les pays où deux feux blancs avant sont imposés, ceux-ci doivent être placés à droite et à gauche du véhicule.

Le feu rouge peut être produit, soit par un dispositif distinct de celui qui produit le ou les feux blancs vers l'avant, soit par le même dispositif lorsque la faible longueur et les dispositions du véhicule le permettent.

2. En aucun cas un véhicule ne fera usage d'un feu rouge dirigé vers l'avant ou d'un feu blanc dirigé vers l'arrière; il ne devra pas davantage être muni de dispositifs réfléchissants rouges à l'avant, blancs à l'arrière. La prescription ne s'applique pas aux feux blancs ou jaunes de marche arrière lorsque la législation nationale du pays d'immatriculation du véhicule permet l'emploi de ces feux.

3. Les feux et les catadioptres doivent signaler efficacement le véhicule aux autres usagers de la route.

4. Tout Etat contractant ou l'une de ses subdivisions peut, sous réserve que toutes mesures seront prises pour garantir les conditions normales de sécurité de la circulation, exempter des dispositions du présent article:

- a) Les véhicules employés à des fins ou dans des conditions particulières;
- b) Certains véhicules de forme ou de nature particulières;
- c) Les véhicules stationnés sur une route dont l'éclairage est suffisant.

ARTICLE 16

1. Les dispositions du présent chapitre sont applicables aux trolleybus.

2. a) Les cyclistes sont tenus de circuler sur les pistes cyclables lorsqu'un signal spécial les y invite ou lorsque la réglementation nationale leur en impose l'obligation;

b) Les cyclistes doivent se mettre en file simple dans tous les cas où les conditions de circulation l'exigent et, sauf dans les cas exceptionnels prévus par la réglementation nationale, ils ne doivent jamais rouler à plus de deux de front sur la chaussée;

c) Il est interdit aux cyclistes de se faire remorquer par un véhicule;

d) La règle énoncée à l'article 12, paragraphe 4, alinéa d), ne s'appliquera pas aux cyclistes dans les pays où la réglementation nationale en dispose autrement.

Chapter III

SIGNS AND SIGNALS

ARTICLE 17

1. With a view to ensuring a homogeneous system, the road signs and signals adopted in each Contracting State shall, as far as possible, be the only ones to be placed on the roads of that State. Should it be necessary to introduce any new sign, the shape, colour and type of symbol employed shall conform with the system in use in that State.

2. The number of approved signs shall be limited to such as may be strictly necessary. They shall be placed only at points where they are essential.

3. The danger signs shall be placed at a sufficient distance from the object indicated to give road users adequate warning.

4. The affixing to an approved sign of any notice not related to the purpose of such sign and liable to obscure it or to interfere with its character shall be prohibited.

5. All boards and notices which might be confused with the approved signs or make them more difficult to read shall be prohibited.

Chapter IV

PROVISIONS APPLICABLE TO MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

ARTICLE 18

1. In order to be entitled to the benefits of this Convention, a motor vehicle shall be registered by a Contracting State or subdivision thereof in the manner prescribed by its legislation.

2. A registration certificate containing at least the serial number, known as the registration number, the name or the trade mark of the maker of the vehicle, the maker's identification or serial number, the date of first registration and the full name and permanent place of residence of the applicant for the said certificate shall be issued either by the competent authority or by an association duly empowered to do so.

3. This certificate shall be accepted by all Contracting States as *prima facie* evidence of the information entered thereon.

ARTICLE 19

1. Every motor vehicle shall display at least at the back on a special plate or on the vehicle itself, a registration number issued or allotted by the competent authority. In the case of a motor vehicle drawing one or more trailers the single trailer or the last trailer shall display the registration number of the drawing vehicle or its own registered number.

2. The composition of the registration number and the manner in which it is displayed shall be as set out in annex 3.

ARTICLE 20

1. Every motor vehicle shall in addition to the registration number display at the back, inscribed on a plate or on the vehicle itself, the distinguishing sign of the place of

Chapitre III

SIGNALISATION

ARTICLE 17

1. Afin d'assurer l'homogénéité de la signalisation, les signes et signaux adoptés dans chaque Etat contractant seront, autant que possible, les seuls placés sur les routes de cet Etat. Dans le cas où il serait nécessaire d'introduire quelque nouveau signal, celui-ci devrait, par ses caractéristiques de forme et de couleur, ainsi que par la nature du symbole éventuellement employé, entrer dans le système en vigueur dans cet Etat.

2. Le nombre des signaux réglementaires sera limité au minimum nécessaire. Ils ne seront implantés qu'aux endroits où leur présence est indispensable.

3. Les signaux de danger doivent être implantés à une distance suffisante des obstacles pour les annoncer efficacement aux usagers.

4. L'apposition sur un signal réglementaire de toute inscription étrangère à l'objet de celui-ci et de nature à en diminuer la visibilité ou à en altérer le caractère ne sera pas autorisée.

5. Tous panneaux ou inscriptions qui pourraient prêter à confusion avec les signaux réglementaires ou rendre leur lecture plus difficile ne seront pas autorisés.

Chapitre IV

DISPOSITIONS APPLICABLES AUX AUTOMOBILES ET AUX REMORQUES EN CIRCULATION INTERNATIONALE

ARTICLE 18

1. Pour bénéficier des dispositions de la présente Convention, toute automobile doit être immatriculée par un Etat contractant ou une de ses subdivisions conformément à sa législation.

2. Il est délivré au demandeur, soit par l'autorité compétente, soit par une association habilitée à cet effet, un certificat d'immatriculation comportant au moins le numéro d'ordre dit numéro d'immatriculation, le nom ou la marque du constructeur du véhicule, le numéro de fabrication ou le numéro de série du constructeur, la date de première mise en circulation, ainsi que le nom, le ou les prénoms et le domicile du demandeur dudit certificat.

3. Les certificats d'immatriculation délivrés dans les conditions susvisées seront acceptés dans tous les Etats contractants comme attestant leur teneur jusqu'à preuve du contraire.

ARTICLE 19

1. Toute automobile doit porter au moins à l'arrière, inscrit sur une plaque ou sur le véhicule lui-même, le numéro d'immatriculation attribué par l'autorité compétente. Dans le cas d'un véhicule automobile suivi d'une ou de plusieurs remorques, la remorque unique ou la dernière remorque doit porter le numéro d'immatriculation du véhicule tracteur ou un numéro d'immatriculation propre.

2. La composition et les conditions d'apposition du numéro d'immatriculation sont déterminées à l'annexe 3.

ARTICLE 20

1. Toute automobile doit, outre le numéro d'immatriculation, porter à l'arrière, inscrit sur une plaque ou sur le véhicule lui-même, un signe distinctif du lieu d'immatricu-

registration of this vehicle. This sign shall indicate either a State or a territory which constitutes a distinct unit from the point of view of registration. In the case of a motor vehicle drawing one or more trailers this sign shall also be displayed at the back of the single trailer or of the last trailer.

2. The composition of the distinguishing sign and the manner in which it is displayed shall be as set out in annex 4.

ARTICLE 21

Every motor vehicle and trailer shall carry the identification marks set out in annex 5.

ARTICLE 22

1. Every motor vehicle and trailer shall be in good working order and in such safe mechanical condition as not to endanger the driver, other occupants of the vehicle or any person upon the road, or cause damage to public or private property.

2. In addition, every motor vehicle, or trailer, and its equipment shall conform to the provisions of annex 6 and the driver of every motor vehicle shall observe the rules set out therein.

3. The provisions of this article shall apply to trolley-buses.

ARTICLE 23

1. The maximum dimensions and weights of vehicles permitted to travel on the roads of each Contracting State or subdivision thereof shall be matters for domestic legislation. On certain roads designated by States Parties to regional agreements or, in the absence of such agreements, by a Contracting State, the permissible maximum dimensions and weights shall be those set out in annex 7.

2. The provisions of this article shall apply to trolley-buses.

Chapter V

DRIVERS OF MOTOR VEHICLES IN INTERNATIONAL TRAFFIC

ARTICLE 24

1. Each Contracting State shall allow any driver admitted to its territory who fulfils the conditions which are set out in annex 8 and who holds a valid driving permit issued to him, after he has given proof of his competence, by the competent authority of another Contracting State or subdivision thereof, or by an association duly empowered by such authority, to drive on its roads without further examination motor vehicles of the category or categories defined in annexes 9 and 10 for which the permit has been issued.

2. A Contracting State may however require that any driver admitted to its territory shall carry an international driving permit conforming to the model contained in annex 10, especially in the case of a driver coming from a country where a domestic driving permit is not required or where the domestic permit issued to him does not conform to the model contained in annex 9.

3. The international driving permit shall, after the driver has given proof of his competence, be delivered by the competent authority of a Contracting State or subdivision

lation de ce véhicule. Ce signe est l'indicatif, soit d'un Etat, soit d'un territoire constituant une unité distincte du point de vue de l'immatriculation. Dans le cas d'un véhicule suivi d'une ou de plusieurs remorques, le signe distinctif doit être répété à l'arrière de la remorque unique ou de la dernière remorque.

2. La composition et les conditions d'apposition du signe distinctif sont déterminées à l'annexe 4.

ARTICLE 21

Toute automobile et toute remorque doivent porter les marques d'identification déterminées à l'annexe 5.

ARTICLE 22

1. Les automobiles et leurs remorques doivent être en bon état de marche et en condition de fonctionnement tel qu'elles ne puissent constituer un danger pour les conducteurs, les occupants du véhicule et les autres usagers de la route, ni causer un dommage aux propriétés publiques ou privées.

2. En outre, les automobiles et les remorques et leur équipement doivent répondre aux conditions prévues à l'annexe 6 et leurs conducteurs doivent observer les prescriptions de cette annexe.

3. Les dispositions du présent article sont applicables aux trolleybus.

ARTICLE 23

1. Les dimensions et poids maxima des véhicules admis à circuler sur les routes d'un Etat contractant ou de l'une de ses subdivisions, sont fixés par la législation nationale. Sur certaines routes désignées par les Etats contractants à des accords régionaux, ou à défaut par un Etat contractant, les dimensions et poids maxima autorisés seront ceux fixés dans l'annexe 7.

2. Les dispositions du présent article sont applicables aux trolleybus.

Chapitre V

CONDUCTEURS D'AUTOMOBILES EN CIRCULATION INTERNATIONALE

ARTICLE 24

1. Chaque Etat contractant autorisera tout conducteur qui pénètre sur son territoire et qui remplit les conditions prévues à l'annexe 8, à conduire sur ses routes, sans nouvel examen, des automobiles de la catégorie ou des catégories définies aux annexes 9 et 10, pour lesquelles un permis de conduire valable lui a été délivré, après qu'il a fait preuve de son aptitude, par l'autorité compétente d'un autre Etat contractant ou d'une de ses subdivisions, ou par une association habilitée par cette autorité.

2. Toutefois, un Etat contractant pourra exiger d'un conducteur qui pénètre sur son territoire qu'il soit porteur d'un permis international de conduire conforme au modèle contenu à l'annexe 10, en particulier s'il s'agit d'un conducteur venant d'un pays où un permis de conduire national n'est pas exigé ou dans lequel le permis national qui est délivré n'est pas conforme au modèle contenu à l'annexe 9.

3. Le permis international de conduire sera délivré par l'autorité compétente d'un Etat contractant ou d'une de ses subdivisions ou par une association habilitée par cette auto-

thereof, or by a duly authorized association, and sealed or stamped by such authority or association. The holder shall be entitled to drive in all Contracting States without further examination motor vehicles coming within the categories for which the permit has been issued.

4. The right to use the domestic as well as the international driving permit may be refused if it is evident that the conditions of issue are no longer fulfilled.

5. A Contracting State or a subdivision thereof may withdraw from the driver the right to use either of the above-mentioned permits only if the driver has committed a driving offence of such a nature as would entail the forfeiture of his driving permit under the legislation and regulations of that Contracting State. In such an event, the Contracting State or subdivision thereof withdrawing the use of the permit may withdraw and retain the permit until the period of the withdrawal of use expires or until the holder leaves the territory of that Contracting State, whichever is the earlier, and may record such withdrawal of use on the permit and communicate the name and address of the driver to the authority which issued the permit.

6. During a period of five years beginning with the entry into force of this Convention, any driver admitted to international traffic under the provisions of the International Convention relative to Motor Traffic signed at Paris on 24 April 1926, or of the Convention on the Regulation of Inter-American Automotive Traffic opened for signature at Washington on 15 December 1943, and holding the documents required thereunder, shall be considered as fulfilling the requirements of this article.

ARTICLE 25

The Contracting States undertake to communicate to each other such information as will enable them to establish the identity of persons holding domestic or international driving permits when they are liable to proceedings for a driving offence. They further undertake to make known the information required to establish the identity of the owner or the person in whose name a foreign vehicle which has been involved in a serious accident is registered.

Chapter VI

PROVISIONS APPLICABLE TO CYCLES IN INTERNATIONAL TRAFFIC

ARTICLE 26

Every cycle shall be equipped with:

- (a) At least one efficient brake;
- (b) An audible warning device consisting of a bell, to the exclusion of any other audible warning device, capable of being heard at a reasonable distance;
- (c) A white or yellow light in front and a red light or a red reflex reflector in the rear from nightfall and during the night or when atmospheric conditions render it necessary.

rité sous le sceau ou le cachet de l'autorité ou de l'association après que le conducteur aura fait preuve de son aptitude. Il permet de conduire, sans nouvel examen, et dans tous les Etats contractants, les véhicules automobiles entrant dans les catégories pour lesquelles il aura été délivré.

4. Le droit de faire usage des permis de conduire tant nationaux qu'internationaux peut être refusé s'il est évident que les conditions prescrites pour leur délivrance ne sont plus remplies.

5. Un Etat contractant ou une de ses subdivisions ne peut retirer à un conducteur le droit de faire usage d'un des permis visés ci-dessus que si ce dernier a commis une infraction à la réglementation nationale en matière de circulation susceptible d'entraîner le retrait du permis de conduire en vertu de la législation dudit Etat contractant. En pareil cas, l'Etat contractant ou celle de ses subdivisions qui a retiré l'usage du permis pourra se faire remettre le permis et le conserver jusqu'à l'expiration du délai pendant lequel l'usage de ce permis est retiré au conducteur, ou jusqu'au moment où ce dernier quittera le territoire de cet Etat contractant, si son départ est antérieur à l'expiration dudit délai. L'Etat ou sa subdivision pourra porter sur le permis une mention du retrait ainsi effectué et communiquer les nom et adresse du conducteur à l'autorité qui a délivré le permis.

6. Pendant une période de cinq années à partir de l'entrée en vigueur de la présente Convention, tout conducteur admis à la circulation internationale en vertu des dispositions de la Convention internationale relative à la circulation automobile signée à Paris, le 24 avril 1926, ou de la Convention sur la réglementation de la circulation automobile interaméricaine ouverte à la signature à Washington, le 15 décembre 1943, et possédant les documents exigés par celles-ci, sera considéré comme satisfaisant aux conditions prévues au présent article.

ARTICLE 25

Les Etats contractants s'engagent à se communiquer réciproquement les renseignements propres à établir l'identité des personnes titulaires d'un permis national ou international de conduire lorsqu'elles sont passibles d'une pénalité pour infraction à la réglementation de la circulation. Ils se communiqueront de même les renseignements propres à établir l'identité du propriétaire ou de la personne au nom de laquelle tout véhicule étranger qui a été l'occasion d'un accident grave a été immatriculé.

Chapitre VI

DISPOSITIONS APPLICABLES AUX CYCLES CIRCULANT INTERNATIONALEMENT

ARTICLE 26

Les cycles doivent être pourvus des dispositifs suivants:

- a) Au moins un frein efficace;
- b) Un appareil avertisseur sonore constitué par un timbre susceptible d'être entendu à distance suffisante, à l'exclusion de tout autre avertisseur sonore;
- c) Un feu blanc ou jaune dirigé vers l'avant, ainsi qu'un feu rouge ou un dispositif réfléchissant dirigé vers l'arrière, dès la tombée du jour et pendant la nuit, ou lorsque les conditions l'exigent.

Chapter VII

FINAL PROVISIONS

ARTICLE 27

1. This Convention shall be open, until 31 December 1949, for signature by all States Members of the United Nations and by every State invited to attend the United Nations Conference on Road and Motor Transport held at Geneva in 1949.

2. This Convention shall be ratified and the instruments of ratification deposited with the Secretary-General of the United Nations.

3. From 1 January 1950, this Convention shall be open for accession by those of the States referred to in paragraph 1 of this article which have not signed this Convention and by any other State which the Economic and Social Council may by resolution declare to be eligible. It shall also be open for accession on behalf of any Trust Territory of which the United Nations is the Administering Authority.

4. Accession shall be effected by the deposit of an instrument of accession with the Secretary-General of the United Nations.

ARTICLE 28

1. Any State may, at the time of signature, ratification or accession, or at any time thereafter, declare, by notification addressed to the Secretary-General of the United Nations, that the provisions of this Convention will be applicable to all or any of the territories for the international relations of which it is responsible. These provisions shall become applicable in the territories named in the notification thirty days after the date of receipt of such notification by the Secretary-General or, if the Convention has not entered into force at that time, then upon the date of its entry into force.

2. Each Contracting State, when circumstances permit, undertakes to take as soon as possible the necessary steps in order to extend the application of this Convention to the territories for the international relations of which it is responsible, subject, where necessary for constitutional reasons, to the consent of the governments of such territories.

3. Any State which has made a declaration under paragraph 1 of this article applying this Convention to any territory for the international relations of which it is responsible may at any time thereafter declare by notification given to the Secretary-General that the Convention shall cease to apply to any territory named in the notification and the Convention shall, after the expiration of one year from the date of the notification, cease to apply to such territory.

ARTICLE 29

This Convention shall enter into force on the thirtieth day after the date of the deposit of the fifth instrument of ratification or accession. This Convention shall enter into force for each State ratifying or acceding after that date on the thirtieth day after the deposit of its instrument of ratification or accession.

The Secretary-General of the United Nations shall notify each of the signatory or acceding States and every other State invited to attend the United Nations Conference on Road and Motor Transport of the date on which this Convention enters into force.

Chapitre VII

CLAUSES FINALES

ARTICLE 27

1. La présente Convention sera ouverte, jusqu'au 31 décembre 1949, à la signature de tous les Etats Membres des Nations Unies et de tout Etat invité à participer à la Conférence sur les transports routiers et les transports automobiles tenue à Genève en 1949.

2. La présente Convention sera ratifiée. Les instruments de ratification seront déposés auprès du Secrétaire général des Nations Unies.

3. A partir du 1er janvier 1950, les Etats mentionnés au paragraphe 1 de cet article qui n'auront pas signé la présente Convention ainsi que tout autre Etat désigné à cet effet par une résolution du Conseil économique et social pourront adhérer à la présente Convention. Celle-ci sera également ouverte à l'adhésion au nom de tout Territoire sous tutelle dont l'administration est confiée aux Nations Unies.

4. L'adhésion se fera par le dépôt d'un instrument d'adhésion auprès du Secrétaire général des Nations Unies.

ARTICLE 28

1. Tout Etat pourra, lors de la signature, de la ratification ou de l'adhésion ou à tout autre moment, par la suite, déclarer par notification adressée au Secrétaire général des Nations Unies, que les dispositions de la présente Convention seront applicables à tout territoire dont il assure les relations internationales. Ces dispositions deviendront applicables dans le ou les territoires désignés dans la notification trente jours après la date à laquelle le Secrétaire général aura reçu ladite notification, ou, si la Convention n'est pas alors entrée en vigueur, au moment de son entrée en vigueur.

2. Lorsque les circonstances le permettent, tout Etat contractant s'engage à prendre le plus tôt possible les mesures nécessaires pour étendre l'application de la présente Convention aux territoires dont il assure les relations internationales, sous réserve, si des raisons constitutionnelles l'exigent, du consentement des gouvernements de ces territoires.

3. Tout Etat qui a fait une déclaration conformément aux dispositions du paragraphe 1 du présent article concernant l'application de la présente Convention à un territoire dont il assure les relations internationales pourra, par la suite, déclarer à tout moment, par notification adressée au Secrétaire général, que la présente Convention cessera d'être applicable au territoire désigné dans la notification. Un an à partir de la date de la notification, la Convention cessera d'être applicable au territoire visé.

ARTICLE 29

La présente Convention entrera en vigueur le trentième jour qui suivra la date du dépôt du cinquième instrument de ratification ou d'adhésion. Pour chaque Etat qui la ratifiera ou y adhèrera après cette date, la présente Convention entrera en vigueur le trentième jour qui suivra le dépôt de l'instrument de ratification ou d'adhésion dudit Etat.

Le Secrétaire général des Nations Unies notifiera la date d'entrée en vigueur de la présente Convention à chacun des Etats signataires ou adhérents ainsi qu'aux autres Etats qui ont été invités à participer à la Conférence des Nations Unies sur les transports routiers et les transports automobiles.

ARTICLE 30

This Convention shall terminate and replace, in relations between the Contracting States, the International Convention relative to Motor Traffic and the International Convention relative to Road Traffic signed at Paris on 24 April 1926, and the Convention on the Regulation of Inter-American Automotive Traffic opened for signature at Washington on 15 December 1943.

ARTICLE 31

1. Any amendment to this Convention may be proposed by any Contracting State. The text of such proposed amendment shall be communicated to the Secretary-General of the United Nations who shall transmit it to each Contracting State with a request that such State reply within four months stating whether it:

- (a) Desires that a conference be convened to consider the proposed amendment; or
- (b) Favours the acceptance of the proposed amendment without a conference; or
- (c) Favours the rejection of the proposed amendment without a conference.

The proposed amendment shall also be transmitted by the Secretary-General to all States, other than Contracting States, invited to attend the United Nations Conference on Road and Motor Transport.

2. The Secretary-General shall convene a conference of the Contracting States to consider the proposed amendment, if the convening of a conference is requested:

- (a) By at least one-quarter of the Contracting States in the case of a proposed amendment to any part of the Convention other than the annexes;
- (b) By at least one-third of the Contracting States in the case of a proposed amendment to an annex other than annexes 1 and 2;
- (c) In the case of annexes 1 and 2 by at least one-third of the States bound by the annex to which an amendment has been proposed.

The Secretary-General shall invite to the Conference such States, other than Contracting States, invited to attend the United Nations Conference on Road and Motor Transport or whose participation would, in the opinion of the Economic and Social Council, be desirable.

The provisions of this paragraph shall not apply in cases where an amendment to the Convention has been adopted in accordance with paragraph 5 of this article.

3. Any amendment to this Convention which shall be adopted by a two-thirds majority vote of a conference shall be communicated to all Contracting States for acceptance. Ninety days after its acceptance by two-thirds of the Contracting States each amendment to the Convention, except for those to annexes 1 and 2, shall enter into force for all the Contracting States except those which, before it enters into force, make a declaration that they do not adopt the amendment.

For the entry into force of any amendment to annexes 1 and 2 the majority shall be two-thirds of the States bound by the amended annex.

4. The Conference may by a two-thirds majority vote determine at the time of the adoption of an amendment to

ARTICLE 30

La présente Convention abroge et remplace, dans les relations entre les parties contractantes, la Convention internationale relative à la circulation automobile et la Convention internationale relative à la circulation routière signées à Paris, le 24 avril 1926, ainsi que la Convention sur la réglementation de la circulation automobile interaméricaine ouverte à la signature à Washington, le 15 décembre 1943.

ARTICLE 31

1. Tout amendement à la présente Convention proposé par un Etat contractant sera déposé auprès du Secrétaire général des Nations Unies, qui en communiquera le texte à tous les Etats contractants auxquels il demandera en même temps de faire connaître dans les quatre mois:

- a) S'ils désirent qu'une conférence soit convoquée pour étudier l'amendement proposé;
- b) Ou s'ils sont d'avis d'accepter l'amendement proposé sans qu'une conférence se réunisse;
- c) Ou s'ils sont d'avis de rejeter l'amendement proposé sans la convocation d'une conférence.

L'amendement proposé devra également être transmis par le Secrétaire général à tous les Etats autres que les Etats contractants qui ont été invités à participer à la Conférence des Nations Unies sur les transports routiers et les transports automobiles.

2. Le Secrétaire général convoquera une conférence des Etats contractants en vue d'étudier l'amendement proposé au cas où la convocation d'une conférence serait demandée:

- a) Par un quart au moins des Etats contractants, lorsqu'il s'agit d'un amendement proposé aux parties de la Convention autres que les annexes;
- b) Par un tiers au moins des Etats contractants, lorsqu'il s'agit d'un amendement proposé à une annexe autre que les annexes 1 et 2;
- c) Lorsqu'il s'agit des annexes 1 et 2, par un tiers au moins des Etats liés par l'annexe à laquelle l'amendement est proposé.

Le Secrétaire général invitera à cette conférence les Etats autres que les Etats contractants qui ont été invités à participer à la Conférence des Nations Unies sur les transports routiers et les transports automobiles ou dont le Conseil économique et social estimera la présence souhaitable.

Ces dispositions ne s'appliqueront pas lorsqu'un amendement à la Convention aura été adopté conformément aux dispositions du paragraphe 5 du présent article.

3. Tout amendement à la présente Convention qui sera adopté par la conférence à la majorité des deux tiers sera communiqué à tous les Etats contractants pour acceptation. Quarante-vingt-dix jours après son acceptation par les deux tiers des Etats contractants, tout amendement à la Convention autre qu'un amendement aux annexes 1 et 2 entrera en vigueur pour tous les Etats contractants à l'exception de ceux qui déclareront, avant la date de son entrée en vigueur, qu'ils ne l'adoptent pas.

Pour l'entrée en vigueur de tout amendement aux annexes 1 et 2, la majorité exigée sera celle des deux tiers des Etats liés par l'annexe amendée.

4. Lors de l'adoption d'un amendement à la présente Convention autre qu'un amendement aux annexes 1 et 2, la

this Convention, except for those to annexes 1 and 2, that the amendment is of such a nature that any Contracting State which has made a declaration that it does not accept the amendment and which then does not accept the amendment within a period of twelve months after the amendment enters into force shall, upon the expiration of this period, cease to be a party to the Convention.

5. In the event of a two-thirds majority of the Contracting States informing the Secretary-General pursuant to paragraph 1 (b) of this article that they favour the acceptance of the amendment without a conference, notification of their decision shall be communicated by the Secretary-General to all the Contracting States. The amendment shall upon the expiration of ninety days from the date of such notification become effective as regards all the Contracting States except those States which notify the Secretary-General that they object to such an amendment within that period.

6. As regards amendments to annexes 1 and 2, and any amendment not within the scope of paragraph 4 of this article, the existing provisions shall remain in force in respect of any Contracting State which has made a declaration or lodged an objection with respect to such an amendment.

7. A Contracting State which has made a declaration in accordance with the provisions of paragraph 3 of this article, or has lodged an objection in accordance with the provisions of paragraph 5 of this article to an amendment, may withdraw such declaration or objection at any time by notification addressed to the Secretary-General. The amendment shall be effective as regards that State upon receipt of such notification by the Secretary-General.

ARTICLE 32

This Convention may be denounced by means of one year's notice given to the Secretary-General of the United Nations, who shall notify each signatory or acceding State thereof. After the expiration of this period the Convention shall cease to be in force as regards the Contracting State which denounces it.

ARTICLE 33

Any dispute between any two or more Contracting States concerning the interpretation or application of this Convention, which the Parties are unable to settle by negotiation or by another mode of settlement, may be referred by written application from any of the Contracting States concerned to the International Court of Justice for decision.

ARTICLE 34

Nothing in this Convention shall be deemed to prevent a Contracting State from taking action compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation which it considers necessary for its external or internal security.

ARTICLE 35

1. The Secretary-General shall, in addition to the notifications provided for in article 29, paragraphs 1, 3 and 5 of article 31 and article 32, notify the States referred to in paragraph 1 of article 27 of the following:

(a) Declarations by Contracting States that they exclude annex 1, annex 2, or both of them, from the application

conférence pourra décider, à la majorité des deux tiers, que la nature de cet amendement est telle que tout Etat contractant qui aura déclaré ne pas l'accepter et qui ne l'acceptera pas dans un délai de douze mois après son entrée en vigueur, cessera, à l'expiration de ce délai, d'être partie à la Convention.

5. Au cas où les deux tiers au moins des Etats contractants informeraient le Secrétaire général, conformément à l'alinéa b) du paragraphe 1 du présent article, qu'ils sont d'avis d'adopter l'amendement sans qu'une conférence se réunisse, notification de leur décision sera adressée par le Secrétaire général à tous les Etats contractants. L'amendement prendra effet dans un délai de quatre-vingt-dix jours à dater de cette notification à l'égard de tous les Etats contractants à l'exception des Etats qui, dans ce délai, notifieront au Secrétaire général qu'ils s'y opposent.

6. En ce qui concerne les amendements aux annexes 1 et 2 et les amendements autres que ceux visés au paragraphe 4 du présent article, la disposition originale restera en vigueur à l'égard de tout Etat contractant qui aura fait la déclaration prévue au paragraphe 3 ou l'opposition prévue au paragraphe 5.

7. L'Etat contractant qui aura fait la déclaration prévue au paragraphe 3 du présent article ou qui aura fait opposition à un amendement conformément aux dispositions du paragraphe 5 du présent article, pourra à tout moment retirer cette déclaration ou cette opposition par notification faite au Secrétaire général. L'amendement prendra effet à l'égard de cet Etat au reçu de ladite notification par le Secrétaire général.

ARTICLE 32

La présente Convention pourra être dénoncée au moyen d'un préavis d'une année donné au Secrétaire général des Nations Unies qui notifiera cette dénonciation à chaque Etat signataire ou adhérent. A l'expiration de ce délai d'un an, la Convention cessera d'être en vigueur pour l'Etat contractant qui l'aura dénoncée.

ARTICLE 33

Tout différend entre deux ou plusieurs Etats contractants touchant l'interprétation ou l'application de la présente Convention que les parties n'auraient pu régler par voie de négociations ou par un autre mode de règlement, pourra être porté, à la requête d'un quelconque des Etats contractants intéressés, devant la Cour internationale de Justice pour être tranché par elle.

ARTICLE 34

Aucune disposition de la présente Convention ne devra être interprétée comme interdisant à un Etat contractant de prendre les mesures compatibles avec les dispositions de la Charte des Nations Unies et limitées aux exigences de la situation qu'il estime nécessaires pour assurer sa sécurité extérieure ou intérieure.

ARTICLE 35

1. Outre les notifications prévues à l'article 29 et aux paragraphes 1, 3 et 5 de l'article 31 ainsi qu'à l'article 32, le Secrétaire général notifiera aux Etats mentionnés au paragraphe 1 de l'article 27:

a) Les déclarations par lesquelles les Etats contractants excluent l'annexe 1, l'annexe 2 ou l'une et l'autre de

- of the Convention in accordance with paragraph 1 of article 2;
- (b) Declarations by Contracting States that they shall be bound by annex 1, annex 2, or both of them, in accordance with paragraph 2 of article 2;
 - (c) Signatures, ratifications and accessions in accordance with article 27;
 - (d) Notifications with regard to the territorial application of the Convention in accordance with article 28;
 - (e) Declarations whereby States accept amendments to the Convention in accordance with paragraph 3 of article 31;
 - (f) Objections to amendments to the Convention communicated by States to the Secretary-General in accordance with paragraph 5 of article 31;
 - (g) The date of entry into force of amendments to the Convention in accordance with paragraphs 3 and 5 of article 31;
 - (h) The date on which a State has ceased to be a Party to the Convention, in accordance with paragraph 4 of article 31;
 - (i) Withdrawals of objections to an amendment in accordance with paragraph 7 of article 31;
 - (j) The list of States bound by any amendment to the Convention;
 - (k) Denunciations of the Convention in accordance with article 32;
 - (l) Declarations that the Convention has ceased to apply to a territory in accordance with paragraph 3 of article 28;
 - (m) Notifications with respect to distinctive letters made by States in accordance with the provisions of paragraph 3 of annex 4.

2. The original of this Convention shall be deposited with the Secretary-General who will transmit certified copies thereof to the States referred to in paragraph 1 of article 27.

3. The Secretary-General is authorized to register this Convention upon its entry into force.

IN WITNESS WHEREOF the undersigned representatives, after having communicated their full powers, found to be in good and due form, have signed this Convention.

DONE at Geneva, in a single copy, in the English and French languages, both texts authentic, this nineteenth day of September, one thousand nine hundred and forty-nine.

- l'application de la Convention, conformément au paragraphe 1 de l'article 2;
- b) Les déclarations par lesquelles un Etat contractant notifie sa décision d'être lié par l'annexe 1, l'annexe 2 ou par l'une et l'autre, conformément au paragraphe 2 de l'article 2;
 - c) Les signatures, ratifications et adhésions en vertu de l'article 27;
 - d) Les notifications au sujet de l'application territoriale de la Convention en exécution de l'article 28;
 - e) Les déclarations par lesquelles les Etats acceptent les amendements à la Convention conformément au paragraphe 3 de l'article 31;
 - f) L'opposition aux amendements à la Convention notifiée par les Etats au Secrétaire général conformément au paragraphe 5 de l'article 31;
 - g) La date d'entrée en vigueur des amendements à la Convention, conformément aux paragraphes 3 et 5 de l'article 31;
 - h) La date à laquelle un Etat aura cessé d'être partie à la Convention conformément au paragraphe 4 de l'article 31;
 - i) Le retrait de l'opposition à un amendement en vertu du paragraphe 7 de l'article 31;
 - j) La liste des Etats liés par les amendements à la Convention;
 - k) Les dénonciations de la Convention conformément à l'article 32;
 - l) Les déclarations que la Convention a cessé d'être applicable à un territoire conformément au paragraphe 3 de l'article 28;
 - m) Les notifications au sujet de lettres distinctives faites par des Etats conformément aux dispositions du paragraphe 3 de l'annexe 4.

2. L'original de la présente Convention sera déposé auprès du Secrétaire général, qui en transmettra des copies certifiées conformes aux Etats visés au paragraphe 1 de l'article 27.

3. Le Secrétaire général est autorisé à enregistrer la présente Convention au moment de son entrée en vigueur.

EN FOI DE QUOI les représentants sous signés, après avoir communiqué leurs pleins pouvoirs, reconnus en bonne et due forme, ont signé la présente Convention.

FAIT à Genève, en un seul exemplaire, en langues anglaise et française, les deux textes faisant également foi, le dix-neuf septembre mil neuf cent quarante-neuf.

AFGHANISTAN
AFGHANISTAN

ALBANIA
ALBANIE

ARGENTINA
ARGENTINE

AUSTRALIA
AUSTRALIE

AUSTRIA
AUTRICHE

HERMAN DAHLEN

BELGIUM
BELGIQUE

F. BLONDEEL

BOLIVIA
BOLIVIE

BRAZIL
BRÉSIL

BULGARIA
BULGARIE

BURMA
BIRMANIE

BYELORUSSIAN SOVIET SOCIALIST REPUBLIC
RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE

CANADA
CANADA

CHILE
CHILI

CHINA
CHINE

COLOMBIA
COLOMBIE

COSTA RICA
COSTA-RICA

CUBA
CUBA

CZECHOSLOVAKIA
TCHÉCOSLOVAQUIE

Excluding, in accordance with article 2, paragraph 1, of this Convention, annex 2 from the application of the Convention.

V. OUTRATA
December 28th, 1949.*

DENMARK
DANEMARK

K. BANG
A. BLOM-ANDERSEN

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.**

DOMINICAN REPUBLIC
RÉPUBLIQUE DOMINICAINE

T. F. FRANCO

En déclarant exclure, conformément à l'article 2, paragraphe 1 de la présente Convention, les annexes 1 et 2 de l'application de la Convention et en renouvelant la réserve concernant le paragraphe 2 de l'article premier de la Convention faite déjà en séance plénière.***

T. F. F.

Traduction du Secrétariat des Nations Unies:

* Excluant l'annexe 2 de l'application de la Convention, conformément au paragraphe 1 de l'article 2 de la présente Convention.

** Sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure l'annexe 1 de l'application de la Convention.

Translation by the Secretariat of the United Nations:

*** Subject to a declaration made by the signatory in accordance with paragraph 1 of article 2 of this Convention excluding annexes 1 and 2 from the application of the Convention, and to renewal of the reservation already made at a plenary meeting with regard to paragraph 2 of article 1 of the Convention.

ECUADOR
EQUATEUR

EGYPT
EGYPTE

A. K. SAFWAT

EL SALVADOR
SALVADOR

ETHIOPIA
ETHIOPIE

FINLAND
FINLANDE

FRANCE
FRANCE

LUCIEN HUBERT

Se référant à l'annexe 6, chiffre IV, alinéa b), le Gouvernement français déclare qu'il ne peut admettre qu'une seule remorque derrière un véhicule tracteur et qu'il n'en admettra pas derrière un véhicule articulé*.

L. H.

GREECE
GRÈCE

GUATEMALA
GUATEMALA

HAITI
HAÏTI

HONDURAS
HONDURAS

Translation by the Secretariat of the United Nations:

* With reference to annex 6, section IV, paragraph (b), the French Government states that it will only permit that one trailer be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer.

HUNGARY
HONGRIE

ICELAND
ISLANDE

INDIA
INDE

N. RAGHAVAN PILLAI

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention excluding annexes 1 and 2 from its application of the Convention.*

IRAN
IRAN

IRAQ
IRAK

IRELAND
IRLANDE

ISRAEL
ISRAËL

M. KAHANY
M. LUBARSKY

ITALY
ITALIE

M. ENRICO MELLINI

LEBANON
LIBAN

(Sous réserve de ratification**)
J. MIKAOUI

Traduction du Secrétariat des Nations Unies:

* Sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure les annexes 1 et 2 de l'application de la Convention.

Translation by the Secretariat of the United Nations:

** Subject to ratification.

LIBERIA
LIBÉRIA

LUXEMBOURG
LUXEMBOURG

R. LOGELIN

MEXICO
MEXIQUE

NETHERLANDS
PAYS-BAS

J. J. OYEVAAR

NEW ZEALAND
NOUVELLE-ZÉLANDE

NICARAGUA
NICARAGUA

NORWAY
NORVÈGE

AXEL RONNING

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.*

A. R.

PAKISTAN
PAKISTAN

PANAMA
PANAMA

PARAGUAY
PARAGUAY

PERU
PÉROU

Traduction du Secrétariat des Nations Unies:
* Sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure l'annexe 1 de l'application de la Convention.

PHILIPPINES
PHILIPPINES

RODOLFO MASLOG

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.*

POLAND
POLOGNE

PORTUGAL
PORTUGAL

ROMANIA
ROUMANIE

SAUDI ARABIA
ARABIE SAOUDITE

SWEDEN
SUÈDE

GÖSTA HALL

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.*

SWITZERLAND
SUISSE

HEINRICH ROTHMUND
ROBERT PLUMÉZ
PAUL GOTTRET

SYRIA
SYRIE

THAILAND
THAÏLANDE

TRANSJORDAN
TRANSJORDANIE

TURKEY
TURQUIE

Traduction du Secrétariat des Nations Unies:
* Sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure l'annexe 1 de l'application de la Convention.

UKRAINIAN SOVIET SOCIALIST REPUBLIC
RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE D'UKRAINE

UNION OF SOUTH AFRICA
UNION SUD-AFRICAINE

H. BRUNE

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annexes 1 and 2 from its application of the Convention.*

UNION OF SOVIET SOCIALIST REPUBLICS
UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD

C. A. BIRTCHNELL

Subject to the reservation in respect of article 26 contained in paragraph 7 (d) of the Final Act of the Conference on Road and Motor Transport and subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annexes 1 and 2 from its application of the Convention.**

UNITED STATES OF AMERICA
ETATS-UNIS D'AMÉRIQUE

HENRY H. KELLY
HERBERT S. FAIRBANK

URUGUAY
URUGUAY

VENEZUELA
VENEZUELA

YEMEN
YÉMEN

YUGOSLAVIA
YOUGOSLAVIE

LJUB. KOMNENOVIC

Traduction du Secrétariat des Nations Unies:

* Sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure les annexes 1 et 2 de l'application de la Convention.

** Compte tenu de la réserve sur l'article 26, mentionnée au paragraphe 7 d) de l'Acte final de la Conférence sur les transports routiers et les transports automobiles et sous réserve d'une déclaration faite conformément au paragraphe 1 de l'article 2 de la présente Convention et visant à exclure les annexes 1 et 2 de l'application de la Convention.

ANNEXES

Annex 1

ADDITIONAL PROVISION CONCERNING DEFINITIONS OF MOTOR VEHICLE AND CYCLE

Cycles fitted with an auxiliary internal combustion engine having a maximum cylinder capacity of 50 cm³ (3.05 cu. in.) shall not be considered as motor vehicles, provided that they retain all the normal characteristics of cycles with respect to their structure.

Annexe 1

DISPOSITION ADDITIONNELLE RELATIVE A LA DEFINITION DES AUTOMOBILES ET DES CYCLES

Les cycles pourvus d'un moteur auxiliaire thermique d'une cylindrée maximum de 50 cm³ (3,05 cu. in.) ne sont pas considérés comme des automobiles, à condition qu'ils conservent toutes les caractéristiques normales des cycles quant à leur structure.

Annex 2

PRIORITY OF PASSAGE

1. When any two vehicles are simultaneously approaching a road intersection by roads of which one does not enjoy priority over the other, the vehicle approaching from the left in countries where the direction of traffic is on the right, and from the right in countries where the direction of traffic is on the left, shall yield the right of way to the other vehicle.

2. The right of priority shall not necessarily apply in the case of tramcars and trains on roads.

Annexe 2

PRIORITE

1. Lorsque deux véhicules s'approchent simultanément d'une intersection de routes par des routes dont l'une ne jouit pas de la priorité sur l'autre, le véhicule venant par la gauche dans les pays où le sens de la circulation est à droite, par la droite dans les pays où le sens de la circulation est à gauche, est tenu de céder le passage à l'autre véhicule.

2. La priorité est toutefois réservée à l'égard des tramways et des trains sur route.

Annex 3

REGISTRATION NUMBER OF VEHICLES IN INTERNATIONAL TRAFFIC

1. The registration number of a vehicle shall consist either of figures or of figures and letters. The figures shall be in Arabic numerals as used in United Nations documents and the letters in Latin characters. When other numerals or characters are used, they shall be repeated in the numerals or characters of the types mentioned above.

2. The number shall be legible in normal daylight at a distance of 20 m (65 feet).

3. When the registration number is displayed on a special plate, this plate shall be fixed in a vertical or nearly vertical position and in a plane perpendicular to the longitudinal axis of the vehicle itself. When the number is fixed to or painted on the vehicle itself, this shall be done on a vertical or nearly vertical surface at the back of the vehicle.

4. The rear registration number shall be illuminated as prescribed in annex 6.

Annexe 3

NUMERO D'IMMATRICULATION DES VEHICULES EN CIRCULATION INTERNATIONALE

1. Le numéro d'immatriculation de tout véhicule doit être composé, soit de chiffres, soit de chiffres et de lettres. Les chiffres doivent être des chiffres arabes, tels qu'ils sont en usage dans les documents des Nations Unies; les lettres doivent être en caractères latins. Il est toutefois permis d'employer d'autres chiffres et caractères, mais en pareil cas, les mentions doivent être répétées dans les chiffres et les caractères visés ci-dessus.

2. Le numéro doit être lisible de jour par temps clair à une distance de 20 m (65 pieds).

3. Dans le cas où le numéro d'immatriculation est apposé sur une plaque spéciale, cette plaque doit être fixée dans une position sensiblement verticale et perpendiculairement au plan longitudinal de symétrie du véhicule lui-même. Lorsque le numéro est fixé ou peint sur le véhicule lui-même, il faut que ce soit sur une surface verticale ou sensiblement verticale de la face arrière du véhicule.

4. Le numéro d'immatriculation arrière doit être éclairé ainsi qu'il est prescrit à l'annexe 6.

Annex 4

DISTINGUISHING SIGN OF VEHICLES IN INTERNATIONAL TRAFFIC

1. The distinguishing sign shall be composed of one to three letters in capital Latin characters. The letters shall have a minimum height of 80 mm (3.1 in.) and their strokes a width of 10 mm (0.4 in.). The letters shall be painted in black on a white ground of elliptical form with the major axis horizontal.

2. If the distinguishing sign is composed of three letters, the dimensions of the ellipse shall be at least 240 mm (9.4 in.) in width and 145 mm (5.7 in.) in height. The dimensions may be reduced to 175 mm (6.9 in.) in width and 115 mm (4.5 in.) in height if the sign carries less than three letters.

As regards the distinguishing signs for motorcycles, the dimensions of the ellipse, whether the sign is composed of one, two or three letters, may be reduced to 175 mm (6.9 in.) in width and 115 mm (4.5 in.) in height.

3. The distinctive letters for the different States and territories are as follows:

Australia	.....	AUS
Austria	.....	A
Belgium	.....	B
Belgian Congo	.....	CB
Bulgaria	.....	BG
Chile	.....	RCH
Czechoslovakia	.....	CS
Denmark	.....	DK
France	.....	F
Algeria, Tunisia, Morocco, French India	.....	F
Saar	.....	SA
India	.....	IND
Iran	.....	IR
Israel	.....	IL
Italy	.....	I
Lebanon	.....	RL
Luxembourg	.....	L
Netherlands	.....	NL
Norway	.....	N
Philippines	.....	PI
Poland	.....	PL
Sweden	.....	S
Switzerland	.....	CH
Turkey	.....	TR
Union of South Africa	.....	ZA
United Kingdom	.....	GB
Alderney	.....	GBA
Guernsey	.....	GBC
Jersey	.....	GBJ
Aden	.....	ADN
Bahamas	.....	BS
Basutoland	.....	BL

Annexe 4

SIGNE DISTINCTIF DES VEHICULES EN CIRCULATION INTERNATIONALE

1. Le signe distinctif doit être composé d'une à trois lettres en caractères latins majuscules. Les lettres ont au minimum une hauteur de 80 mm (3,1 pouces) et leurs traits une épaisseur d'au moins 10 mm (0,4 pouce). Les lettres sont peintes en noir sur un fond blanc de forme elliptique dont l'axe principal est horizontal.

2. Si le signe distinctif comporte trois lettres, les dimensions de l'ellipse sont au moins de 240 mm (9,4 pouces) de largeur sur 145 mm (5,7 pouces) de hauteur. Ces dimensions peuvent être réduites à 175 mm (6,9 pouces) de largeur et 115 mm (4,5 pouces) de hauteur si le signe comporte moins de trois lettres.

En ce qui concerne les signes distinctifs des motocycles, les dimensions de l'ellipse, que le signe comporte une, deux ou trois lettres, peuvent être réduites à 175 mm (6,9 pouces) de largeur et 115 mm (4,5 pouces) de hauteur.

3. Les lettres distinctives pour les différents Etats et territoires sont les suivantes:

Australie	.....	AUS
Autriche	.....	A
Belgique	.....	B
Congo belge	.....	CB
Bulgarie	.....	BG
Chili	.....	RCH
Tchécoslovaquie	.....	CS
Danemark	.....	DK
France	.....	F
Algérie, Tunisie, Maroc, Indes françaises	.....	F
Sarre	.....	SA
Inde	.....	IND
Iran	.....	IR
Israël	.....	IL
Italie	.....	I
Liban	.....	RL
Luxembourg	.....	L
Pays-Bas	.....	NL
Norvège	.....	N
Philippines	.....	PI
Pologne	.....	PL
Suède	.....	S
Suisse	.....	CH
Turquie	.....	TR
Union Sud-Africaine	.....	ZA
Royaume-Uni	.....	GB
Alderney	.....	GBA
Guernesey	.....	GBC
Jersey	.....	GBJ
Aden	.....	ADN
Bahama	.....	BS
Bassoutoland	.....	BL

Bechuanaland	BP	Betchouanaland	BP
British Honduras	BH	Honduras britannique	BH
Cyprus	CY	Chypre	CY
Gambia	WAG	Gambie	WAG
Gibraltar	GBZ	Gibraltar	GBZ
Gold Coast	WAC	Côte-de-l'Or	WAC
Hong Kong	HK	Hong-kong	HK
Jamaica	JA	Jamaïque	JA
Johore	JO	Johore	JO
Kedah	KD	Kedah	KD
Kelantan	KL	Kelantan	KL
Kenya	EAK	Kénya	EAK
Labuan	SS	Labouan	SS
Malacca	SS	Malacca	SS
Malaya (Negri Sembilan, Pahang, Perak, Selangor) ..	FM	Union malaise (Negri Sembilan, Pahang, Perak, Selangor)	FM
Malta	GBY	Malte	GBY
Mauritius	MS	Ile Maurice	MS
Nigeria	WAN	Nigéria	WAN
Northern Rhodesia	NR	Rhodésie du Nord	NR
Nyasaland	NP	Nyassaland	NP
Penang	SS	Penang	SS
Perlis	PS	Perlis	PS
Province Wellesley	SS	Province Wellesley	SS
Seychelles	SY	Les Seychelles	SY
Sierra Leone	WAL	Sierra-Leone	WAL
Somaliland	SP	Somalie anglaise	SP
Southern Rhodesia	SR	Rhodésie du Sud	SR
Swaziland	SD	Souaziland	SD
Tanganyika	EAT	Tanganyika	EAT
Trengganu	TU	Trengganu	TU
Trinidad	TD	Trinité	TD
Uganda	EAU	Ouganda	EAU
Windward Islands		Iles du Vent	
Grenada	WG	Grenade	WG
St. Lucia	WL	Sainte-Lucie	WL
St. Vincent	WV	Saint-Vincent	WV
Zanzibar	EAZ	Zanzibar	EAZ
United States of America	USA	Etats-Unis d'Amérique	USA
Yugoslavia	YU	Yugoslavie	YU

Any State which has not already done so shall on signature or ratification of, or accession to, this Convention, notify the Secretary-General of the distinctive letters selected by that State.

4. When the distinguishing sign is carried on a special plate this plate shall be fixed in a vertical or nearly vertical position and in a plane perpendicular to the longitudinal axis of the vehicle itself. When the sign is fixed to or painted on the vehicle itself, this shall be done on a vertical or nearly vertical surface at the back of the vehicle.

Tout Etat qui ne l'aura pas fait précédemment devra, au moment où il signera ou ratifiera la présente Convention, ou y adhérera, notifier au Secrétaire général les lettres distinctives qu'il aura choisies.

4. Dans le cas où le signe distinctif est apposé sur une plaque spéciale, cette plaque doit être fixée dans une position sensiblement verticale et perpendiculairement au plan longitudinal de symétrie du véhicule. Dans le cas où le signe est apposé ou peint sur le véhicule lui-même, il faut que ce soit sur une surface verticale ou sensiblement verticale de la face arrière du véhicule.

Annex 5

IDENTIFICATION MARKS OF VEHICLES 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,
 - (ii) On the chassis or, in the absence of a chassis, on the body, the maker's identification or serial number,
 - (iii) On the engine, the maker's engine number if such a number is placed thereon by the maker;
 - (b) In the case of a trailer, either the information referred to in (i) and (ii) above or an identification mark issued for the trailer by the competent authority.
2. The marks mentioned above shall be placed in accessible positions and shall be in a form easily legible and not capable of being easily removed or altered.

Annexe 5

MARQUES D'IDENTIFICATION DES VEHICULES EN CIRCULATION INTERNATIONALE

1. Les marques d'identification comprennent:
 - a) Pour les automobiles:
 - i) Le nom ou la marque du constructeur du véhicule;
 - ii) Sur le châssis ou à défaut de châssis, sur la carrosserie, le numéro de fabrication ou le numéro de série du constructeur;
 - iii) Sur le moteur, le numéro de fabrication du moteur lorsqu'un tel numéro est apposé par le constructeur;
 - b) Pour les remorques, soit les indications mentionnées sous i) et ii), soit une marque d'identification attribuée à la remorque par l'autorité compétente.
2. Les marques mentionnées ci-dessus doivent être placées à des endroits accessibles et facilement lisibles; de plus, elles doivent être telles qu'il soit difficile de les modifier ou de les supprimer.

Annex 6

TECHNICAL CONDITIONS CONCERNING THE EQUIPMENT OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

I. BRAKING

- (a) *Braking of motor vehicles other than motor cycles with or without side-cars*

Every motor vehicle shall be equipped with brakes capable of controlling the movement of and of stopping the vehicle in an efficient, safe and rapid way under any conditions of loading on any up or down gradient on which the vehicle is operated.

The braking shall be operated by means of two devices so constructed that, in the event of failure of one of the braking devices, the other shall be capable of stopping the vehicle within a reasonable distance.

For the purpose of this annex, one of these braking devices will be called the "service brake" and the other one the "parking brake".

The parking brake shall be capable of being secured, even in the absence of the driver, by direct mechanical action.

Either means of operation shall be capable of applying braking force to wheels symmetrically placed on each side of the longitudinal axis of the vehicle.

The braking surfaces shall always be connected with the wheels of the vehicle in such a way that it is not possible to disconnect them otherwise than momentarily by means of a clutch, gear box or free wheel.

One at least of the braking devices shall be capable of acting on braking surfaces directly attached to the wheels of the vehicle or attached through parts not liable to failure.

Annexe 6

CONDITIONS TECHNIQUES RELATIVES A L'EQUIPEMENT DES AUTOMOBILES ET DES REMORQUES EN CIRCULATION INTERNATIONALE

I. FREINAGE

- a) *Freinage des automobiles autres que les motocycles avec ou sans side-car*

Toute automobile doit être munie de freins permettant d'en contrôler le mouvement et de l'arrêter d'une façon sûre, rapide et efficace, quelles que soient les conditions de chargement et la déclivité ascendante ou descendante sur laquelle le véhicule se trouve.

Le freinage doit pouvoir être exercé par deux dispositifs agencés de manière que l'un quelconque d'entre eux soit capable, en cas de défaillance de l'autre, d'arrêter le véhicule sur une distance raisonnable.

Dans le présent texte, l'un de ces dispositifs est dénommé "frein de service", l'autre "frein de secours".

Le frein de secours doit pouvoir rester bloqué, même en l'absence du conducteur, par un dispositif à action purement mécanique.

Les roues freinées par chacun des dispositifs doivent être réparties symétriquement par rapport au plan longitudinal de symétrie.

Les surfaces freinées doivent être constamment en liaison avec les roues, sans possibilité de désaccouplement autre que momentané notamment au moyen de l'embrayage de la boîte de vitesses ou d'une roue libre.

L'un au moins des dispositifs doit agir sur des surfaces freinées fixées aux roues rigidement ou par l'intermédiaire de pièces non susceptibles de défaillance.

(b) Braking of trailers

Every trailer having a permissible maximum weight exceeding 750 kg (1,650 lbs.) shall be equipped with at least one braking device acting on wheels placed symmetrically on each side of the longitudinal axis of the vehicle and acting on at least half the number of wheels.

The provisions of the preceding paragraph shall be required, however, in respect of trailers if the permissible maximum weight does not exceed 750 kg (1,650 lbs.) but exceeds one-half of the unladen weight of the drawing vehicle.

The braking device of trailers with a permissible maximum weight exceeding 3,500 kg (7,700 lbs.) shall be capable of being operated by applying the service brake from the drawing vehicle. When the permissible maximum weight of the trailer does not exceed 3,500 kg (7,700 lbs.) its braking device may be brought into action merely by the trailer moving upon the drawing vehicle (overrun braking).

The braking device of the trailer shall be capable of preventing the rotation of the wheels when the trailer is uncoupled.

Any trailer equipped with a brake shall be fitted with a device capable of automatically stopping the trailer if it becomes detached whilst in motion. This provision shall not apply to two-wheeled camping trailers or light luggage trailers whose weight exceeds 750 kg (1,650 lbs.) provided that they are equipped in addition to the main attachment with a secondary attachment which may be a chain or a wire rope.

(c) Braking of articulated vehicles and combinations of motor vehicles and trailers

(i) Articulated vehicles

The provisions of paragraph (a) of this part shall apply to every articulated vehicle. A semi-trailer having a permissible maximum weight exceeding 750 kg (1,650 lbs.) shall be equipped with at least one braking device capable of being operated by applying the service brake from the drawing vehicle.

The braking device of the semi-trailer shall, in addition, be capable of preventing the rotation of the wheels when the semi-trailer is uncoupled.

When required by domestic regulations a semi-trailer equipped with a brake shall be fitted with a device capable of stopping automatically the semi-trailer if it becomes detached whilst in motion.

(ii) Combinations of motor vehicles and trailers

Every combination of a motor vehicle and one or more trailers shall be equipped with brakes capable of controlling the movement of and of stopping the combination in an efficient, safe and rapid way under any conditions of loading on any up or down gradient on which it is operated.

(d) Braking of motor cycles with or without sidecars

Every motor cycle shall be equipped with two braking devices which may be operated by hand or foot, capable of controlling the movement of and of stopping the motor cycle in an efficient, safe and rapid way.

II. LIGHTING

(a) Every motor vehicle other than a motor cycle with or without sidecar and capable of exceeding 20 km (12 miles) per hour on the level shall be equipped with at least two white or yellow driving lights, fitted in front, capable of adequately illuminating the road for a distance of 100 m (325 feet) in front of the vehicle at night time in clear weather.

b) Freinage des remorques

Toute remorque dont le poids maximum autorisé dépasse 750 kg (1.650 livres) doit être munie d'au moins un dispositif de freinage agissant sur des roues réparties symétriquement par rapport au plan longitudinal de symétrie du véhicule et sur la moitié au moins du nombre de roues.

Les dispositions du précédent alinéa sont cependant applicables aux remorques si leur poids maximum autorisé ne dépasse pas 750 kg (1.650 livres), mais est supérieur à la moitié du poids à vide du véhicule tracteur.

Le dispositif de freinage des remorques dont le poids maximum autorisé dépasse 3.500 kg (7.700 livres) doit pouvoir être actionné par la commande du frein de service du véhicule tracteur; lorsque le poids maximum autorisé de la remorque n'exécède pas 3.500 kg (7.700 livres), son dispositif de freinage peut être actionné par le rapprochement de la remorque et du véhicule tracteur (freinage par inertie).

Le dispositif de freinage doit permettre d'empêcher la rotation des roues de la remorque désaccouplée.

Toute remorque munie de freins doit être équipée d'un dispositif assurant automatiquement l'arrêt en cas de rupture de l'attelage. Cette disposition n'est applicable ni aux remorques de camping à deux roues ni aux remorques légères à bagages dont le poids est supérieur à 750 kg (1.650 livres) à condition que ces remorques soient munies, en plus de l'attache principale, d'une attache secondaire qui peut être constituée par une chaîne ou un câble.

c) Freinage des véhicules articulés et des ensembles

i) Véhicules articulés

Les dispositions du paragraphe a) ci-dessus sont applicables à tout véhicule articulé. La semi-remorque doit être pourvue d'au moins un dispositif de freinage actionné par commande du frein de service du véhicule tracteur, lorsque son poids maximum autorisé excède 750 kg (1.650 livres).

Le dispositif de freinage de la semi-remorque doit en outre permettre d'empêcher la rotation des roues lorsqu'elle est désaccouplée.

La réglementation nationale pourra prescrire que toute semi-remorque munie de freins soit équipée d'un dispositif de freinage assurant automatiquement l'arrêt en cas de rupture de l'attelage.

ii) Ensembles

Tout ensemble composé d'une automobile et d'une ou plusieurs remorques doit être muni de freins permettant d'en contrôler le mouvement et de l'arrêter d'une façon sûre, rapide et efficace, quelles que soient les conditions de chargement et la déclivité ascendante ou descendante sur laquelle il se trouve.

d) Freinage des motocycles avec ou sans side-car

Tout motocycle doit être muni de deux dispositifs de freinage commandés à la main ou au pied, et permettant d'en contrôler le mouvement et de l'arrêter d'une façon sûre, rapide et efficace.

II. ECLAIRAGE

a) Toute automobile, autre qu'un motocycle, avec ou sans side-car, dont la vitesse en palier peut dépasser 20 km (12 miles) par heure doit être munie d'au moins deux feux-route blancs ou jaunes, placés à l'avant du véhicule, capables d'éclairer efficacement la route la nuit par temps clair sur une distance minimum de 100 m (325 pieds) en avant du véhicule.

(b) Every motor vehicle other than a motor cycle with or without sidecar and capable of exceeding 20 km (12 miles) per hour on the level shall be equipped with two white or yellow passing lights fitted at the front of the vehicle and capable when necessary of adequately illuminating the road at night in clear weather in front of the vehicle for a distance of 30 m (100 feet) without causing glare or dazzle to other road users whatever the direction of the traffic may be.

Passing lights shall be used instead of driving lights in all cases when the use of lights causing no dazzle or glare is necessary or compulsory.

(c) Every motor cycle with or without sidecar shall have at least one driving light and one passing light conforming to the provisions of (a) and (b) of this part. However, motor cycles with an engine of a maximum cylinder capacity of 50 cm³ (3.05 cu. in.) may be excluded from this obligation.

(d) Every motor vehicle other than a motor cycle without sidecar shall be equipped with two white position (side) lights at the front. These lights shall be clearly visible at night time in clear weather at a distance of 150 m (500 feet) from the front of the vehicle without causing any glare or dazzle to other road users.

The part of the illuminating surface of these lights furthest from the longitudinal axis of the vehicle shall be as near as possible to and in no case further than 400 mm (16 in.) from the extreme outer edges of the vehicle.

Position (side) lights shall be shown at night time in all cases when the use of such lights is compulsory and at the same time as the passing lights if no part of the illuminating surface of the lamps of the passing lights is within 400 mm (16 in.) of the extreme outer edges of the vehicle.

(e) Every motor vehicle and every trailer at the end of a combination of vehicles shall be equipped at the rear with at least one red light visible at night time in clear weather at a distance of 150 m (500 feet) from the rear of the vehicle.

(f) The registration number displayed at the rear of a motor vehicle or a trailer shall be capable of illumination at night time in such a manner that it can be read in clear weather at a distance of 20 m (65 feet) from the rear.

(g) The red rear light or lights and the light for the rear registration number shall be shown at the same time as any of the following: position (side) lights, passing lights or driving lights.

(h) Every motor vehicle other than a motor cycle without sidecar shall be equipped with two red reflex reflectors preferably of other than triangular form, fitted symmetrically at the rear and on opposite sides of the vehicle. The outer edges of each of these reflectors must be as near as possible to and in no case further than 400 mm (16 in.) from the outer edges of the vehicle. These reflectors may be incorporated in the rear red lamps if these lamps comply with the above requirements. These reflectors shall be visible at night time in clear weather from a distance of at least 100 m (325 feet) when illuminated by means of two driving lights.

b) Toute automobile, autre qu'un motocycle, avec ou sans side-car, dont la vitesse en palier peut dépasser 20 km (12 miles) par heure doit être munie de deux feux-croisement blancs ou jaunes, placés à l'avant du véhicule, capables, en cas de besoin, d'éclairer efficacement la route la nuit par temps clair sur une distance minimum de 30 m (100 pieds) en avant du véhicule sans éblouir les autres usagers de la route, quel que soit le sens de la circulation.

Les feux-croisement doivent être employés à l'exclusion des feux-route dans toute circonstance où il est nécessaire ou obligatoire de ne pas éblouir les autres usagers de la route.

c) Tout motocycle, avec ou sans side-car, doit être muni d'au moins un feu route et d'un feu-croisement, conformes aux stipulations des alinéas a) et b) ci-dessus. Toutefois, les motocycles pourvus d'un moteur d'une cylindrée maximum de 50 cm³ (3.05 cu. in.) peuvent être dispensés de cette obligation.

d) Toute automobile, autre qu'un motocycle sans side-car, doit être munie à l'avant de deux feux-position blancs. Ces feux doivent être visibles de nuit par temps clair à une distance de 150 m (500 pieds) de l'avant du véhicule sans être éblouissants pour les autres usagers.

Le point de la plage éclairante le plus éloigné du plan longitudinal de symétrie du véhicule doit se trouver le plus près possible et en tout cas à moins de 400 mm (16 pouces) de l'extrémité de la largeur hors-tout du véhicule.

Les feux de position doivent être allumés, la nuit, dans tous les cas où l'emploi de ces feux est obligatoire et en même temps que les feux-croisement, si aucun point de la plage éclairante du projecteur de croisement ne se trouve à moins de 400 mm (16 pouces) de l'extrémité de la largeur hors-tout du véhicule.

e) Toute automobile ou toute remorque placée à l'arrière d'un ensemble de véhicules doit être munie à l'arrière d'au moins un feu rouge visible la nuit par temps clair, à une distance de 150 m (500 pieds) de l'arrière du véhicule.

f) Le numéro d'immatriculation arrière de toute automobile ou remorque doit pouvoir être éclairé la nuit de manière à être lisible par temps clair à une distance minimum de 20 m (65 pieds) de l'arrière du véhicule.

g) Le feu ou les feux rouges arrière et le feu du numéro d'immatriculation arrière doivent s'allumer en même temps que l'un quelconque des feux-position, feux-croisement ou feux-route.

h) Toute automobile, autre qu'un motocycle sans side-car, doit être munie de deux catadioptrés rouges, de préférence de forme non triangulaire, placés à l'arrière du véhicule, symétriquement de chaque côté. Le bord extérieur de chacun de ces catadioptrés doit se trouver le plus près possible et en tout cas à moins de 400 mm (16 pouces) de l'extrémité de la largeur hors-tout du véhicule. Les catadioptrés peuvent être incorporés aux lanternes rouges arrière si ces dernières satisfont à la condition ci-dessus. Ces catadioptrés devront être visibles la nuit par temps clair à une distance d'au moins 100 m (325 pieds) lorsqu'ils sont éclairés par deux feux-route.

(i) Every motor cycle without sidecar shall be equipped with a red reflex reflector preferably of other than triangular form, fitted at the rear of the vehicle, either incorporated in, or separate from, the rear red lamp and shall comply with the conditions of visibility mentioned under paragraph (h) of this part.

(j) Every trailer and every articulated vehicle shall be equipped with two red reflex reflectors, preferably triangular in shape, fitted symmetrically at the rear and on opposite sides of the vehicle. These reflectors shall be visible at night time in clear weather from a distance of at least 100 m (325 feet) when illuminated by means of two driving lights.

When the reflectors are triangular in shape, the triangle shall be equilateral, with sides of at least 150 mm (6 in.) and shall be upright in position. The outer corner of each of these reflectors shall be as near as possible to and in no case further than 400 mm (16 in.) from the extreme outer edges of the vehicle.

(k) With the exception of motor cycles, every motor vehicle and every trailer at the end of a combination of vehicles shall be equipped with at least one stop light at the rear showing a red or amber light. This light shall be actuated upon application of the service brake of the motor vehicle. If the stop light is red in colour and is either incorporated in, or associated with, the rear red light, its intensity shall be greater than that of the rear red light. The stop light shall not be required on trailers and semi-trailers when their dimensions are such that the stop light of the drawing vehicle remains visible from the rear.

(l) When a motor vehicle is equipped with direction indicators, such indicators shall be one of the following:

- (i) A moveable arm protruding beyond each side of the vehicle and illuminated by a steady amber light when the arm is in the horizontal position;
- (ii) A constantly blinking or flashing amber light affixed to each side of the vehicle;
- (iii) A constantly blinking or flashing light placed at each side of the front and rear of the vehicle. The colour of such lights shall be white or orange towards the front and red or orange towards the rear.

(m) No lights, with the exception of direction indicators, shall be flashing or blinking lights.

(n) If a vehicle is equipped with several lights of the same kind, they shall be of the same colour and, except in the case of motor cycles with sidecars, two of these lights shall be placed symmetrically to the longitudinal axis of the vehicle.

(o) Several lights may be incorporated in the same lighting device provided each of these lights complies with the appropriate provisions of this part.

III. OTHER CONDITIONS

(a) *Steering apparatus*

Every motor vehicle shall be equipped with a strong steering apparatus which will allow the vehicle to be turned easily, quickly and with certainty.

i) Tout motocycle sans side-car doit être muni d'un catadioptré rouge, de préférence de forme non triangulaire, placé à l'arrière du véhicule, incorporé ou non à la lanterne rouge arrière et satisfaisant à la condition de visibilité fixée à l'alinéa h) ci-dessus.

j) Toute remorque ou tout véhicule articulé doit être muni de deux catadioptrés rouges de préférence de forme triangulaire, placés à l'arrière du véhicule, symétriquement, de chaque côté. Ces catadioptrés doivent être visibles la nuit par temps clair à une distance de 100 m (325 pieds) au moins, lorsqu'ils sont éclairés par deux feux-route.

Lorsque les catadioptrés sont de forme triangulaire, le triangle sera un triangle équilatéral de 150 mm (6 pouces) de côté au moins, dont un sommet sera dirigé, vers le haut. L'extrémité extérieure du côté horizontal du triangle doit être le plus près possible et en tout cas à moins de 400 mm (16 pouces) de l'extrémité de la largeur hors-tout du véhicule.

k) Toute automobile, autre qu'un motocycle, ou toute remorque placée à l'arrière d'un ensemble de véhicules, doit être munie à l'arrière d'au moins un feu-stop de couleur rouge ou orange. Ce feu doit s'allumer lors de l'entrée en action du frein de service de l'automobile. Si le feu-stop est de couleur rouge, son intensité lumineuse doit être supérieure à celle du feu rouge arrière lorsqu'il est groupé avec celui-ci ou lui est incorporé. Le feu-stop n'est pas exigé sur les remorques et les semi-remorques lorsque leurs dimensions sont telles que le feu-stop du véhicules tracteur reste visible de l'arrière.

l) Lorsqu'une automobile est munie d'indicateurs de direction, ceux-ci doivent appartenir à l'un des types suivants:

- i) Bras mobile dépassant le gabarit du véhicule de part et d'autre et comportant un feu orange permanent lorsque le bras est en position horizontale;
- ii) A position fixe et à feu clignotant orange, placé de part et d'autre du véhicule sur les parois latérales;
- iii) A position fixe et à feu clignotant, placé de part et d'autre, aux extrémités avant et arrière du véhicule, blanc ou orange vers l'avant, rouge ou orange vers l'arrière.

m) Aucun feu ne doit être clignotant à l'exception des indicateurs de direction.

n) Si un véhicule a plusieurs feux de même nature, ils doivent être de même couleur, et, excepté pour les motocycles avec side-car, deux de ces feux doivent être placés symétriquement par rapport au plan longitudinal de symétrie;

o) Plusieurs feux peuvent être incorporés dans un même dispositif d'éclairage à condition que chacun de ces feux réponde aux dispositions ci-dessus qui lui sont applicables.

III. AUTRES DISPOSITIONS

a) *Appareil de direction*

Toute automobile doit être munie d'un appareil de direction robuste qui permette de tourner facilement, rapidement et sûrement.

(b) *Driving mirror*

Every motor vehicle shall be equipped with at least one driving mirror of adequate dimensions so placed as to enable the driver to view from his seat the road to the rear of the vehicle. However, this provision shall not be compulsory for motor cycles with or without sidecar.

(c) *Warning devices*

Every motor vehicle shall be equipped with at least one audible warning device of sufficient strength which shall not be a bell, gong, siren or other strident toned device.

(d) *Windscreen wiper*

Every motor vehicle fitted with a windscreen shall have at least one efficient windscreen wiper functioning without requiring constant control by the driver. However, this provision shall not be compulsory for motor cycles with or without sidecars.

(e) *Windscreens*

Windscreens shall be made of a stable substance, transparent and not likely to produce sharp splinters if broken. The objects seen through this substance shall not appear distorted.

(f) *Reversing device*

Every motor vehicle shall be equipped with a reversing device controlled from the driver's seat if the weight of the motor vehicle when empty exceeds 400 kg (900 lbs.).

(g) *Exhaust silencer*

Every motor vehicle shall have an exhaust silencer in constant operation to prevent excessive or unusual noise, the working of which cannot be interrupted by the driver while on the road.

(h) *Tires*

The wheels of motor vehicles and their trailers shall be fitted with pneumatic tires, or with some other tires of equivalent elasticity.

(i) *Device to prevent a vehicle from running down a gradient*

When travelling in a mountainous region of a country where it is required by domestic regulations, any motor vehicle of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.) shall carry a device, such as a scotch or chock, which can prevent the vehicle from running backwards or forwards.

(j) *General provisions*

(i) In so far as possible the machinery or accessory equipment of any motor vehicle shall not entail a risk of fire or explosion, nor cause the emission of noxious gases or offensive odours or produce disturbing noises, nor be a source of danger in case of collision.

(ii) Every motor vehicle shall be so constructed that the driver shall be able to see ahead, to the right and to the left, clearly enough to enable him to drive safely.

(iii) The provisions relating to braking and lighting shall not apply to invalid carriages which comply with the domestic regulations in the country of registration as regards brakes, lights and reflectors. For the purpose of this paragraph "invalid carriage" shall mean a motor vehicle whose unladen weight does not exceed 300 kg (700 lbs.), whose speed does not exceed 30 km (19 miles) per hour, and which is specially designed and constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability and is normally used by such person.

b) *Miroir rétroviseur*

Toute automobile doit être munie au moins d'un miroir rétroviseur de dimensions suffisantes, disposé de façon à permettre au conducteur de surveiller de son siège la route vers l'arrière du véhicule. Toutefois, cette disposition n'est pas obligatoire pour les motocycles avec ou sans side-car.

c) *Avertisseur sonore*

Toute automobile doit être munie d'au moins un appareil avertisseur sonore d'une puissance suffisante, à l'exclusion des timbres, gongs, cloches, ainsi que des sirènes et autres appareils à son strident.

d) *Essuie-glace*

Toute automobile pourvue d'un pare-brise doit être munie d'au moins un essuie-glace efficace dont le fonctionnement ne requiert pas l'intervention constante du conducteur. Toutefois, cet accessoire n'est pas obligatoire pour les motocycles avec ou sans side-car.

e) *Pare-brise*

Les pare-brise au moins doivent être en un produit inaltérable, parfaitement transparent, et non susceptible de produire des éclats coupants en cas de bris. Les objets vus par transparence ne doivent pas apparaître déformés.

f) *Dispositif de marche en arrière*

Toute automobile doit être munie d'un dispositif de marche en arrière manœuvrable du siège du conducteur lorsque le poids à vide de l'automobile excède 400 kg (900 livres).

g) *Dispositif d'échappement silencieux*

Afin d'éviter tout bruit excessif ou anormal, toute automobile doit être munie d'un dispositif d'échappement silencieux, en usage constant et tel que le conducteur n'en puisse pas interrompre le fonctionnement en cours de route.

h) *Bandages*

Les roues des automobiles et de leurs remorques doivent être munies de bandages pneumatiques ou de tout autre système équivalent au point de vue de l'élasticité.

i) *Dispositif empêchant la dérive d'un véhicule sur une pente*

Toute automobile dont le poids maximum autorisé excède 3,500 kg (7,700 livres) doit, lorsqu'elle circule dans une région montagneuse d'un pays où la réglementation nationale l'exige, être pourvue d'un dispositif tel qu'une cale, pouvant empêcher la dérive en avant ou en arrière.

j) *Dispositions générales*

i) Dans toute la mesure du possible, les organes mécaniques et les appareils accessoires de l'automobile ne doivent, ni prêter à risques d'incendie ou d'explosion, ni donner lieu à émission de gaz nocifs, d'odeurs ou de bruits incommodes, ni présenter un danger en cas de collision.

ii) Toute automobile doit être construite de telle manière que le champ de visibilité du conducteur, vers l'avant, vers la droite et vers la gauche, soit suffisant pour que celui-ci puisse conduire avec sûreté.

iii) Les dispositions sur le freinage et l'éclairage ne s'appliquent pas aux voitures d'infirme qui sont équipées, en matière de freinage et d'éclairage, conformément à la réglementation du pays d'immatriculation. Pour l'application du présent alinéa, le terme "voiture d'infirme" désigne un véhicule automobile dont le poids à vide ne dépasse pas 300 kg (700 livres) et dont la vitesse ne dépasse pas 30 km (19 miles) à l'heure, spécialement conçu et construit (et non pas simplement adapté) à l'usage d'une personne atteinte d'une infirmité ou incapacité physique, et qui est normalement utilisé par une telle personne.

IV. COMBINATION OF VEHICLES

(a) A "combination of vehicles" may be composed of a drawing vehicle and one or two trailers. An articulated vehicle may draw a trailer, but if such articulated vehicle is used for the carriage of passengers, the trailer shall have not more than one axle and shall not carry passengers.

(b) Any Contracting State may, however, indicate that it will only permit that one trailer be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer. It may also indicate that it will not permit articulated vehicles for the transport of passengers.

V. TRANSITIONAL PROVISIONS

The provisions of parts I, II and paragraph (e) of part III of this annex shall apply to any motor vehicle first registered at any time subsequent to a date two years after the entry into force of this Convention, and to any trailer drawn thereby. The said provisions shall apply five years after the entry into force of this Convention to any motor vehicle first registered at any time previous to a date two years after the entry into force of this Convention, and to any trailer.

In the meantime the following provisions shall apply:

(a) Every motor vehicle shall be equipped with either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.

(b) Every motor vehicle travelling alone shall, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the back, with a red light.

For motor cycles unaccompanied by a side-car, the number of lights in front may be reduced to one.

(c) Every motor vehicle shall also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead unless the two white lights prescribed above already fulfil this condition.

If the vehicle is capable of proceeding at a speed greater than 30 km (19 miles) an hour this distance shall not be less than 100 m (325 feet).

(d) Lamps which may produce a dazzling effect shall be provided with means for eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect shall, however, leave sufficient light to illuminate the road clearly for at least 25 m (80 feet).

(e) Motor vehicles drawing trailers shall be subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned; the rear red light shall be carried on the back of the trailer.

IV. ENSEMBLES DE VÉHICULES

a) Un "ensemble de véhicules couplés" peut se composer d'un véhicule tracteur et d'une ou deux remorques. Un véhicule articulé peut être suivi d'une remorque, mais si ce véhicule articulé est affecté au transport de personnes, la remorque ne peut comporter plus d'un essieu et ne pourra être affectée au transport de personnes.

b) Tout Etat contractant pourra toutefois indiquer qu'il n'admettra qu'une seule remorque derrière un véhicule tracteur et qu'il n'en admettra pas derrière un véhicule articulé. Il pourra également indiquer qu'il n'admettra pas les véhicules articulés affectés au transport de personnes.

V. DISPOSITIONS TRANSITOIRES

Les dispositions des parties I et II, et du paragraphe e) de la partie III seront applicables, à l'expiration d'un délai de deux ans à dater de la mise en vigueur de la présente Convention, aux automobiles mises en circulation pour la première fois après cette date, et à leurs remorques. Ce délai est porté à cinq ans pour les automobiles dont la première mise en circulation est antérieure à la date d'expiration du délai de deux ans susvisé, ainsi que pour les remorques.

Pendant ces délais, les dispositions suivantes seront applicables:

a) Toute automobile doit être pourvue, soit de deux systèmes de freinage indépendants l'un de l'autre, soit d'un système actionné par deux commandes indépendantes l'une de l'autre et dont l'une des parties peut agir même si l'autre vient à être en défaut, en tout cas l'un et l'autre système suffisamment efficaces et à action rapide.

b) Toute automobile circulant isolément doit, pendant la nuit et dès la tombée du jour, être munie à l'avant d'au moins deux feux blancs, placés l'un à droite, l'autre à gauche, et à l'arrière d'un feu rouge.

Toutefois, pour les motocycles à deux roues, non accompagnés d'un side-car, le nombre de feux à l'avant peut être réduit à un.

c) Toute automobile doit également être pourvue d'un ou plusieurs dispositifs permettant d'éclairer efficacement la route à l'avant sur une distance suffisante, à moins que les feux blancs ci-dessus prescrits ne remplissent cette condition.

Si le véhicule est susceptible de marcher à une vitesse supérieure à 30 km (19 miles) à l'heure, ladite distance ne doit pas être inférieure à 100 m (325 pieds).

d) Les appareils d'éclairage susceptibles de produire un éblouissement doivent être établis de manière à permettre la suppression de l'éblouissement à la rencontre des autres usagers de la route ou dans toute circonstance où cette suppression serait utile. La suppression de l'éblouissement doit toutefois laisser subsister une puissance lumineuse suffisante pour éclairer efficacement la chaussée jusqu'à une distance d'au moins 25 m (80 pieds).

e) Les automobiles suivies d'une remorque sont assujetties aux mêmes règles que les automobiles isolées en ce qui touche l'éclairage vers l'avant; le feu rouge d'arrière est reporté à l'arrière de la remorque.

Provisions

Annex 7

DIMENSIONS AND WEIGHTS OF VEHICLES IN INTERNATIONAL TRAFFIC

1. This annex applies to highways designated in accordance with article 23.

2. On these roads the permissible maximum dimensions and weights, unladen or with load, provided that no vehicle shall carry a maximum load in excess of that declared permissible by the competent authority of the country in which it is registered, shall be as follows:

	<i>Metres</i>	<i>Feet</i>
(a) Over-all width	2.50	8.20
(b) Over-all height	3.80	12.50
(c) Over-all length:		
Goods vehicles with two axles	10.00	33.00
Passenger vehicles with two axles	11.00	36.00
Vehicles with three or more axles	11.00	36.00
Articulated vehicles	14.00	46.00
Combination of vehicles with one trailer ¹	18.00	59.00
Combination of vehicles with two trailers ¹	22.00	72.00
(d) Permissible maximum weight:	<i>Metric tons</i>	<i>Lbs.</i>
(i) Per most heavily loaded axle ²	8.00	17,600
(ii) Per most heavily loaded tandem axle group (the two axles of the group being at least 40 inches (1.00 metre) and less than 7 feet (2.00 metres) apart)	14.50	32,000

¹ The provisions of part IV of annex 6 concerning combinations of vehicles shall also apply to the combinations of vehicles mentioned in this annex.

² An axle weight shall be defined as the total weight transmitted to the road by all wheels the centres of which can be included between two parallel transverse vertical planes 1.00 m (40 inches) apart extending across the full width of the vehicle.

Dispositions

Annexe 7

DIMENSIONS ET POIDS DES VEHICULES EN CIRCULATION INTERNATIONALE

1. La présente annexe s'applique aux routes désignées dans les conditions prévues à l'article 23.

2. Sur ces routes, les dimensions et poids maxima autorisés, à vide ou en charge, sous réserve qu'aucun véhicule ne devra transporter une charge dépassant la charge maximum déclarée admissible par l'autorité compétente du pays d'immatriculation, seront les suivants:

	Mètres	Pieds
a) Largeur totale	2,50	8,20
b) Hauteur totale	3,80	12,50
c) Longueur totale:		
Camions à deux essieux	10,00	33,00
Véhicules de transport de voyageurs à deux essieux	11,00	36,00
Véhicules à trois essieux ou plus	11,00	36,00
Véhicules articulés	14,00	46,00
Ensembles de véhicules couplés ne comportant qu'une remorque ¹	18,00	59,00
Ensembles de véhicules couplés comportant deux remorques ¹	22,00	72,00
d) Poids maximum autorisé:	Tonnes métriques	Livres
i) Sur l'essieu le plus chargé ²	8,00	17.600
ii) Sur le double essieu le plus chargé la distance des deux axes de ce groupe étant égale ou supérieure à 1,00 mètre (40 pouces) et inférieure à 2,00 mètres (7 pieds)	14,50	32.000

¹ Les dispositions de la partie IV de l'annexe 6 concernant les ensembles de véhicules sont aussi applicables aux ensembles de véhicules faisant l'objet de la présente annexe.

² La charge par essieu sera définie comme étant la charge totale transmise à la route par toutes les roues dont le centre peut être compris entre deux plans transversaux verticaux parallèles distants de 1,00 m (40 pouces) s'étendant sur toute la largeur du véhicule.

(iii) Per vehicle, articulated vehicle or other combination:

<i>Distance, in metres, between the extreme axles of a vehicle, articulated vehicle or other combination</i>	<i>Permissible maximum weight, in metric tons, of a vehicle, articulated vehicle or other combination</i>	<i>Distance, in feet, between the extreme axles of a vehicle, articulated vehicle or other combination</i>	<i>Permissible maximum weight in lbs., of a vehicle, articulated vehicle or other combination</i>
From 1 to less than 2	14.50	From 3 to less than 7	32,000
" 2 " 3	15.00	" 7 " 8	32,480
" 3 " 4	16.25	" 8 " 9	33,320
" 4 " 5	17.50	" 9 " 10	34,160
" 5 " 6	18.75	" 10 " 11	35,000
" 6 " 7	20.00	" 11 " 12	35,840
" 7 " 8	21.25	" 12 " 13	36,680
" 8 " 9	22.50	" 13 " 14	37,520
" 9 " 10	23.75	" 14 " 15	38,360
" 10 " 11	25.00	" 15 " 16	39,200
" 11 " 12	26.25	" 16 " 17	40,040
" 12 " 13	27.50	" 17 " 18	40,880
" 13 " 14	28.75	" 18 " 19	41,720
" 14 " 15	30.00	" 19 " 20	42,560
" 15 " 16	31.25	" 20 " 21	43,400
" 16 " 17	32.50	" 21 " 22	44,240
" 17 " 18	33.75	" 22 " 23	45,080
" 18 " 19	35.00	" 23 " 24	45,920
" 19 " 20	36.25	" 24 " 25	46,760
		" 25 " 26	47,600
		" 26 " 27	48,440
		" 27 " 28	49,280
		" 28 " 29	50,120
		" 29 " 30	50,960
		" 30 " 31	51,800
		" 31 " 32	52,640
		" 32 " 33	53,480
		" 33 " 34	54,320
		" 34 " 35	55,160
		" 35 " 36	56,000
		" 36 " 37	56,840
		" 37 " 38	57,680
		" 38 " 39	58,520
		" 39 " 40	59,360
		" 40 " 41	60,200
		" 41 " 42	61,040
		" 42 " 43	61,880
		" 43 " 44	62,720
		" 44 " 45	63,560
		" 45 " 46	64,400
		" 46 " 47	65,240
		" 47 " 48	66,080
		" 48 " 49	66,920
		" 49 " 50	67,760
		" 50 " 51	68,600
		" 51 " 52	69,440
		" 52 " 53	70,280
		" 53 " 54	71,120
		" 54 " 55	71,960
		" 55 " 56	72,800
		" 56 " 57	73,640
		" 57 " 58	74,480
		" 58 " 59	75,320
		" 59 " 60	76,160
		" 60 " 61	77,000
		" 61 " 62	77,840
		" 62 " 63	78,680
		" 63 " 64	79,520
		" 64 " 65	80,360

iii) D'un véhicule, d'un véhicule articulé ou autre ensemble:

<i>Distance, en mètres, entre les deux essieux extrêmes d'un véhicule isolé, d'un véhicule articulé ou de tout autre ensemble</i>	<i>Poids maximum autorisé en tonnes métriques, d'un véhicule isolé, d'un véhicule articulé ou de tout autre ensemble</i>	<i>Distance, en pieds, entre les deux essieux extrêmes d'un véhicule isolé, d'un véhicule articulé ou de tout autre ensemble</i>	<i>Poids maximum autorisé en livres, d'un véhicule isolé, d'un véhicule articulé ou de tout autre ensemble</i>
1 inclus à 2 exclus	14,50	3 inclus à 7 exclus	32.000
2 " 3 "	15,00	7 " 8 "	32.480
3 " 4 "	16,25	8 " 9 "	33.320
4 " 5 "	17,50	9 " 10 "	34.160
5 " 6 "	18,75	10 " 11 "	35.000
6 " 7 "	20,00	11 " 12 "	35.840
7 " 8 "	21,25	12 " 13 "	36.680
8 " 9 "	22,50	13 " 14 "	37.520
9 " 10 "	23,75	14 " 15 "	38.360
10 " 11 "	25,00	15 " 16 "	39.200
11 " 12 "	26,25	16 " 17 "	40.040
12 " 13 "	27,50	17 " 18 "	40.880
13 " 14 "	28,75	18 " 19 "	41.720
14 " 15 "	30,00	19 " 20 "	42.560
15 " 16 "	31,25	20 " 21 "	43.400
16 " 17 "	32,50	21 " 22 "	44.240
17 " 18 "	33,75	22 " 23 "	45.080
18 " 19 "	35,00	23 " 24 "	45.920
19 " 20 "	36,25	24 " 25 "	46.760
		25 " 26 "	47.600
		26 " 27 "	48.440
		27 " 28 "	49.280
		28 " 29 "	50.120
		29 " 30 "	50.960
		30 " 31 "	51.800
		31 " 32 "	52.640
		32 " 33 "	53.480
		33 " 34 "	54.320
		34 " 35 "	55.160
		35 " 36 "	56.000
		36 " 37 "	56.840
		37 " 38 "	57.680
		38 " 39 "	58.520
		39 " 40 "	59.360
		40 " 41 "	60.200
		41 " 42 "	61.040
		42 " 43 "	61.880
		43 " 44 "	62.720
		44 " 45 "	63.560
		45 " 46 "	64.400
		46 " 47 "	65.240
		47 " 48 "	66.080
		48 " 49 "	66.920
		49 " 50 "	67.760
		50 " 51 "	68.600
		51 " 52 "	69.440
		52 " 53 "	70.280
		53 " 54 "	71.120
		54 " 55 "	71.960
		55 " 56 "	72.800
		56 " 57 "	73.640
		57 " 58 "	74.480
		58 " 59 "	75.320
		59 " 60 "	76.160
		60 " 61 "	77.000
		61 " 62 "	77.840
		62 " 63 "	78.680
		63 " 64 "	79.520
		64 " 65 "	80.360

(iv) If in respect of any vehicle admitted to international traffic the permissible maximum weight under the part expressed in metric units of the table set out in subparagraph (iii) differs from the permissible maximum weight under the part expressed in feet and pounds, the higher of the two figures shall be adopted.

3. Contracting States may conclude regional agreements increasing the permissible maximum weights beyond those in the list. It is suggested, however, that the permissible maximum weight per most heavily loaded axle should not exceed 13 metric tons (28,660 lbs.).

4. When any Contracting State designates roads to which this annex shall apply, it shall indicate the maximum dimensions or weights provisionally permissible for traffic on such roads:

(a) Where they have ferries, tunnels or bridges which would restrict the passage of vehicles of the dimensions and weights permitted in this annex;

(b) Where their character or condition calls for the restriction of the circulation of such vehicles on them.

5. Special traffic authorizations for vehicles or combinations of vehicles exceeding the maximum dimensions or weights given herein may be issued by any Contracting State or subdivision thereof.

6. Any Contracting State or subdivision thereof may limit or prohibit the operation of motor vehicles upon any designated road to which this annex shall apply or impose restrictions as to the weight of vehicles to be operated upon any such road for a limited period, whenever any such road by reason of deterioration, heavy rain, snow, thawing or other unfavourable climatic conditions would be seriously damaged by vehicles of the weights normally permitted.

iv) S'il existe une différence entre les poids maxima autorisés des véhicules en circulation internationale suivant qu'ils sont exprimés, dans le tableau du sous-paragraphe iii) en unités métriques ou en pieds et livres, il y aura lieu d'adopter les chiffres de la partie du tableau permettant d'autoriser le poids maximum le plus élevé.

3. Les Etats contractants pourront conclure des accords régionaux fixant des poids maxima autorisés à des chiffres plus élevés que ceux de la liste. Il est recommandé cependant que le poids maximum autorisé sur l'essieu le plus chargé ne dépasse pas 13 tonnes métriques (28.660 livres).

4. Lorsqu'il désignera les routes auxquelles s'applique la présente annexe, tout Etat contractant fera connaître les dimensions ou poids maxima admis provisoirement pour la circulation sur lesdites routes:

a) Lorsque celles-ci comporteront, soit des bacs, soit des tunnels, soit des ponts ne permettant pas le passage des véhicules ayant les dimensions et poids autorisés par la présente annexe;

b) Lorsque les conditions d'aménagement de ces routes sont insuffisantes pour permettre ledit passage.

5. Des autorisations spéciales de circulation pour les véhicules ou les ensembles de véhicules couplés dépassant les dimensions ou poids maxima ci-dessus fixés pourront être accordées par tout Etat contractant ou toute subdivision de cet Etat.

6. Tout Etat contractant ou subdivision de cet Etat pourra limiter ou interdire la circulation des véhicules automobiles sur une route désignée pour l'application de la présente annexe, ou imposer des restrictions quant au poids des véhicules circulant sur une telle route, pendant une période limitée, lorsqu'en raison de sa détérioration, de grande pluie, de neige, de dégel ou d'autres conditions atmosphériques défavorables, ladite route serait gravement endommagée par des véhicules de poids normalement autorisés.

Annex 8

**CONDITIONS TO BE FULFILLED BY DRIVERS OF
MOTOR VEHICLES IN INTERNATIONAL TRAFFIC**

The minimum age for driving a motor vehicle under the conditions set out in article 24 of the Convention shall be eighteen years.

Any Contracting State or subdivision thereof may, however, recognize the driving permits issued by other Contracting States to drivers of motor cycles and invalid carriages of a lower age than eighteen years.

Annexe 8

**CONDITIONS A REMPLIR PAR DES CONDUCTEURS
D'AUTOMOBILES EN CIRCULATION
INTERNATIONALE**

L'âge minimum autorisé pour la conduite d'une automobile dans les conditions prévues à l'article 24 de la Convention est de dix-huit ans.

Toutefois, tout Etat contractant ou l'une de ses subdivisions peut reconnaître la validité des permis de conduire délivrés par un autre Etat contractant à des conducteurs de motocycles et voitures d'infirme âgés de moins de dix-huit ans.

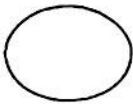
Annex 9

MODEL DRIVING PERMIT — DIMENSIONS: 74 x 105 mm


Colour: pink

1. The permit will be drawn up in the language(s) prescribed by the legislation of the State.
2. The title of the document "Driving Permit" will be written in the language(s) prescribed in 1. above and will be followed by the translation in French "*Permis de conduire*".
3. The inscriptions should be written (or at least repeated) in Latin characters or in so-called English script.
4. The additional remarks, if any, by the competent authorities of the issuing country will not apply to international traffic.
5. The distinguishing sign as defined in annex 4 shall be inscribed in the oval.

OUTSIDE PAGES

Reserved for endorsements by the competent authorities of the issuing country and including periodic renewal.		Name of country  DRIVING PERMIT
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INSIDE PAGES

1. Surname..... 2. Other names*..... 3. Date** & place*** of birth..... 4. Permanent place of residence..... <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">Signature of holder****</div> <div style="border: 1px solid black; padding: 5px; text-align: center; width: 80px;"> Photograph: 35 x 45 mm </div> </div>	Changes of address: Date:..... Signature:..... Date:..... Signature:..... Date:..... Signature:.....	A B C	Vehicles for which the permit is valid overleaf enlarged separately Shown
5. Issued by..... 6. at.....on..... 7. Valid until..... No.  Signature of authority.	Additional remarks if any by the competent authorities of the issuing country.		D E

* Father's or husband's name may be inserted.
 ** Or approximate age on date of issue.
 † Note by the Secretariat: See page 52.

*** If known.
 **** Or thumb impression of holder.

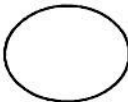
Annexe 9

MODELE DE PERMIS DE CONDUIRE — DIMENSIONS: 74 x 105 mm

Couleur: rose

1. Le permis sera rédigé dans la ou les langues prescrites par la législation de l'Etat qui l'émet.
2. Le titre du document sera énoncé dans la ou les langues prévues à la note 1 et sera suivi de sa traduction en français "Permis de conduire".
3. Les indications manuscrites sont inscrites (ou du moins répétées) en caractères latins ou en écriture dite anglaise.
4. Les mentions additionnelles éventuelles des autorités compétentes du pays qui a émis le permis n'affectent pas la circulation internationale.
5. Le signe distinctif défini à l'annexe 4 figurera dans l'ovale.

PAGES EXTÉRIEURES

Emplacement réservé aux annotations des autorités compétentes du pays qui émet le permis, y compris celles concernant les renouvellements périodiques.		Nom du pays  PERMIS DE CONDUIRE
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PAGES INTÉRIEURES

1. Nom: 2. Prénoms*: 3. Date** et lieu de naissance***: 4. Domicile: <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">Signature du titulaire****</div> <div style="border: 1px solid black; padding: 5px; margin-left: 10px;"> Photographie: 35 x 45 mm </div> </div> 5. Délivré par: 6. A.....le.....: 7. Valable jusqu'au.....: <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">No</div> <div style="border: 1px solid black; border-radius: 50%; padding: 5px; text-align: center; width: 30px; height: 30px; font-size: x-small;"> Sceau ou cachet de l'auto- rité </div> </div> Signature de l'autorité:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; font-size: small;">Changement de domicile:</td> <td></td> </tr> <tr> <td>Date:</td> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> </tr> <tr> <td>Signature:</td> <td style="text-align: center;">A</td> </tr> <tr> <td>Date:</td> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> </tr> <tr> <td>Signature:</td> <td style="text-align: center;">B</td> </tr> <tr> <td>Date:</td> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> </tr> <tr> <td>Signature:</td> <td style="text-align: center;">C</td> </tr> <tr> <td colspan="2" style="font-size: small;">Mentions additionnelles éventuelles des autorités compétentes du pays qui a émis le permis</td> </tr> <tr> <td></td> <td style="text-align: center;">D</td> </tr> <tr> <td></td> <td style="text-align: center;">E</td> </tr> </table>	Changement de domicile:		Date:	Sceau ou cachet de l'auto- rité	Signature:	A	Date:	Sceau ou cachet de l'auto- rité	Signature:	B	Date:	Sceau ou cachet de l'auto- rité	Signature:	C	Mentions additionnelles éventuelles des autorités compétentes du pays qui a émis le permis			D		E	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; font-size: small;">Catégorie de véhicules pour lesquels le permis est valable:</td> <td></td> </tr> <tr> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> <td style="text-align: center;">A</td> </tr> <tr> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> <td style="text-align: center;">B</td> </tr> <tr> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> <td style="text-align: center;">C</td> </tr> <tr> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> <td style="text-align: center;">D</td> </tr> <tr> <td style="text-align: center;">Sceau ou cachet de l'auto- rité</td> <td style="text-align: center;">E</td> </tr> </table>	Catégorie de véhicules pour lesquels le permis est valable:		Sceau ou cachet de l'auto- rité	A	Sceau ou cachet de l'auto- rité	B	Sceau ou cachet de l'auto- rité	C	Sceau ou cachet de l'auto- rité	D	Sceau ou cachet de l'auto- rité	E
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Sceau ou cachet de l'auto- rité	D																																	
Sceau ou cachet de l'auto- rité	E																																	

* Les noms du père ou du mari peuvent être insérés à cette place.
 ** Ou l'âge approximatif à la date de la délivrance.
 *** Note du Secrétariat: voir page 53.






**** S'il est connu.
 ***** Ou l'empreinte du pouce.

Vehicles for which the permit is valid:	
A	<p>Motor cycles with or without a sidecar, invalid carriages and three-wheeled motor vehicles with an unladen weight not exceeding 400 kg (900 lbs.).</p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center;"> Seal or stamp of authority </div>
B	<p>Motor vehicles used for the transport of passengers and comprising in addition to the driver's seat, at most 8 seats, or those used for the transport of goods and having a permissible maximum weight not exceeding 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.</p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center;"> Seal or stamp of authority </div>
C	<p>Motor vehicles, used for the transport of goods and of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.</p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center;"> Seal or stamp of authority </div>
D	<p>Motor vehicles, used for the transport of passengers comprising, in addition to the driver's seat, more than 8 seats. Vehicles in this category may be coupled with a light trailer.</p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center;"> Seal or stamp of authority </div>
E	<p>Motor vehicles of categories B, C or D for which the driver is licensed, with other than a light trailer.</p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center;"> Seal or stamp of authority </div>

"Permissible maximum weight" of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road.

"Maximum load" means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle.

"Light trailers" shall be of a permissible maximum weight not exceeding 750 kg (1,650 lbs.).

Catégories de véhicules pour lesquels le permis est valable:	
A	Motocycles avec ou sans sidecar, voitures d'infirmes et automobiles à trois roues dont le poids à vide n'excède pas 400 kg (900 livres). 
B	Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, huit places assises au maximum ou affectées au transport des marchandises et ayant un poids maximum autorisé qui n'excède pas 3.500 kg (7.700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère. 
C	Automobiles affectées au transport des marchandises et dont le poids maximum autorisé excède 3.500 kg (7.700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère. 
D	Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, plus de huit places assises. Aux automobiles de cette catégorie peut être attelée une remorque légère. 
E	Automobiles de celle des catégories B, C ou D pour laquelle le conducteur est habilité, avec remorques autres qu'une remorque légère. 

Le terme "poids maximum autorisé" d'un véhicule désigne le poids du véhicule en ordre de marche et de la charge maximum.

Le terme "charge maximum" désigne le poids du chargement déclaré admissible par l'autorité compétente du pays d'immatriculation du véhicule.

Les remorques légères sont celles dont le poids maximum autorisé ne dépasse pas 750 kg (1.650 livres).

Annex 10

MODEL INTERNATIONAL DRIVING PERMIT

DIMENSIONS: 105 x 148 mm

Colours: cover: grey
pages: white

Pages 1 and 2 shall be drawn up in the national language or languages.

The entire last page shall be drawn up in French.

Additional pages of the International Driving Permit shall repeat in other languages the text of part I of the last page. They shall be drawn up in the following languages:

- (a) Language(s) prescribed by the legislation of the issuing State,
- (b) The official languages of the United Nations,
- (c) At the most six other languages, chosen at the discretion of the issuing State.

The authoritative translation of the text of the permit in the different languages shall be communicated to the Secretary-General of the United Nations by Governments, each one in the language which concerns it.

The written remarks shall be written in Latin characters or in so-called English script.

PAGE 1
(Cover)

PAGE 2
(Inside cover)

(Name of Country)


INTERNATIONAL MOTOR TRAFFIC
INTERNATIONAL DRIVING PERMIT

Convention on International Road Traffic of.....
.....

Issued at.....

Date.....

1



Seal
or stamp
of
authority

¹ Signature or seal of authority
or
Signature or seal of the Association empowered by the authority

This permit is valid in the territory of all the Contracting States with the exception of the territory of the Contracting State where issued, for the period of one year from the date of issue, for the driving of vehicles included in the category or categories mentioned on the last page of this permit.

[Space reserved for a list of the Contracting States (optional)]

It is understood that this permit shall in no way affect the obligation of the holder to conform strictly to the laws and regulations relating to residence or to the exercise of a profession which are in force in each country through which he travels.

Annexe 10

MODELE DE PERMIS INTERNATIONAL DE CONDUIRE

DIMENSIONS: 105 x 148 mm

Couleurs: Couverture: grise

Pages: blanches

Les pages 1 et 2 seront rédigées dans la ou les langues nationales.

La dernière page sera entièrement rédigée en français.

Les pages additionnelles reproduiront en d'autres langues les mentions de la partie I de la dernière page. Elles seront rédigées dans les langues suivantes:

- a) La ou les langues prescrites par l'Etat qui a délivré le permis;
- b) Langues officielles des Nations Unies;
- c) Au plus six autres langues, laissées au choix de l'Etat qui a délivré le permis.

La traduction officielle du texte du permis dans les différentes langues sera communiquée au Secrétaire général des Nations Unies par les Gouvernements, chacun en ce qui le concerne.

Les indications manuscrites seront toujours écrites en caractères latins ou en cursive dite anglaise.

PAGE 1
(Couverture)

PAGE 2
(Envers de la couverture)

(Nom du pays)


CIRCULATION AUTOMOBILE INTERNATIONALE
PERMIS INTERNATIONAL DE CONDUIRE

Convention sur la circulation routière du.....
.....

Délivré à.....

le.....

1



Sceau
ou cachet
de
l'autorité

¹ Signature ou sceau de l'autorité
ou
Signature ou sceau de l'association habilitée par l'autorité

Le présent permis est valable sur les territoires de tous les Etats contractants, à l'exception du territoire de l'Etat contractant qui a délivré ce permis, pendant un an à dater du jour de la délivrance, et pour la conduite des véhicules appartenant à la catégorie ou aux catégories visées à la dernière page.

[Espace réservé à une liste facultative des Etats contractants]

Il est entendu que le présent permis n'affecte en aucune sorte l'obligation où se trouve son porteur de se conformer entièrement, dans tout pays où il circule, aux lois et règlements en vigueur relatifs à l'établissement ou à l'exercice d'une profession.







Particulars concerning the Driver:	Surname	1	1.....
	Other names*	2	2.....
	Place of birth**	3	3.....
	Date of birth***	4	4.....
	Permanent place of residence	5	5.....
Vehicles for which the permit is valid:			
Motor cycles, with or without a sidecar, invalid carriages and three-wheeled motor vehicles with an unladen weight not exceeding 400 kg (900 lbs.).	A		
Motor vehicles used for the transport of passengers and comprising, in addition to the driver's seat, at most eight seats, or those used for the transport of goods and having a permissible maximum weight not exceeding 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.	B		
Motor vehicles used for the transport of goods and of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs.). Vehicles in this category may be coupled with a light trailer.	C		
Motor vehicles used for the transport of passengers and comprising, in addition to the driver's seat, more than eight seats. Vehicles in this category may be coupled with a light trailer.	D		
Motor vehicles of categories B, C or D, as authorized above, with other than a light trailer.	E		
"Permissible maximum weight" of a vehicle means the weight of the vehicle and its maximum load when the vehicle is ready for the road. "Maximum load" means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle. "Light trailers" shall be those of a permissible maximum weight not exceeding 750 kg (1,650 lbs.).			
<p style="text-align: center;">EXCLUSION</p> Holder of this permit is deprived of the right to drive in (country) by reason of <div style="display: flex; align-items: center; margin-top: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;"> Seal or stamp of authority </div> <div> Place..... Date..... Signature..... </div> </div>	Exclusions: (countries I-VIII)		<p style="text-align: center;">EXCLUSIONS (countries)</p> I..... V..... II..... VI..... III..... VII..... IV..... VIII.....
Should the above space be already filled, use any other space provided for "Exclusion"			

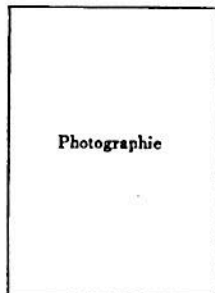
* Father's or husband's name may be inserted.
 ** If known.
 *** Or approximate age on date of issue.
 **** Or thumb impression.

DERNIÈRE PAGE

(Première partie)

(Deuxième partie)

Indications relatives au conducteur	Nom Prénoms* Lieu de naissance** Date de naissance*** Domicile	1 2 3 4 5	1..... 2..... 3..... 4..... 5.....
Catégorie de véhicules pour lesquels le permis est valable:			
Motocycles avec ou sans sidetar, voitures d'infirmes et automobiles à trois roues dont le poids à vide n'excède pas 400 kg (900 livres).	A		A 
Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, huit places assises au maximum ou affectées au transport des marchandises et ayant un poids maximum autorisé qui n'excède pas 3.500 kg (7.700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère.	B		B 
Automobiles affectées au transport des marchandises et dont le poids maximum autorisé excède 3.500 kg (7.700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère.	C		C 
Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, plus de huit places assises. Aux automobiles de cette catégorie peut être attelée une remorque légère.	D		D 
Automobiles des catégories B, C ou D pour lesquelles le conducteur est habilité, avec remorques autres qu'une remorque légère.	E		E 
Le terme "poids maximum autorisé" d'un véhicule désigne le poids du véhicule en ordre de marche et de la charge maximum. Le terme "charge maximum" désigne le poids du chargement déclaré admissible par l'autorité compétente du pays d'immatriculation du véhicule. Les remorques légères sont celles dont le poids maximum autorisé ne dépasse pas 750 kg.			
<p align="center">EXCLUSION</p> Le titulaire est déchu du droit de conduire sur le territoire de (pays) en raison de  Lieu:..... Date:..... Signature:.....	Exclusions: (pays) (I-VIII)	<p align="center">EXCLUSIONS (pays)</p> I..... V..... II..... VI..... III..... VII..... IV..... VIII.....	
Inscrire l'exclusion dans tout autre espace prévu à cet effet, si l'espace réservé ci-dessus est déjà utilisé.			



.....
Signature du titulaire****:

* Les noms du père et du mari peuvent être insérés à cette place.
 ** S'il est connu.
 *** Ou l'âge approximatif à la date de délivrance du permis.
 **** Ou l'empreinte du pouce.

I hereby certify that the foregoing text is a true copy of the Final Act, the Convention on Road Traffic, the Protocol concerning Countries or Territories at present occupied, and the Protocol on Road Signs and Signals adopted by the United Nations Conference on Road and Motor Transport held at Geneva from 23 August to 19 September 1949, the original of which is deposited with the Secretary-General of the United Nations.

*For the Secretary-General,
The Legal Counsel:*

Je certifie que le texte qui précède est la copie conforme de l'Acte final, de la Convention sur la circulation routière, du Protocole relatif aux pays ou territoires présentement occupés et du Protocole relatif à la signalisation routière adoptés par la Conférence des Nations Unies sur les transports routiers et les transports automobiles, qui s'est tenue à Genève du 23 août au 19 septembre 1949, Acte final, Convention et Protocoles dont le texte original est déposé auprès du Secrétaire général de l'Organisation des Nations Unies.

*Pour le Secrétaire général,
Le Conseiller juridique:*

A handwritten signature in black ink, appearing to be 'C. H. ...', is written over a horizontal line. The signature is stylized and cursive.

United Nations, New York
24 January 1962

Organisation des Nations Unies, New York
24 janvier 1962

