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Working Party on Road Transport

CONSOLIDATED RESOLUTION ON THE FACILITATION OF ROAD TRANSPORT

(R.E.4)

Note:

The text reproduced below was adopted at the seventy-fourth (special) session of the Working Party (TRANS/SC1/318, para. 11).

It is based on the provisions concerning the facilitation of road transport originally contained in one or other of the 122 resolutions so far adopted by the Working Party.

In preparing this text account has been taken of provisions on the same subject <sup>\*</sup>/ adopted by the European Conference of Ministers of Transport (ECMT) and the European Economic Community (EEC).

<sup>\*</sup>/ Agreement on the international carriage of passengers by road by means of occasional coach and bus services (ASOR); Recommendations; Directives.

The distribution of documents of the Inland Transport Committee and its subsidiary bodies is limited. They are distributed only to governments, to specialized agencies and to governmental and non-governmental organizations which take part in the work of the Committee and of its subsidiary bodies, and should not be given to newspapers or periodicals.

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DRAFT CONSOLIDATED RESOLUTION ON THE FACILITATION  
OF ROAD TRANSPORT (R.E.4)

The Working Party on Road Transport,

Noting that, for the purpose of facilitating the international transport of passengers and goods by road in Europe, a number of international instruments have been drawn up under the auspices of ECE (see list in annex 4 to this document),

Noting on the other hand that such instruments are not uniformly applied and do not cover all aspects of international road transport, some of which have been dealt with by a number of recommendations and resolutions adopted within the framework of the Working Party on Road Transport,

Being aware of the need to up-date and rearrange certain of these recommendations and resolutions,

Desiring to secure the greatest possible simplification and harmonization of road transport regulations and procedures in Europe, with the aim of setting up a road transport regime which is coherent, flexible, simple and designed to promote co-ordination among the various means of transport,

Recommends governments which have not yet done so to ratify or accede to the international instruments forthwith to the fullest extent, and if they are not yet in a position to ratify or accede to them nevertheless to apply the provisions of these instruments forthwith and to the fullest extent possible,

Recommends governments to implement rules which conform to the recommendations of this Consolidated Resolution as set out below,

Recommends that when concluding among themselves bilateral and multilateral agreements governments provide, if possible, for more liberal treatment than foreseen under this resolution, in which case the relevant provisions of this resolution should not apply.

## I. REGULATION OF INTERNATIONAL ROAD TRANSPORT

1. Introductory provisions

1.1. The principles referred to in paragraphs 2.2 and 3.2 below should be implemented in accordance with the following:

1.1.1. The road services of countries granting facilities should enjoy equivalent facilities in the beneficiary countries;

1.1.2. Governments should ensure that hauliers conform to the laws and regulations of a technical or administrative character in force on the territory where the transport operation is carried out;

1.1.3. Governments having in their country a system of authorizations for road transport should if possible issue, on request, an authorization to the carriers of any country other than those with which they have concluded bilateral or multilateral agreements.

2. Passenger transport2.1. Definitions

For the purpose of this Consolidated Resolution:

2.1.1. The expression "passenger service by road" means:

2.1.1.1. The carriage of passengers by road by means of passenger transport vehicles which by virtue of their construction and their equipment are suitable for carrying more than nine persons, including the driver, and are intended for that purpose;

2.1.1.2. Journeys of vehicles as defined in subparagraph 2.1.1.1 above when unladen, provided the journeys are made with a view to a carriage operation as referred to in that subparagraph.

2.1.2. A passenger service is said to be "in transit" in a particular country if it passes through that country in the course of a journey starting and finishing in another country and if, unless otherwise authorized, no passengers are picked up or set down on the territory of the country passed through.

2.1.3. "Regular services" are services which provide for the carriage of passengers according to a specified frequency and along specified routes, whereby passengers may be taken up or set down during a journey at predetermined stopping points. Regular services may be subject to the obligation to respect previously established time-tables and tariffs.

2.1.3.1. Services which provide for the carriage of specified categories of passenger to the exclusion of other passengers, in so far as such services are operated under the conditions set out in paragraph 2.1.3 above, shall also be considered to be regular services. Such services, in particular those providing for the carriage of workers to and from their place of work, or of schoolchildren to and from school, are called "special regular services".

- 2.1.3.2. A regular service may be subject to the obligation to respect previously established and published conditions. The regular character of the service is not affected by the fact that the service may be adjusted according to the varying needs of those concerned.
- 2.1.4. "Shuttle services" are services whereby, by means of repeated outward and return journeys, previously formed groups of passengers are carried from a single place of departure to a single destination. Each group, consisting of the passengers who made the outward journey, shall be carried back to the place of departure on a later journey. The place of departure and destination mean respectively the place where the journey begins and the place where the journey ends, together with, in each case, the surrounding locality.
- 2.1.4.1. In the course of shuttle services, no passenger may be taken up or set down during the journey.
- 2.1.4.2. The first return journey and the last outward journey of a series of shuttles are made unladen.
- 2.1.4.3. However, the classification of a transport operation as a shuttle service is not affected by the fact that, with the agreement of the competent authority in the countries concerned:
- 2.1.4.3.1. Passengers make the return journey with another group;
- 2.1.4.3.2. Passengers are taken up or set down along the way;
- 2.1.4.3.3. The first outward journey and the last return journey of the series of shuttles are made unladen.
- 2.1.5. "Occasional services" are services falling neither within the definition of a regular service, nor within that of a shuttle service. They include the types of service mentioned in subparagraphs 2.1.5.1, 2.1.5.2 and 2.1.5.3 below. Unless authorized by the competent authorities of the countries concerned, no passenger may be taken up or set down in the course of a journey by an occasional service.
- These services may be operated with some degree of frequency without thereby ceasing to be "occasional" services.
- 2.1.5.1. "Closed-door tours" are services whereby the same vehicle is used to carry the same group of passengers throughout the journey and to bring them back to their place of departure.
- 2.1.5.2. "Outward laden, return unladen services" are services to which passengers are carried during the outward journey and the vehicles return empty except for the crew.
- 2.1.5.3. "Other services" are services which according to the preceding definitions are neither closed-door tours, nor trips with laden outward and unladen return journey. They include in particular some services where the outward journey is made unladen and the return laden.

- 2.1.6. The term "carrier" means any physical or legal person who is authorized in conformity with the applicable national laws and regulations to perform the carriage of passengers.
- 2.2. Regime applicable
- 2.2.1. Regular services
- 2.2.1.1. Regular and special regular services as defined in paragraph 2.1.3 above shall, as the case may be, be operated under a regular service authorization or under a special regular service authorization (hereinafter called "authorization").
- 2.2.1.2. Decisions on application to introduce a regular service, to vary the conditions subject to which a service is operated, or to renew an authorization are to be made by the competent authorities of the countries concerned.
- 2.2.1.3. The competent authority of the country to which the application is made should endeavour to grant or deny the authorization as rapidly as possible taking into account however the checks which the authorities may consider necessary.
- 2.2.1.4. Every authorization shall specify the following:
- 2.2.1.4.1. The route of the service, giving in particular frontier-crossing points, stopping points where passengers are taken up or set down and in the case of special regular services, the category of persons accepted for carriage and their destinations;
- 2.2.1.4.2. The period of operation of the services;
- 2.2.1.4.3. The frequency of services;
- 2.2.1.4.4. Time-tables and driving-time and rest-time schedules of crews;
- 2.2.1.4.5. Fares;
- 2.2.1.4.6. The vehicles to be used in operating the service;
- 2.2.1.4.7. Special conditions (if any);
- 2.2.1.4.8. The period of validity of the authorization.
- 2.2.1.5. Governments should attach to the authorizations they grant for regular services a validity of not less than three years, or if their legislation does not allow them to issue authorizations valid for a period other than one year, to consider the possibility of so acting that the carriers may be assured of having their authorizations renewed at least twice, on the understanding that whatever the term of the authorization there shall be no impediment to the cancellation of an authorization if the conditions under which it was granted are not being fulfilled. The dates of entry into force or expiry of authorizations when issued by more than one country should be harmonized.

- 2.2.1.6. While the authorization is valid for that portion of the itinerary which lies in the territory of the country issuing the authorization, governments should, whenever possible, make bilateral or multilateral arrangements providing for authorizations issued by the countries of origin to cover also countries passed through in transit.
- 2.2.1.7. Governments of countries whose territory is crossed in transit by a regular passenger transport service for which the countries of departure and destination are prepared to grant the necessary authorizations should do so on presentation of an application stating the route, frequency, time-tables and tariffs if the service avoids any duplication and is not designed to meet needs which are already satisfactorily met by existing road or rail services, it being understood that this recommendation shall not apply where, as a result of certain factors (e.g. that the service attracts custom in the country passed through for instance because of the proximity of the picking-up point to the frontier, that the fares are too low, etc.), the transport economies of the countries crossed would be seriously affected by the new service, and it being further understood that this recommendation shall in no way prejudice the decision to be taken with regard to transit services not mentioned above.
- 2.2.2. Shuttle services
- 2.2.2.1. Shuttle services as defined in paragraph 2.1.4 above shall be operated under a shuttle service authorization (hereinafter called "authorization"). Provision of accommodation may be required as a condition for the issue of the authorization.
- 2.2.2.2. Applications for such authorizations must be addressed to the competent authorities of the countries in whose territories the carrier intends to effect the carriage.
- 2.2.2.3. The competent authority receiving the application shall grant or deny the authorization if possible within 30 days.
- 2.2.2.4. Each authorization shall specify the following:
- 2.2.2.4.1. The form (type) of shuttle service;\*/
- 2.2.2.4.2. The route of the service, giving in particular the place of departure, place of destination, stopping points, and frontier-crossing points;
- 2.2.2.4.3. The vehicles to be used to operate the service;
- 2.2.2.4.4. The number and dates of the journeys;
- 2.2.2.4.5. Time-tables and driving-time and rest-time schedules of crews;

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\*/ Basically, the kind of tourist transport provided, for instance, with or without accommodation.

- 2.2.2.4.6. Any exemptions granted under the provisions of paragraphs 2.1.4.3 and 2.2.2.5;
- 2.2.2.4.7. The period of validity of the authorization.
- 2.2.2.5. The following facilities shall also be available:
- 2.2.2.5.1. The holder of an authorization shall be permitted to accept on any return journey some of the passengers who made the outward journey with another group.
- 2.2.2.5.2. The holder of an authorization may be authorized to take up passengers during the outward journey, and to set down passengers on the return journey, at not more than three places, other than the place of departure, situated in the territory of the State from which the service departs. The holder of an authorization may be authorized to set down passengers during the outward journey, and to take up passengers during the return journey, at not more than three places, other than the place of destination situated in the territory of the State in which the destination of the service is located. Subject to the agreement of the competent authorities, the number of stops specified in this paragraph may be increased.
- 2.2.2.5.3. In the case of passengers coming from third countries and formed into groups at an airport on arrival by air, or at a port on arrival by sea, under a contract concluded before their arrival in the country where they are to be taken up, the possibility of making the first outward journey and the last return journey of a shuttle series unladen may be allowed with the agreement of the competent authorities of the countries concerned.
- 2.2.3. Occasional services
- 2.2.3.1. Closed-door tours (see paragraph 2.1.5.1 above)  
Authorization shall not be required on the territory of any country other than that in which the vehicle is registered for occasional passenger transport in the form of "closed-door" circular tours.
- 2.2.3.2. Outward laden, return unladen services (see paragraph 2.1.5.2 above)  
Authorization shall not be required on the territory of any country other than that in which the vehicle is registered for services which made the outward journey laden and the return journey unladen.
- 2.2.3.3. Outward unladen, return laden services (see paragraph 2.1.5.3 above)  
Authorization shall not be required in any country other than that in which the vehicle is registered for those of the other occasional services concerned, i.e., where:
- 2.2.3.3.1. The outward journey is made unladen and all the passengers are taken up at the same place, and
- 2.2.3.3.2. The passengers:



- 2.2.3.3.2.1. Constitute groups formed in the territory of a country other than that in which the vehicle is registered and other than that on whose territory the passengers are taken up, under contracts of carriage concluded before their arrival in that territory, and are carried into the territory of the country in which the vehicle is registered; or
- 2.2.3.3.2.2. Have previously been brought by the same carrier, in the circumstances provided for in the provisions concerning outward laden, return unladen services (2.1.5.2), into the territory of the country where they are taken up again, and are carried into the territory of the country in which the vehicle is registered; or
- 2.2.3.3.2.3. Have been invited to travel into the territory of another country, the cost of transport being borne by the person issuing the invitation. Such passengers shall constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey and which is brought into the territory of the country where the vehicle is registered.
- 2.2.3.4. Other services where entry is unladen (see paragraph 2.1.5.3 above). Where the conditions laid down in paragraphs 2.2.3.3.2.1 to 2.2.3.3.2.3 above are not met, other services may be made subject to transport authorization in the territory of the country concerned.

### 3. Goods transport

#### 3.1. Definitions

For the purpose of this Consolidated Resolution:

- 3.1.1. "Carrier" means any physical or legal person who carries goods by road for hire or reward or on his own account in accordance with the national laws and regulations of the country where he is established.
- 3.1.2. "Goods transport by road" means transport involving the use of vehicles for the carriage of goods by road, and "international goods transport by road" means such transport where the place of loading is in one country and the place of unloading is in another country.
- 3.1.3. "Authorization" means a document authorizing the use of a vehicle in the territory of a given country in connection with the international transport of goods by road.
- 3.1.4. "Quota" means the maximum number of authorizations available admitting vehicles from one country to or through another country within a specified period.
- 3.1.5. "Transit" means transport of goods by road through a country which is neither the country of loading nor of unloading of the goods.
- 3.1.6. "Cabotage" means the road transport of goods loaded at a point in a given country and unloaded at another point in the same country by a vehicle registered in another country.

- 3.1.7. "Third country traffic" means the transport of goods loaded in a country and unloaded in a second country by vehicles registered in countries other than those in which the transport originates or is terminated.
- 3.2. Regime applicable
- 3.2.1. Governments should consider adopting a progressive relaxation of the limitations imposed by the authorization system in respect of transit traffic.
- 3.2.2. Unless the transport operation is either in third country traffic as defined in paragraph 3.1.7 above or cabotage as defined in paragraph 3.1.6 above, Governments should not make the following types of international goods transport by road, including when in transit, subject to an authorization or, if they do so, such authorization should be issued rapidly and not on a quota basis;
- 3.2.2.1. Carriage in special vehicles of perishable foodstuffs as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP);
- 3.2.2.2. Carriage of bees and fish fry;
- 3.2.2.3. Carriage of live animals in specialized vehicles, such vehicles being constructed or having permanent alterations made specially for the carriage of live animals and recognized as such by the competent authorities;
- 3.2.2.4. Carriage of goods necessary for the bunkering or repair of ships;
- 3.2.2.5. Carriage of goods necessary for the refuelling or repair of aircraft;
- 3.2.2.6. Occasional carriage of goods to or from airports when flights are diverted;
- 3.2.2.7. Carriage of articles required for medical care in emergencies, e.g. for natural disasters;
- 3.2.2.8. Funeral transport;
- 3.2.2.9. Carriage of curios and works of art for exhibition or for commercial purposes;
- 3.2.2.10. Carriage of articles and equipment used exclusively for advertising or information purposes;
- 3.2.2.11. Carriage of material, properties and animals to or from theatrical, musical or film performances, sporting events, circuses, exhibitions, or fairs, or to or from the making of radio or television broadcasts or films;
- 3.2.2.12. Carriage of mail;
- 3.2.2.13. Household removals by firms having special staff and equipment for the purpose;

- 3.2.2.14. Carriage of goods in motor vehicles the permissible laden weight of which, including that of trailers, does not exceed 6 tonnes or the permissible payload of which, including that of trailers, does not exceed 3.5 tonnes;
- 3.2.2.15. Movement of unladen vehicles preceding or following a goods transport operation;
- 3.2.2.16. Movement of breakdown vehicles, of vehicles intended to replace a vehicle that has broken down, or of vehicles carrying out a transport operation for the repair of another vehicle;
- 3.2.2.17. Carriage of vehicles which have suffered damage or breakdown;
- 3.2.2.18. Carriage of goods for own account;
- 3.2.2.19. Cross-frontier goods transport within a zone extending for 25 km as the crow flies on either side of the frontier provided that the total length of haulage does not exceed 100 km as the crow flies. In the case of carriage between countries whose territories are separated only by a stretch of sea, no account shall be taken of the distance travelled on a seagoing vessel specially constructed and equipped for the carriage of commercial vehicles and operated as a regular service;
- 3.2.2.20. Roll-on/roll-off transport on the section of road between the port of embarkation or disembarkation and the land frontier crossing point, where the distance between these two does not exceed 50 km;
- 3.2.2.21. Piggy-back transport on the section of road to or from the nearest suitable piggy-back terminal from or to the point of origin or destination of the transport operation.
- 3.2.3. Governments should not require an authorization or, if they do, they should grant such authorization rapidly and without a quota system, for the repatriation to the country of registration of damaged road vehicles to be transported by vehicles registered abroad.
- 3.2.4. Governments should not subject to special authorization on their territory vehicles registered in another country arriving unladen on their territory for the purpose of loading goods for an international journey to the vehicle's State of registration, to be carried out in accordance with the domestic regulations in force.
- 3.2.5. Transport in third country traffic as defined in paragraph 3.1 above should be permitted if it is carried out under cover of a special authorization issued by the competent authorities of the countries concerned.
- 3.2.6. Governments should permit international household removal transport operations by road carried out by hauliers having special staff and equipment for the purpose in third country traffic on a basis of reciprocity and not subject them either to a quota or to an authorization; if an authorization is required, the Government should issue it speedily and without quantitative restrictions.

- 3.2.7. In principle, cabotage as defined in paragraph 3.1.6 above is prohibited; it may, however, be permitted if it is carried out under cover of a special authorization issued by the competent authorities of the countries concerned.
- 3.2.8. When international carriage is by means of a road train consisting of a tractor and trailer or semi-trailer, authorization should not be required for the trailer and semi-trailer separately; in such cases the nationality of the tractor should determine the nationality of the road train as a whole.
- 3.2.9. Governments should, in agreements on international goods transport by road, continue the practice of delegating to the country of registration of the vehicle the power to issue authorizations for their account, where they are required.
- 3.2.10. Where international goods transport is subject to authorizations based on bilateral agreements, such authorizations should require, so far as possible, no more than the basic information shown in the standard form (annex 2), which is given as a model for such authorizations and should be used as follows:
- 3.2.10.1. The information should always be presented in the order shown, each entry being serially numbered;
- 3.2.10.2. Additional or supplementary information as considered necessary may be added, including space for Customs stamps, if required;
- 3.2.10.3. Where mechanized systems or computers are to be used, the possibility might be considered of using other models and forms on condition that the numbering and sequence of information are preserved;
- 3.2.10.4. Authorization forms should be printed in the official language or languages of the country on whose territory the authorization is valid and of the country of registration of the vehicle, or any language or languages expressly agreed upon by the Parties concerned;
- 3.2.10.5. Authorization forms should be so printed as to make their forgery difficult.
4. Information
- 4.1. Governments should transmit to the ECE secretariat, for circulation to other governments, information on any changes in their national laws and regulations which may have an influence on the international carriage of passengers or goods by road.
- 4.2. Governments or responsible international organizations as appropriate should communicate to the ECE secretariat, for circulation to other governments, the text of bilateral and multilateral agreements concerning road transport concluded among themselves.

- 4.3. Competent national administrations should make available in good time to interested trade organizations relevant information concerning the documentation and procedures required for operators engaged in international road transport, requesting these organizations to ensure that their members are made fully aware of the need for complete and accurate documentation and for compliance with regulations and procedures.

II. MATTERS CONCERNING ROAD VEHICLES

5. Insurance

- 5.1. Governments should request and facilitate the conclusion by insurers who cover the third party risks of motorists entering countries in which insurance against such risks is compulsory of agreements embodying the principles appearing in annex 2.

6. Registration of vehicles

- 6.1. Governments should make the registration of vehicles subject to the principles set out in annex 3.
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Annex 1

MODEL AUTHORIZATION FORM \*/

(Competent authority of  
the issuing country)

State on the territory of which  
the authorization is valid:

(Distinguishing sign of the State)

Journey authorization No. ....

No. of journeys authorized ...

Authorization for the international carriage of goods by road

between ..... and ..... or in transit through .....

1. by ..... (Name or trade name of carrier and full address) \*\*/ .....

by means of single vehicle or coupled combination of vehicles

2. Validity: from ..... to .....

3. Restrictions, if any:

4. Additional information, if requested:

(4.1.)

(4.2.)

(4.3.)

Issued at ..... on .....

5. Signature and stamp of the  
issuing authority

GENERAL CONDITIONS

This authorization must be carried on the vehicle and be produced at the request of any authorized inspecting officer.

It authorizes only the international carriage of goods. It is not valid for national transport.

It is not transferable.

The carrier is required to comply, in the territory of ..... [State], with the laws, regulations and administrative provisions of that State, and in particular with those concerning transport and traffic.

\*/ The form should be printed on paper of the following dimensions:  
210 x 297 (A4) or 148 x 210 (A5).

\*\*/ Names and addresses should be entered in such a way that when the form is folded and placed in a window-envelope they may be read without difficulty.

(Verso of form)

Customs Office stamp(s) when required, and possible annotations.

(Signature of  
the issuing authority)

State on the territory of which  
the authorization is valid

(Designating area of the State)

Journey authorized No.

No. of journeys authorized

Authorization for the international carriage of goods by road

between ..... and ..... of its territory through .....

Number of journeys completed .....

by means of single vehicles or coupled combinations of vehicles

Validity from .....

Expiration, if any:

Additional information, if requested:

(4.1.)

(4.2.)

(4.3.)

Issued at .....

(Signature and stamp of the  
issuing authority)

GENERAL CONDITIONS

This authorization must be carried on the vehicle and be produced at the request  
of any authorized inspecting officer.

It authorizes only the international carriage of goods. It is not valid for  
national transport.

It is not transferable.

The carrier is required to comply, in the territory of ..... with the  
laws, regulations and administrative provisions of that State, and in particular  
with those concerning transport and traffic.

The form should be printed on paper of the following dimensions:  
210 x 297 (A4) or 148 x 210 (A5)

Names and addresses should be entered in such a way that when the form is  
folded and placed in a white envelope they may be read without difficulty.

Annex 2

INSURANCE OF VEHICLES

1. In each country insurers will set up a central organization, hereinafter referred to as "the Bureau", recognized by the Government of that country.
  - 1.1. The Bureaux set up in accordance with paragraph 1 will join and support the international body known as the "Council of Bureaux", which will provide facilities for the central administration of the agreements between Bureaux and for the discussion of matters of mutual interest for participating Bureaux.
2. The Bureau will provide the member insurers with a certificate of insurance, the "International Motor Insurance Card" (Green Card), valid for one or more countries and established in conformity with one of the models referred to in appendices 1 and 2 to this annex for issue by them to their policy holders, as required, in respect of any motor vehicles insured by them against the risks referred to.
3. These green cards certify insurance for all cases of liability with respect to third parties, insurance against which is compulsory in the country visited and which may be incurred in that country by persons responsible under the law of that country for injury or damage to third parties.
4. The acceptance of a green card by a policy holder authorizes the Bureau which provided the green card to accept service of legal proceedings in respect of any relevant claim and to authorize another Bureau to accept service on its behalf.
5. When a claim is made against a person holding a green card, the Bureau of the country in which the accident occurred, acting under the authority referred to in paragraph 4 above will accept service of proceedings against that person. That Bureau will handle and, if necessary, settle the claim on behalf of the Bureau which provided the green card.
  - 5.1. However, in so far as the law permits, agreements should be concluded by the Bureaux to permit an insurer authorized to carry out its activities in the country in which the accident occurred to handle claims against its own policy holders.
6. On request, the Bureau of the country in which the accident occurred will, in handling a claim, have regard to the conditions and limitations contained in the policy in so far as they are compatible with the law on compulsory third party insurance of that country.
7. Agreements between Bureaux should provide for reimbursement in full of claims paid and for payment of any charges and fees which may be agreed.
8. Whenever possible participating governments should aim at eliminating inspection of green cards at their frontier after the conclusion by their respective Bureaux of supplementary agreements with other Bureaux, which will be a necessary prerequisite to such arrangements.



9. In each country the government of which has adopted this Recommendation, cards established in conformity with any of the models referred to in paragraph 2 above will be accepted, without any other formality or cost, as evidence of insurance complying with the compulsory third party insurance law of that country as regards vehicles in respect of which such green cards have been issued.
10. Adoption of this Recommendation implies that governments will place no obstacle in the way of the export of currency needed to meet the international obligations incurred under such agreements.
  - 10.1. Consequently, agreements between Bureaux will not provide for a guarantee or a deposit as a safeguard against such obstacles.
11. Persons arriving with a motor vehicle, but without a valid green card of the approved type, in a country where insurance is compulsory may be required:
  - 11.1. To take out short-term insurance under arrangements made by the Bureau of that country or, in so far as the law of that country permits, either
  - 11.2. To take out an insurance in the ordinary way, or
  - 11.3. To contribute to a guarantee scheme for victims of accidents.
  - 11.4. In instances under paragraphs 11.1 and 11.2 above, these persons should be further required to authorize the Bureau of the country visited or any other organization authorized to issue insurance policies to accept service of legal proceedings on their behalf.
12. In countries where insurance for international traffic is not compulsory in respect of the category to which the vehicle of the visiting driver belongs, production of evidence of insurance will not be required.
13. The green card will be made out in the language of the Bureau of issue and the title will also be given in English and French. The green card will conform in colour, dimensions, content and layout to the models referred to in paragraph 2 above.
14. Governments of other countries intending to adopt this Recommendation should notify the secretariat as soon as possible whether the automobile insurance companies have already set up or intend to set up in their country a Bureau having authority to issue green cards to their policy holders travelling abroad and whether those Bureaux agree to handle claims covered by the green cards.
  - 14.1. Governments of such countries should notify the secretariat at the same time whether they agree to accept the green cards as evidence that the motorist is properly insured.
15. The secretariat should inform the governments of all countries concerned and the Council of Bureau at the earliest possible moment of the notifications received in accordance with paragraph 14 above.
16. Any change in the system or the form of the green card which may be considered by any participating government or by the Council of Bureaux to be necessary in the light of experience should be brought to the notice of the secretariat for reference to the Working Party for decision.

Appendix 1

SPECIMEN NO. 1\* OF THE "INTERNATIONAL MOTOR INSURANCE CARD" (GREEN CARD)

Page 1 (recto)

1. INTERNATIONAL MOTOR INSURANCE CARD. ORIGINAL

2. ISSUED UNDER THE AUTHORITY OF MOTOR INSURERS' BUREAU.

3. VALID FROM TO Day Month Year Day Month Year

4. Registration Number (or if none) (Both Data inclusive) (Check or engine number)

5. Category and mark of Vehicle

6. Serial and Policy Numbers X

7. Name and Address of Insurer (Use of Vehicle)

8. This Card has been issued by: (Name and address of Insurer)

9. Signature of Insurer

10. Category of Vehicle (Code)

A. CAR  
B. MOTORCYCLE  
C. LOCOMOTIVE OR TRACTOR  
D. CYCLE FITTED WITH AUXILIARY ENGINE  
E. BUS  
F. TRAILER

\* For details of Letter-Codes for Category of Vehicle, see middle page.

1. INTERNATIONAL MOTOR INSURANCE CARD. DUPLICATE

2. ISSUED UNDER THE AUTHORITY OF MOTOR INSURERS' BUREAU.

3. VALID FROM TO Day Month Year Day Month Year

4. Registration Number (or if none) (Both Data inclusive) (Check or engine number)

5. Category and mark of Vehicle

6. Serial and Policy Numbers X

7. Name and Address of Insurer (Use of Vehicle)

8. This Card has been issued by: (Name and address of Insurer)

9. Signature of Insurer

\* For details of Letter-Codes for Category of Vehicle, see middle page.

(A) In each country visited, the Bureau of that country assumes, in respect of the use of the vehicle referred to herein, the liability of an insurer in accordance with the laws relating to compulsory insurance in that country.

(B) After the date of expiry of this Card, liability is assumed by the Bureau of the country in which the vehicle is first used in each country not by any agreement with its Government, with this, the vehicle must be insured in accordance with the provisions and for the duration of the stay in that country for which the Insurance Card is valid for that period.

(C) In the undermentioned limited, hereby authorizes the Motor Insurers' Bureau and the Bureau of any mentioned countries, to which it may be obliged such powers, to accept services of legal proceedings, arbitrators and attorneys with, or applicable, any claim for damage in respect of liability to third parties required to be covered under the compulsory insurance laws of the country or countries specified herein, which may arise from the use of the vehicle in that country (these countries):

(D) Signature of the Insured (E) For visitors or Great Britain and Northern Ireland only. Signature of any other person who may use the vehicle.

(This Insurance Card is only valid when signed by the Insured.)

\* This specimen was provided by the Council of the Motor Insurers' Bureaux in its English version only. The designations shown are those used by the Motor Insurers' Bureaux and do not imply any commitment on the part of the United Nations Secretariat.

NOTE TO THE INSURED

is regard to (a) damage to the insured vehicle, however caused; (b) personal injuries sustained by the insured; (c) removal of a car the validity of which has expired; the Bureau of the country which should not be approached but notification should be given (unless otherwise instructed by the insurer) direct to the insurer.

NAMES AND ADDRESSES OF BUREAUX

A	AUSTRIA	VERBAND DER VERSICHERUNGSGEMEINSCHAFTEN ÖSTERREICHS Vienna, A-1031 Schwarzentorplatz 7. Tel: (0222) 76 76 61-0.
B	BELGIUM	BUREAU BELGE DES ASSUREURS AUTOMOBILES, Mission de l'Accurance, Square de Meirles 20, 01000 Brussels. Tel: (02) 513-40-45.
BG	BULGARIA	BULSTRAD-S.A. BULGARE D'ASSURANCES EXTERIEURES et de REASSURANCES, 5 Rue Ouseir, Sofia. Tel: 85-191.
CS	CZECHOSLOVAKIA	KANCELAR ZAKONNEHO POJISTENI MOTOROVICHI VOZIDEL Průmyslová Cesta, sídlo 147/18, 114 00 Praha P.O.B. 841. Tel: 295611, 2148111.
DK	DENMARK	DANSK FORNING FOR INTERNATIONAL MOTOKORETOJFORSIK- RING, Arnsbojsgade 10, 1255 København K. Tel: (01) 13 75 55.
EF	FINLAND	LIKEMIVAKUUTUSYHDISTYS, Ruusuväki 20, 00 120 Helsinki 12. Tel: 19 291.
F	FRANCE	BUREAU CENTRAL FRANCAIS des Sociétés D'Assurances contre les accidents d'Automobiles, 110, Rue de Valenciennes, 75050 Paris Cedex 17. Tel: 760-52-64.
DOR	GERMAN Democratic Republic	STAATLICHE VERSICHERUNG der Deutschen Demokratischen Republik, Wehrstrasse 68, DDR 1071 Berlin. Tel: 44 91 081.
D	GERMANY Federal Republic	HUK-VERBAND, 2000 Hamburg I, Glockengießerwall 1, Tel: (040) 32 10 71.
GB	GREAT BRITAIN & NORTHERN IRELAND	MOTOR INSURERS' BUREAU, Anmerney House, Queen Street, London, EC4N 3HL. Tel: 01-268 4477.
GR	GREECE	MOTOR INSURERS' BUREAU, c/o Association of Insurance Companies operating in Greece, 10, Xenophonias Street, Athens 118. Tel: 323 6723.
H	HUNGARY	ALLAMI BIZTOSITÓ, Insurance Enterprises of State, 1550 Budapest, XIV. Városliget ut 69. Tel: 835-350
IS	ICELAND	ALÞJÓDLGAR BIFREIDATRYGGINGAR A ISLANDI International Motor Insurance in Iceland, Súðmúndarátt 0, 105, Reykjavík. Tel: 018162.
IR	IRAN	GREEN CARD BUREAU OF IRAN, c/o Bimeh Markazi Iran, 149, Ayatollah Taleghani Avenue, Tehran, Iran. Tel: 642912-649913-649865-649875-649870-649715-649716.
IRQ	IRAQ	NATIONAL INSURANCE COMPANY, Khulafat Street, P.O. Box 240, Al Anbari Bldg, Baghdad. Tel: 00521.
IRL	IRELAND, Republic of	HIGH VISIBILITY MOTORISTS' BUREAU LTD., 5/9, South Frederick Street, Dublin 2. Tel: Dublin 710443 774589.
IL	ISRAEL	Israel Insurance Association, THE GREEN CARD BUREAU, 39 Hahisholim Bazarovsk, P.O.B. 2622 Tel Aviv. Telephone 03-627333.

I	ITALY	UFFICIO CENTRALE ITALIANO I.U.C.I.S.R.I., 20121 Milano, Corso Vercelli, 8. Tel: (02) 769 683, 798 370, 709 843, 761 891.
L	LUXEMBOURG	BUREAU LUXEMBOURGEOIS des Assureurs contre les Accidents d'Automobile, Motorists Company, La Foyer, 3, Rue Greenfield, Luxembourg. Tel: 44 21 44.
MA	MOROCCO	BUREAU CENTRAL MAROCAIN des Sociétés d'Assurance contre les accidents d'Automobiles, 300 Rue Mostajana El Majm, Casablanca. Tel: 28-84-18.
NL	NETHERLANDS	NETHERLANDS BUREAU DER MOTORRIJLIGVERZEKERAARS Groot Ingenieursgebouw 5, 2517 EG 's-Gravenhage. Tel: 030-6147471
N	NORWAY	TRAFIKFORSIKRINGSFORENINGEN, Havnens Gade 2, Postboks 2251, South, Oslo 2. Tel: 56 00 50.
PL	POLAND	WARTA, Insurance and Reinsurance Company Limited, 00-010 Warszawa, Ul. Chmielniczka 8. Tel: 30 03 34.
P	PORTUGAL	INSTITUTO NACIONAL de SEGUROS, Av. 5 de Outubro 17, P-1004 Lisboa Cedex. Tel: 51 95 56.
R	ROMANIA	ADMINISTRATIA ASIGURARILOR DE STAT, Bucuresti, Str. Smintan 5, Tel: 15 05 13.
E	SPAIN	OFICINA ESPAÑOLA DE ASECURADORES DE AUTOMOVILES, Segovia, 18-Madrid 4. Tel: 4-96-03-00.
S	SWEDEN	TRAFIKFORSÄKRINGSFÖRENINGEN, Tegelbacksvägen 100, S-115 07 Stockholm. Tel: 08 783 70 00.
CH	SWITZERLAND	SWISS GROUP OF MOTOR INSURERS, Motorists Company, Zurich Insurance Company, Mythenquai 2, CH-8002 Zurich. Tel: 01/205 21 21.
TN	TUNISIA	BUREAU AUTOMOBILE TUNISIEN, Managing Company, Société Tunisienne d'Assurances et de Réassurances (S.T.A.S.) Square Avenue de Paris, Tunis. Tel: 256 800.
TR	TURKEY	TURKISH INSURANCE AND REINSURANCE ASSOCIATION, MOTOR INSURANCE BUREAU, Osmanlı Sokak No. 14/16, Taksim, Istanbul, Tel: 49 70 93.
Y	YUGOSLAVIA	UDRUŽENJE OSIGURAVAJUČIH DRUŽAVACIJA, JUGOSLAVIJE Dvostoljeva 34/11 11000 Beograd. Tel: (011) 633-246, 628-227, 628-472.

\* This specimen was provided by the Council of the Motor Insurers' Bureaux in its English version only. The designations shown are those used by the motor insurers' bureaux and do not imply any commitment on the part of the United Nations Secretariat.

\* For details of Letter-Code for Category of Vehicle, see inside page.

\* For details of Letter-Code for Category of Vehicle, see inside page.

1. INTERNATIONAL MOTOR INSURANCE CARD. 2. ISSUED UNDER THE AUTHORITY OF MOTOR INSURERS' BUREAUX.

3. FROM Day Month Year		VALID		TO Day Month Year		4. Serial and Policy Numbers. X	
(Both Dates Inclusive)						5. Registration Number (or if none) Class or Engine Number.	
(Cancel Country Inapplicable)						6. Category and make of Vehicle.*	
N		S		SP		BG	
CS		DDR		E		GR	
H		IL		IR		IQ	
J		K		L		NL	
P		PL		R		TH	
TR		TU					
7. Name and Address of Insured (or User of the Vehicle).							
8. This Card has been issued by: (Name and address of insurer)				9. Signature of Insurer.			

Page 1, (recto)

ORIGINAL

SPECIMEN

SPECIMEN NO. 2\* OF THE "INTERNATIONAL MOTOR INSURANCE CARD" (GREEN CARD)

Appendix 2

INTERNATIONAL MOTOR INSURANCE CARD  
CARTE INTERNATIONALE D'ASSURANCE AUTOMOBILE

- (1) In each country visited, the Bureau of that country assumes, in respect of the use of the vehicle referred to herein, the liability of an insurer in accordance with the laws relating to compulsory insurance in that country.
- (2) After the date of expiry of this Card, liability is assumed by the Bureau of the country visited, if so required by the law of such country or by any agreement with its Government. In such case, the within-mentioned insured undertakes to pay the premium due for the duration of the stay after the date for which the Insurance Card is valid has passed.
- (3) The within-mentioned insured, hereby authorizes the Motor Insurers' Bureau and the Bureaux of any mentioned countries, to which it may delegate such powers, to accept service of legal proceedings, to handle and eventually settle, on my behalf, any claim for damages in respect of liability to third parties required to be covered under the compulsory insurance laws of the country or countries specified herein, which may arise from the use of the vehicle in that country (these countries).
- (4) Signature of the Insured. (5) For visitors to Great Britain and Northern Ireland only. Signature of any other persons who may use the vehicle.

(This Insurance Card is only valid when signed by the Insured.)

\* CATEGORY OF VEHICLE (CODE)

- A. CAR C. LORRY OR TRACTOR E. BUS  
B. MOTORCYCLE D. CYCLE FITTED WITH AUXILIARY ENGINE F. TRAILER

1. INTERNATIONAL MOTOR INSURANCE CARD. 2. ISSUED UNDER THE AUTHORITY OF MOTOR INSURERS' BUREAUX.

3. FROM Day Month Year		VALID		TO Day Month Year		4. Serial and Policy Numbers. X	
(Both Dates Inclusive)						5. Registration Number (or if none) Class or Engine Number.	
(Cancel Country Inapplicable)						6. Category and make of Vehicle.*	
N		S		SP		BG	
CS		DDR		E		GR	
H		IL		IR		IQ	
J		K		L		NL	
P		PL		R		TH	
TR		TU					
7. Name and Address of Insured (or User of the Vehicle).							
8. This Card has been issued by: (Name and address of insurer)				9. Signature of Insurer.			

DUPLICATE

SPECIMEN

(1/28)

NOTE TO THE INSURED

In regard to (a) damage to the insured vehicle, however caused; (b) personal injuries sustained by the insured; (c) renewal of a card the validity of which has expired; the Bureau of the country visited should not be approached but notification should be given (unless otherwise instructed by the insurer) direct to the insurer.

NAMES AND ADDRESSES OF BUREAUX	
A	AUSTRIA VERBAND DER VERSICHERUNGSGEMEINSCHAFTEN ÖSTERREICHS, Wien, A-1031 Schwarzenbergplatz 7. Tel: (0222) 79 79 51-0.
B	BELGIUM BUREAU BELGE DES ASSUREURS AUTOMOBILES, Maison de l'Assurance, Square de Meeds 29, B1040 Bruxelles. Tel: (02) 513-66-45.
BG	BULGARIA BULSTRAD-S.A. BULGARE D'ASSURANCES EXTERIEURES et de REASSURANCES, 5 Rue Dunav, Sofia. Tel: 95-191.
CS	CZECHOSLOVAKIA KANCELAR ZAKONNEHO POJISTENI MOTOROVYCH VOZIDEL PRO UZEMI CSSR, Spolena 14/16, 114 00 Praha 1 P.O.B. 841. Telefon: 298641, 2148111.
DK	DENMARK DANSK FORENING FOR INTERNATIONAL MOTORKORETJUSFORSIKRING, Amaliegade 10, 1258 København K. Tel: (01) 13 75 55.
SF	FINLAND LIKENNEVAKUUTUSYHDISTYS, Bulevardi 28, 00 120 Helsinki 12. Tel: 19 251.
F	FRANCE BUREAU CENTRAL FRANCAIS des Societes D'Assurances contre les accidents d'Automobiles, 118, Rue de Tocqueville, 75050 Paris Cedex 17. Tel: 766-52-64.
DDR	GERMAN Democratic Republic STAATLICHE VERSICHERUNG der Deutschen Demokratischen Republik, Widmerstrasse 68, DDR 1071 Berlin. Tel: 44 91 001.
D	GERMANY Federal Republic HUK-VERBAND, 2000 Hamburg 1 Glockengieserwall 1. Tel: (040) 32.10.71.
GB	GREAT BRITAIN & NORTHERN IRELAND MOTOR INSURERS' BUREAU, Aldermany House, Queen Street, London, EC4N 1TR. Tel: 01-243 4477.
GR	GREECE MOTOR INSURERS' BUREAU, c/o Association of Insurance Companies operating in Greece, 10, Xenokratous Street, Athens 115. Tel: 323 6733.
H	HUNGARY ALLAMI BITESITO, Insurance Enterprise of State, 1990 Budapest, XIV, Gradányi ut 69. Tel: 835-930
IS	ICELAND ALPJÓDEGAR BIFREISDATRYGGINGAR A ISLANDI, International Motor Insurance in Iceland, Suburlandsbraut 8, 105, Reykjavik. Tel: 81812.
IR	IRAN GREEN CARD BUREAU OF IRAN, c/o Simeh Markazi Iran, 140, Ayatollah Taleghani Avenue, Tehran, Iran. Tel: 049912.849013 049955 649675 649970 649715 649716.
IRQ	IRAQ NATIONAL INSURANCE COMPANY, Khulani Street, P.O. Box 248, Al Aman Bldg., Baghdad. Tel: 69521.
IRL	IRELAND, Republic of IRISH VISITING MOTORISTS' BUREAU LTD., 5/8, South Frederick Street, Dublin 2. Tel: Dublin 719443 774569.
IL	ISRAEL Israel Insurance Association, THE GREEN CARD BUREAU, 39 Rothschild Boulevard, P.O.B. 2622 Tel Aviv. Telephone 03-627333.
I	ITALY UFFICIO CENTRALE ITALIANO (I.C.I.) S.R.L., 20121 Milano, Corso Venezia, 8. Tel: (02) 709.603, 798.278, 709.843, 781.891.
L	LUXEMBOURG BUREAU LUXEMBOURGEOIS des Assureurs contre les Accidents d'Automobile, Managing Company: Le Foyer, 3, Rue Oppenheim, Luxembourg. Tel: 44.21.44.
MA	MOROCCO BUREAU CENTRAL MAROCAIN des Societes d'Assurance contre les accidents d'Automobiles, 300 Rue Mostapha El Ménéi, Casablanca. Tel: 26-84-15.-
NL	NETHERLANDS NEDERLANDS BUREAU DER MOTORRIJTUIGVERZEKERAARS Groot Hertoginnelaan 8, 2517 EG's-Gravenhage. Tel: 070-614731.
N	NORWAY TRAFIKKFORSIKRINGSFORENINGEN, Hansteens Gate 2, Postboks 2551, Solf, Oslo 2. Tel: 56.66.30.
PL	POLAND WARTA, Insurance and Reinsurance Company Limited, 00-010 Warszawa, Ul. Chalubinskiego 8, Tel: 30-03-34.
P	PORTUGAL INSTITUTO NACIONAL de SEGUROS, Av. 5 de Outubro 17, P.1024 Lisboa Cedex. Tel: 57.95.96.
R	RUMANIA ADMINISTRATIA ASIGURARILOR DE STAT, Bucuresti, Str. Smirlean 5. Tel: 15.05.19.
E	SPAIN OFICINA ESPAÑOLA DE ASEGURADORES DE AUTOMOVILES, Sagasta, 18—Madrid 4, Tel: 4-46-03-00.
S	SWEDEN TRAFIKFORSÄKRINGSFÖRENINGEN, Tegeluddsvägen 100, S-115 87 Stockholm. Tel: 08 783 70 00.
CH	SWITZERLAND SWISS GROUP OF MOTOR INSURERS, Managing Company, Zurich Insurance Company, Mythenquai 2, CH-8022-Zurich. Tel: 01/205 21 21.
TN	TUNISIA BUREAU AUTOMOBILE TUNISIEN, Managing Company, Société Tunisienne d'Assurances et de Reassurances (S.T.A.R.) Square Avenue de Paris, Tunis. Tel: 256.500.
TR	TURKEY TURKISH INSURANCE AND REINSURANCE ASSOCIATION, MOTOR INSURANCE BUREAU, Osmanli Sokak No. 14/16, Toksim, Istanbul. Tel: 49.70.93.
Y	YUGOSLAVIA UDRUZENJE OSIGURAVAJUĆIH ORGANIZACIJA JUGOSLAVIJE Doskejeva 34/11 11000 Beograd. Tel: (011) 623-246, 628-227, 628-472.

Annex 3

## REGISTRATION OF VEHICLES

1. Temporary registration

- 1.1. Governments should refrain from registering in an ordinary series vehicles whose registration is applied for by, or on behalf of, persons claiming to be only temporarily in the country and who, on that account, obtain the benefit of Customs or tax exemptions (vehicles which belong to tourists and are not registered or whose registration is not recognized; vehicles bought for export).
- 1.2. Governments should limit the validity of the temporary registration of such vehicles to 12 months, on the understanding that when the temporary registration is effected in the last three months of the calendar year its validity may be extended to the end of the following calendar year.
- 1.3. Governments should grant such registrations only for vehicles which are in the country, save in very exceptional and authentic cases.
- 1.4. Governments should provide for vehicles so registered a plate of approximately the same size as a normal registration plate but on which are inscribed, one below the other, preferably in white on a vertical red bar (or in red on a white bar, if the background of the plate is red), the last two figures of the four figures denoting the year during which or at the end of which the validity of the provisional registration expires.
- 1.5. Governments should indicate on the registration certificates of the vehicles referred to in paragraph 1.1 above the address stated by the applicant to be that of his normal residence outside the country in which he has applied for the provisional registration, <sup>2/</sup> and mark the said certificates with a vertical red stripe on which are inscribed, one below the other, the last two figures of the four figures denoting the year during which or at the end of which the validity of the provisional registration applied for expires.

2. Registration of hired vehicles

- 2.1. Governments of countries in which the issue to persons hiring vehicles of the registration certificates relating to the vehicles hired would entail difficulties should take the necessary steps to enable excerpts from, or copies of, the registration certificate, containing at least all the particulars required under article 35, paragraph 1, of the 1968 Convention on Road Traffic, to be issued in their country by the authority which issued the certificate or by an association empowered for this purpose by that authority, on the understanding that:

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<sup>2/</sup> This recommendation does not imply any obligation on governments to check in detail the statement by the holder of the registration certificate as to his normal residence.

- 2.1.1. Each Government may, if it so wishes, instead of issuing or causing to be issued actual copies or excerpts, cause the authority which issued the certificate to certify on a photocopy of the certificate that the said photocopy is a true copy of the original.
- 2.1.2. The authority issuing the excerpt or copy or certifying the photocopy is free to decide whether or not to require the original registration certificate to be deposited.
- 2.1.3. The excerpts, copies or photocopies should be marked "Vehicle on hire. Excerpt from the registration certificate (copy, photocopy) for use by the person hiring the vehicle".
- 2.1.4. All governments should accept in lieu of the registration certificate an excerpt therefrom or a copy or photocopy thereof issued, in conformity with the foregoing provisions, for a hired vehicle registered abroad.

Annex 4LIST OF INTERNATIONAL INSTRUMENTS DRAWN UP UNDER THE AUSPICES  
OF ECE FOR THE PURPOSE OF FACILITATING THE INTERNATIONAL  
TRANSPORT OF PASSENGERS AND GOODS BY ROAD IN EUROPEPassenger transport

Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), of 1 March 1973 (not in force)

Goods transport

Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956

European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 30 September 1957

Protocol amending ADR article 14, paragraph 3, concluded at New York on 21 August 1975 (not in force)

General Conditions for International Furniture Removals (1962)

Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP), of 1 September 1970

Road traffic and transport operations

General Agreement on Economic Regulations for International Road Transport, with set of rules and annexes, of 17 March 1954 (not in force)

European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1 July 1970

Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC), of 1 April 1975 (not in force)

European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975

Customs

Convention concerning Customs Facilities for Touring, signed at New York on 4 June 1954 and amended on 6 June 1967

Customs Convention on the Temporary Importation of Private Road Vehicles, signed at New York on 4 June 1954

Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956

Customs Convention on the International Transport of Goods under Cover of TIR Carnets, of 15 January 1959, and its revised version opened for signature at Geneva on 14 November 1975



European Convention on Customs Treatment of Pallets used in International Transport, of 9 December 1960

Customs Convention on Containers, of 2 December 1972

Taxation of vehicles

Convention on the Taxation of Road Vehicles for Private Use in International Traffic, of 18 May 1956

Convention on the Taxation of Road Vehicles engaged in International Passenger Transport, of 14 December 1956

Convention on the Taxation of Road Vehicles engaged in International Goods Transport, of 14 December 1956.