

CONVENTION ON ROAD TRAFFIC
(Geneva, 19 September 1949)

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, crossroads, 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 motorcycle 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.

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 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 thereof, or by a duly authorised 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 abovementioned 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.

[Signatures not reproduced here.]

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 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, 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 sidecars

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 right 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 cm.³(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 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) Tyres

The wheels of motor vehicles and their trailers shall be fitted with pneumatic tyres, or with some other tyres 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 sidecar, 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.

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) Overall width	2.50	8.20
(b) Overall height	3.80	12.50
(c) Overall 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*	18.00	59.00
Combination of vehicles with two trailers*	22.00	72.00

* The provisions of Part IV of Annex 6 concerning combinations of vehicles shall also apply to the combinations of vehicles mentioned in this Annex.

(d) Permissible maximum weight:	<i>Metric tons</i>	<i>lbs.</i>
(i) Per most heavily loaded axle**	8.00	17,600
(ii) Per most heavily loaded tandem axle group (the two axles of the group)	14.50	32,000

being at least 40 inches (1.00 metre) and less than 7 feet (2.00 metres) apart)

** 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.

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

Distance, in metres, between the extreme axles of a vehicle, articulated vehicle or other combination	Permissible maximum weight, in metric tons, of a vehicle, articulated vehicle or other combination	Distance, in feet, between the extreme axles of a vehicle, articulated vehicle or other combination	Permissible maximum weight, in lbs., of a vehicle, articulated vehicle or other combination
From 1 to less than 2	14.50	From 3 to less than 7	32,000
		From 7 to less than 8	32,480
From 2 to less than 3	15.00	From 8 to less than 9	33,320
		From 9 to less than 10	34,160
		From 10 to less than 11	35,000
From 3 to less than 4	16.25	From 11 to less than 12	35,840
		From 12 to less than 13	36,680
		From 13 to less than 14	37,520
		From 14 to less than 15	38,360
From 4 to less than 5	17.50	From 15 to less than 16	39,200
		From 16 to less than 17	40,040
		From 17 to less than 18	40,880
From 5 to less than 6	18.75	From 18 to less than 19	41,720
		From 19 to less than 20	42,560
		From 20 to less than 21	43,400
		From 21 to less than 22	44,240
From 6 to less than 7	20.00	From 22 to less than 23	45,080
		From 23 to less than 24	45,920
		From 24 to less than 25	46,760
From 7 to less than 8	21.25	From 25 to less than 26	47,600
		From 26 to less than 27	48,440
		From 27 to less than 28	49,280
		From 28 to less than 29	50,120
From 8 to less than 9	22.50	From 29 to less than 30	50,960
		From 30 to less than 31	51,800
		From 31 to less than 32	52,640
From 9 to less than 10	23.75	From 32 to less than 33	53,480
		From 33 to less than 34	54,320
		From 34 to less than 35	55,160
		From 35 to less than 36	56,000
From 10 to less than 11	25.00	From 36 to less than 37	56,840

From 11 to less than 12	26.25	From 37 to less than 38	57,680
		From 38 to less than 39	58,520
From 12 to less than 13	27.50	From 39 to less than 40	59,360
		From 40 to less than 41	60,200
From 13 to less than 14	28.75	From 41 to less than 42	61,040
		From 42 to less than 43	61,880
From 14 to less than 15	30.00	From 43 to less than 44	62,720
		From 44 to less than 45	63,560
From 15 to less than 16	31.25	From 45 to less than 46	64,400
		From 46 to less than 47	65,240
From 16 to less than 17	32.50	From 47 to less than 48	66,080
		From 48 to less than 49	66,920
From 17 to less than 18	33.75	From 49 to less than 50	67,760
		From 50 to less than 51	68,600
From 18 to less than 19	35.00	From 51 to less than 52	69,440
		From 52 to less than 53	70,280
From 19 to less than 20	36.25	From 53 to less than 54	71,120
		From 54 to less than 55	71,960
		From 55 to less than 56	72,800
		From 56 to less than 57	73,640
		From 57 to less than 58	74,480
		From 58 to less than 59	75,320
		From 59 to less than 60	76,160
		From 60 to less than 61	77,000
		From 61 to less than 62	77,840
		From 62 to less than 63	78,680
		From 63 to less than 64	79,520
		From 64 to less than 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 lb.).

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. Specific 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 motorcycles and invalid carriages of a lower age than eighteen years.

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

[Name of
country]

Reserved for endorsements by
the competent authorities of the
issuing country and including
periodic renewal.

[Seal or
stamp of
authority]

**DRIVING
PERMIT**

Inside pages

1. Surname	Changes of address:	Vehicles for which the permit is valid:
2. Other names*		
3. Date** and place*** of birth	Date	A Seal or stamp of authority
	Signature	
4. Permanent place of residence	Seal or stamp of authority	B Seal or stamp of authority
		C Seal or stamp of authority
[Photograph 35 x 45 mm]	Date	D Seal or stamp of authority
Signature of holder****	Signature	
	Seal or stamp of authority	E Seal or stamp of authority
5. Issued by		
6. at.....on	Date	
7. Valid until.....	Signature	
	Seal or stamp of authority	
No.....		
[Seal or stamp of authority]	Additional remarks if any by the competent authorities of the issuing country.	
[Signature of authority.]		

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

** Or approximate age on date of issue.

*** If known.

**** Or thumb impression of holder.

Note: Sections A, B, C, D and E (above) are shown separately below.

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.) Seal or stamp of authority

B Motor vehicles used for the transport of passengers and comprising in addition to Seal or

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.	stamp of authority
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.	Seal or stamp of authority
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.	Seal or stamp of authority
E Motor vehicles of categories B, C or D for which the driver is licensed, with other than a light trailer.	Seal or stamp of authority

"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.).

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)

[Name of Country]

International Motor Traffic

INTERNATIONAL DRIVING PERMIT

Convention on International Road Traffic of 19 September
1949

Issued at

Date of Issue

[Seal or stamp of authority]

[Signature or seal of authority or
Signature or seal of the Association empowered by the
authority]

Page 2
(inside cover)

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.

Last page
Part I

Particulars concerning the Driver:

Surname 1
Other names* 2
Place of birth** 3
Date of birth*** 4
Permanent place of residence 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 8 seats, B

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.

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 comprising, in addition to the driver's seat, more than 8 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.).

EXCLUSION

Holder of this permit is deprived of the right to drive in (country)
by reason of

Exclusions:

(countries I-VIII)

Seal or Place:
Stamp of Date:
authority Signature:

Should the above space be already filled, use any other space provided for "Exclusion".

Part II

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

A [Photograph]
[Seal or stamp]

B
[Seal or stamp] Signature of holder*****

C
[Seal or stamp]
D
[Seal or stamp]
E
[Seal or stamp]

EXCLUSIONS
(countries)

I	V
II	VI
III	VII
IV	VIII

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

** If known.

*** Or approximate age on date of issue.

**** Or thumb impression.