

5. On vehicles equipped with front position lamps, such lamps shall be used together with the driving lamps, the passing lamps or the front fog lamps.
 6. During the day, a motorcycle moving on the road shall display at least one passing lamp to the front and a red lamp to the rear. Domestic legislation may permit the use of daytime running lamps instead of passing lamps.
 7. Domestic legislation may make it compulsory for drivers of motor vehicles to use during the day either passing lamps or daytime running lamps. Rear position lamps shall in this case be used together with the front lamps.
 8. Between nightfall and dawn and in any other circumstances when visibility is inadequate, the presence of power-driven vehicles and their trailers standing or parked on a road shall be indicated by front and rear position lamps. In thick fog, falling snow, heavy rain or similar conditions passing lamps or front fog lamps may be used. Rear fog lamps may in these conditions be used as a supplement to the rear position lamps.
 9. Notwithstanding the provisions of paragraph 8 of this Article, within a built-up area the front and rear position lamps may be replaced by parking lamps, provided that:
 - (a) The vehicle does not exceed 6m in length and 2m in width;
 - (b) No trailer is coupled to the vehicle;
 - (c) The parking lamps are placed on that side of the vehicle which is furthest from the carriageway edge alongside which the vehicle is standing or parked.
 10. Notwithstanding the provisions of paragraphs 8 and 9 of this Article, a vehicle may be standing or parked without any lamps lit:
 - (a) On a road lit in such a way that the vehicle is clearly visible at an adequate distance;
 - (b) Away from the carriageway and hard shoulder;
 - (c) In the case of mopeds and two-wheeled motorcycles without a side-car which are not equipped with batteries, at the extreme edge of a carriageway in a built-up area.
 11. Domestic legislation may grant exemptions from the provisions of paragraphs 8 and 9 of this Article for vehicles standing or parked in streets in built-up areas where there is very little traffic.
 12. Reversing lamps may be used only when the vehicle is reversing or about to reverse.
 13. Hazard warning signal may be used only to warn other road-users of a particular danger:
 - (a) When a vehicle which has broken down or has been involved in an accident cannot be moved immediately, so that it constitutes an obstacle to other road-users;
 - (b) When indicating to other road-users the risk of an imminent danger.
 14. Special warning lamps:
 - (a) Displaying a blue light may be used only on priority vehicles when carrying out an urgent mission or when in other cases it is necessary to give warning to other road-users of the presence of the vehicle;
 - (b) Displaying an amber light may be used only when the vehicles genuinely assigned to the specific tasks for which they were equipped with the special warning lamp or when the presence of such vehicles on the road constitutes a danger or inconvenience to other road-users.
- The use of warning lamps displaying other colours may be authorized by domestic legislation.
15. In no circumstances shall a vehicle display a red light to the front or white light to the rear, subject to the exemptions mentioned in Annex 5, paragraph 61. A vehicle shall not be modified or lamps added to it in a way which could conflict with this requirement.

ARTICLE 33

Rules of lighting of other vehicles than mentioned in Article 32 and of certain road users

1. Every vehicle or combination of vehicles to which the provisions of Article 32 of this Convention do not apply shall, when on a road between nightfall and dawn, show at least one white or selective-yellow light to the front and at least one red light to the rear. Where there is only one lamp at the front or only one lamp at the rear, the lamp shall be placed on the centre-line of the vehicle or on the side opposite to that corresponding to the direction of traffic.
 - (a) Handcarts, i.e., carts drawn or pushed by hand, shall show at least one white or selective-yellow light to the front and at least one red light to the rear. These two lights may be emitted by a single lamp placed on the side opposite to that corresponding to the direction of traffic. Lights shall not be required on handcarts not exceeding 1m in width.
 - (b) Animal-drawn vehicles shall show two white or selective-yellow lights to the front, and two red lights to the rear. Domestic legislation may, however, make it permissible for such vehicles to show only one white or selective-yellow light to the front and only one red light to the rear. The lamps shall in both cases be placed on the side opposite to that corresponding

to the direction of traffic. If the lamps described above cannot be attached to the vehicle, they may be carried by an escort walking immediately alongside the vehicle, on the opposite side to that corresponding to the direction of traffic. Furthermore, animal-drawn vehicles shall be fitted with two red reflex-reflectors to the rear, as close as possible to the outer edges of the vehicle. Lights shall not be required on animal-drawn vehicles not exceeding 1m in width. However, a single reflex-reflector shall in this case be placed at the rear on the side opposite to that corresponding to the direction of traffic, or centrally.

2. (a) When moving along the carriageway by night:

(i) Groups of pedestrians led by a person in charge or forming a procession, must display, on the side opposite to that appropriate to the direction of traffic, at least one white or selective-yellow light to the front and a red light to the rear, or an amber light in both directions;

(ii) Drivers of draught, pack or saddle animals, or of cattle, must display, on the side opposite to that appropriate to the direction of traffic, at least one white or selective-yellow light to the front and a red light to the rear, or an amber light in both directions. These lights may be displayed by a single device.

(b) The lights referred to in subparagraph (a) of this paragraph are, however, not required within an appropriately lit built-up area.

ARTICLE 34

Exemptions

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

2. Domestic legislation may provide that drivers of priority vehicles shall not be bound, when warning of their movement is given by the vehicle's special warning devices, and provided that they do not endanger other road-users, to comply with all or any of the provisions of this Chapter II other than those of Article 6, paragraph 2.⁵¹

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

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

Chapter III

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

ARTICLE 35

Registration

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

A serial number, to be known as the registration number, composed in the manner indicated in Annex 2 to this Convention;

The date of first registration of the vehicle;

The full name and home address of the holder of the certificate;

The name or the trademark of the maker of the vehicle;

The serial number of the chassis (the maker's production or serial number);

In the case of a vehicle intended for the carriage of goods, the permissible maximum mass;

In the case of a vehicle intended for the carriage of goods, the unladen mass;

The period of validity, if not unlimited.

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

⁵¹ See also Point 26 of the Annex of the European Agreement.

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

(c) In the case of motor vehicles of categories A and B as defined in Annexes 6 and 7 to this Convention and, if possible, for other motor vehicles:

(i) The certificate shall be headed with the distinguishing sign of the State of registration as defined in Annex 3 to this Convention;

(ii) The letters A, B, C, D, E, F, G and H respectively shall be placed before or after the eight items of information which are required under subparagraph (a) of this paragraph, to be shown on all registration certificates;

(iii) The words *Certificat d'immatriculation* in French may be placed either before or after the title of the certificate in the national language (or languages) of the country of registration.

(d) For trailers, including semi-trailers, imported temporarily into a country by a mode of transport other than road transport, a photocopy of the registration certificate, certified as a true copy by the authority which issued the certificate, shall be considered sufficient.

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

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

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

ARTICLE 36

Registration number

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

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

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

ARTICLE 37

Distinguishing sign of the State of registration

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

(b) This sign may either be placed separately from the registration plate or may be incorporated into the registration plate.

(c) When the distinguishing sign is incorporated into the registration plate, it must also appear on the front registration plate of the vehicle if such is obligatory.

2. Every trailer coupled to a motor vehicle and required under Article 36 of this Convention to display a registration number at the rear shall also display at the rear, either separately from its registration plate or incorporated into it, the distinguishing sign of the State where the registration number was assigned.

The provisions of this paragraph shall be applicable even if the trailer is registered in a State other than the State of registration of the motor vehicle to which it is coupled; if the trailer is not registered, it shall display at the rear the distinguishing sign of the State of registration of the drawing vehicle except when it is travelling in that State.

3. The composition of the distinguishing sign, and the manner of displaying it or its incorporation into the registration plate, shall conform to the conditions laid down in Annexes 2 and 3 to this Convention.

ARTICLE 38

Identification marks

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

ARTICLE 39

Technical requirements and inspection of vehicles

1. Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order.
2. Domestic legislation shall require periodic technical inspections of:
 - (a) Motor vehicles used for the carriage of persons and having more than eight seats in addition to the driver's seat;
 - (b) Motor vehicles used for the carriage of goods whose permissible maximum mass exceeds 3,500kg and trailers designed to be coupled to such vehicles.
3. Domestic legislation shall, as far as possible, extend the provision of paragraph 2 to the other categories of vehicles.

⁵² See footnote.

ARTICLE 40

Transitional provision

1. For a period of 10 years from the entry into force of this Convention in accordance with Article 47, paragraph 1, trailers in international traffic, whatever their permissible maximum mass, shall be entitled to the benefits of the provisions of this Convention even if they are not registered.
2. The registration certificate shall conform with the provisions of the amendment to Article 35, paragraph 1 within five years from the date of its entry into force. Certificates issued during that period shall be mutually recognized until the expiry date inscribed therein.

⁵³ See footnote.

Chapter IV**DRIVERS OF MOTOR VEHICLES**

ARTICLE 41

Driving permits

(The present text is applicable until 28 March 2011 at the latest (see new article 43), the new text is reproduced in dark blue following the present Article)

1. (a) Every driver of a motor vehicle must hold a driving permit;
- (b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skill;
- (c) Domestic legislation must lay down requirements for obtaining a driving permit;
- (d) Nothing in this Convention shall be construed as preventing Contracting Parties or subdivisions thereof from requiring driving permits for other power-driven vehicles and mopeds.
2. Contracting Parties shall recognize:
 - (a) Any domestic permit drawn up in their national language or in one of their national languages, or, if not drawn up in such a language, accompanied by a certified translation;
 - (b) Any domestic permit conforming to the provisions of Annex 6 to this Convention; and
 - (c) Any international permit conforming to the provisions of Annex 7 to this Convention; as valid for driving in their territories a vehicle coming within the categories covered by the permit, provided that the permit is still valid and that it was issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party. The provisions of this paragraph shall not apply to learner-driver permits.
- [ex paragraph 3 deleted]*
3. Notwithstanding the provisions of the preceding paragraph:
 - (a) Where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the permit shall not be recognized as valid unless those conditions are observed;

⁵² Additional paragraphs introduced in the Annex of the European Agreement (see Point 26 bis).

⁵³ Additional paragraph introduced in the Annex of the European Agreement (see Point 26 ter).

- (b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under eighteen years of age;
- (c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles in categories C, D and E referred to in Annexes 6 and 7 to this Convention, of driving permits held by persons under twenty-one years of age.
- 4. Contracting Parties may introduce in their domestic legislation a subdivision of the categories of vehicles referred to in Annexes 6 and 7 of this Convention. If the driving permit is restricted to certain vehicles within a category, a numeral shall be added to the letter of the category and the nature of the restriction shall be indicated in the driving permit.
- 5. For the purpose of the application of paragraph 2 and subparagraph 3 (c) of this Article:
 - (a) A motor vehicle of the category B referred to in Annexes 6 and 7 to this Convention may be coupled to a light trailer; it may also be coupled to a trailer whose permissible maximum mass exceeds 750kg but does not exceed the unladen mass of the motor vehicle if the combined permissible maximum mass of the vehicles so coupled does not exceed 3,500kg;
 - (b) A motor vehicle of the category C, or of the category D referred to in Annexes 6 and 7 to this Convention may be coupled to a light trailer without the resultant combination ceasing to belong to category C or category D.
- 6. An international permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled. It shall not be valid after the expiry of the corresponding domestic permit, the number of which shall be entered in the international permit.
- 7. The provisions of this Article shall not require Contracting Parties:
 - (a) To recognize the validity of domestic or international permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue; or
 - (b) To recognize the validity of permits as aforesaid issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.

ARTICLE 41 Driving permits

(Provisions applicable from 29 March 2011 (see new article 43))

- 1. (a) Every driver of a motor vehicle must hold a driving permit;
- (b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skills; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation;
- (c) Domestic legislation must lay down requirements for obtaining a driving permit. In particular, it shall specify the minimum ages for holding a permit, the medical conditions to be fulfilled and the conditions for passing the theoretical and practical exams;
- (d) Nothing in this Convention shall be construed as preventing Contracting Parties or subdivisions thereof from requiring driving permits for other power-driven vehicles and mopeds.
- 2. (a) Contracting Parties shall recognize:
 - (i) Any domestic permit conforming to the provisions of Annex 6 to this Convention;
 - (ii) Any international permit conforming to the provisions of Annex 7 to this Convention, on condition that it is presented with the corresponding domestic driving permit, as valid for driving in their territories a vehicle coming within the categories covered by the permits, provided that the permits are still valid and that they were issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party or one of its subdivisions;
- (b) Driving permits issued by a Contracting Party shall be recognized in the territory of another Contracting Party until this territory becomes the place of normal residence of their holder;
- (c) The provisions of this paragraph shall not apply to learner-driver permits.
- 3. Domestic legislation may limit the period of validity of a domestic driving permit. The period of validity of an international permit shall be either no more than three years after the date of issue or until the date of expiry of the domestic driving permit, whichever is earlier.
- 4. Notwithstanding the provisions of paragraphs 1 and 2:

(a) Where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the permit shall not be recognized as valid unless those conditions are observed;

(b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under eighteen years of age;

(c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles in categories C, D, CE and DE referred to in Annexes 6 and 7 to this Convention, of driving permits held by persons under twenty-one years of age.

5. An international permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled. An international driving permit shall only be issued by the Contracting Party in whose territory the holder has his normal residence and which issued the domestic driving permit or which recognized the driving permit issued by another Contracting Party; it shall not be valid for use in that territory.

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

(a) To recognize the validity of domestic permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue;

(b) To recognize the validity of domestic permits issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.

ARTICLE 42

Suspension of the validity of driving permits

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

(a) Withdraw and retain the permit until the period of the withdrawal of use expires or until the holder leaves its territory, whichever is the earlier;

(b) Notify the withdrawal of the right to use the permit to the authority by or on behalf of which the permit was issued;

(c) In the case of an international permit, enter in the space provided for the purpose an endorsement to the effect that the permit is no longer valid in its territories;

(d) Where it has not applied the procedure for which provision is made in subparagraph (a) of this paragraph, supplement the communication referred to in subparagraph (b) by requesting the authority which issued the permit, or on behalf of which the permit was issued, to notify the person concerned of the decision taken with regard to him.

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

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

ARTICLE 43

Transitional provisions

1. Contracting Parties shall issue domestic driving permits in accordance with the new provisions of Annex 6 at the latest five years after their entry into force. Domestic driving permits issued in accordance with the earlier provisions of Article 41, Article 43 and Annex 6 to this Convention prior to the expiry of this period shall be recognized as long as they are valid.

2. Contracting Parties shall issue international driving permits in accordance with the new provisions of Annex 7 at the latest five years after their entry into force. International driving permits issued in accordance with the earlier provisions of Article 41, Article 43 and Annex 7 to this Convention prior to the expiry of this period shall be valid according to the conditions defined in Article 41, paragraph 3.

Chapter V
CONDITIONS FOR THE ADMISSION OF CYCLES AND
MOPEDS TO INTERNATIONAL TRAFFIC
ARTICLE 44

1. Cycles without an engine in international traffic shall:

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

⁵⁴ See footnote.

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

- (a) Have two independent brakes;
- (b) Be equipped with a bell or some other audible warning device capable of being heard at a sufficient distance;
- (c) Be equipped with an effective exhaust silencer;
- (d) Be so equipped that they can show a white or selective-yellow light to the front and a red light and a red reflex-reflector to the rear;⁵⁵
- (e) Display the identification mark specified in Annex 4 to this Convention.

⁵⁶ See footnote.

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

Chapter VI
FINAL PROVISIONS
ARTICLE 45

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

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

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

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

ARTICLE 46

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

2. Any State which has made a declaration under paragraph 1 of this Article may at any time thereafter declare by notification addressed to the Secretary-General that the Convention

⁵⁴ Additional subparagraph introduced in the Annex of the European Agreement (see Point 27).

⁵⁵ See also Point 27 of the Annex of the European Agreement.

⁵⁶ Additional subparagraph introduced in the Annex of the European Agreement (see Point 27).

shall cease to be applicable to the territory named in the notification and the Convention shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

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

ARTICLE 47

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

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

ARTICLE 48

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

ARTICLE 49

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

2. (a) Any proposed amendment communicated in accordance with the preceding paragraph shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-

General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in the preceding paragraph for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

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

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

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

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

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

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

ARTICLE 50

Any Contracting Party may denounce this Convention by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification.

ARTICLE 51

This Convention shall cease to be in force if the number of Contracting Parties is less than five for any period of 12 consecutive months.

ARTICLE 52

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

ARTICLE 53

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

ARTICLE 54

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

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

By notification addressed to the Secretary-General, any State may subsequently at any time withdraw its declaration.

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

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

5. Reservations to this Convention and its annexes, other than the reservation provided for in paragraph 1 of this Article, shall be permitted on condition that they are formulated in writing

and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument. The Secretary-General shall communicate such reservations to all States referred to in Article 45, paragraph 1, of this Convention.

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

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

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

ARTICLE 55

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

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

ARTICLE 56

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

In witness whereof the undersigned Plenipotentiaries, being duly authorized by their respective Governments, have signed this Convention. Done at Vienna this eighth day of November, one thousand nine hundred and sixty-eight.

ANNEXES

Annex 1

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

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

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

- (a) Tyres, near their point of contact with the ground and connections of tyre-pressure indicators;
- (b) Anti-skid devices mounted on the wheels;
- (c) Driving mirrors so designed as to yield both forwards and backwards under moderate pressure so that they no longer project beyond the permissible maximum width;
- (d) Side direction-indicators and marker lights, provided that such projection does not exceed a few centimetres;
- (e) Customs seals affixed to the load, and devices for the securing and protection of such seals.

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

- (a) Motorcycles with trailers;
- (b) Combinations of vehicles consisting of a motor vehicle and several trailers;
- (c) Articulated vehicles used for passenger transport.

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

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

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

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

⁵⁷ See footnote

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

9. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle, or any trailer coupled to a motor vehicle, which displays a distinguishing sign other than one of those prescribed in Article 37 of this Convention. Contracting Parties may not refuse admission to a vehicle which has a distinguishing sign placed separately from the registration plate in conformity with the provisions of this Convention substituting a distinguishing sign which is incorporated into the registration plate and which is not in conformity with the provisions of this Convention.

⁵⁷ Additional paragraph introduced in the Annex of the European Agreement (see Point 28).

Annex 2**REGISTRATION NUMBER AND PLATE OF MOTOR VEHICLES AND TRAILERS IN
INTERNATIONAL TRAFFIC**

1. The registration number referred to in Articles 35 and 36 of this Convention shall be composed either of numerals or of numerals and letters. The numerals shall be Arabic numerals and the letters shall be in capital Latin characters. Other numerals or characters may, however, be used, but if so the registration number shall be repeated in Arabic numerals and in capital Latin characters.
2. The registration number shall be so composed and displayed as to be legible in normal daylight at a distance of at least 40m by an observer placed on the axis of the vehicle, the vehicle being stationary; Contracting Parties may, however, in respect of the vehicles they register, reduce this minimum legibility distance for motorcycles and for special categories of motor vehicle on which it would be difficult to fit registration numbers of sufficient size to be legible at 40m.
3. When the registration number is displayed on a plate, this plate shall be flat and fixed in a vertical or nearly vertical position and at right angles to the vehicle's median longitudinal plane. When the number is displayed or painted on the vehicle, the surface on which it is displayed or painted shall be flat and vertical, or nearly flat and vertical, and at right angles to the vehicle's median longitudinal plane.
4. Without prejudice to the provisions of Annex 5, paragraph 61 (g) of this Convention, the background of the registration plate on which the registration number and, where applicable, the distinguishing sign of the State in which the vehicle is registered, possibly completed by the flag or emblem according to the conditions defined in Annex 3, is displayed, may be of a retro-reflective material.
5. The background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the background of the part on which the registration number is marked.

Annex 3

DISTINGUISHING SIGN OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

1. The distinguishing sign referred to in Article 37 of this Convention shall consist of one to three letters in capital Latin characters.
2. When the distinguishing sign is displayed separately from the registration plate, it must conform to the following conditions:
 - (a) The letters shall have a height of at least 0.08m and their strokes a width of at least 0.01m. The letters shall be in black on a white background having the shape of an ellipse with the major axis horizontal. The white background may be of a retro-reflective material;
 - (b) When the distinguishing sign consists of only one letter, the major axis of the ellipse may be vertical;
 - (c) The distinguishing sign shall not be affixed in such a way that it could be confused with the registration number or impair its legibility;
 - (d) On motorcycles and their trailers, the dimensions of the axes of the ellipse shall be at least 0.175m and 0.115m. On other motor vehicles and their trailers, the dimensions of the axes of the ellipse shall be at least:
 - (i) 0.24m and 0.145m if the distinguishing sign comprises three letters;
 - (ii) 0.175m and 0.115m if the distinguishing sign comprises less than three letters.
3. When the distinguishing sign is incorporated into the registration plate(s), the following conditions shall apply:
 - (a) The letters shall have a height of at least 0.02m, taking as a reference a registration plate of 0.11m.;
 - (b) (i) The distinguishing sign of the State of registration, which may be supplemented where applicable by the flag or emblem of the State or the emblem of the regional economic integration organization to which the country belongs, shall be displayed on the far left or right of the rear registration plate, but preferably on the left or the far upper left on plates where the number takes up two lines;
 - (ii) When, in addition to the distinguishing sign, a non-numerical symbol and/or a flag and/or a regional or local emblem is displayed on the registration plate, the distinguishing sign of the State of registration shall obligatorily be placed on the far left of the plate;
 - (c) The flag or emblem supplementing where applicable the distinguishing sign of the State of registration shall be positioned so that it cannot impair the legibility of the distinguishing sign and shall preferably be placed above it;
 - (d) The distinguishing sign of the State of registration shall be positioned so as to be easily identifiable and so that it cannot be confused with the registration number or impair its legibility. The distinguishing sign shall therefore be at least of a different colour from the registration number, or have a different background colour to that reserved for the registration number, or be clearly separated, preferably by a line, from the registration number;
 - (e) For the registration plates of motorcycles and their trailers and/or for registration plates taking up two lines, the size of the letters of the distinguishing sign as well as, where applicable, the size of the national flag or emblem of the State of registration or the symbol of the regional economic integration organization which the country belongs to may be appropriately modified;
 - (f) The provisions of this paragraph shall apply according to the same principles to the front registration plate of the vehicle when this plate is obligatory.
4. The relevant provisions of Annex 2, paragraph 3, shall apply to the distinguishing sign.

Annex 4**IDENTIFICATION MARKS OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC**

1. The identification marks shall comprise:

(a) In the case of a motor vehicle:

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

(ii) On the chassis or, in the absence of a chassis, on the body, the maker's production or serial number;

(iii) On the engine, the engine number if such a number is placed on it by the maker;

(b) In the case of a trailer, the information referred to in subparagraphs (i) and (ii) above;

(c) In the case of a moped, the cylinder capacity and the mark "CM".

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

Annex 5

TECHNICAL CONDITIONS CONCERNING MOTOR VEHICLES AND TRAILERS

1. Without prejudice to the provisions of Article 3, paragraph 2 (a) and Article 39, paragraph 1 of this Convention any Contracting Party may, with respect to motor vehicles which it registers and to trailers which it allows on the road under its domestic legislation, lay down rules which supplement, or are stricter than, the provisions of this Annex. All vehicles in international traffic must meet the technical requirements in force in their country of registration when they first entered into service.
2. For the purposes of this Annex, the term "trailer" applies only to a trailer designed to be coupled to a motor vehicle.
3. Contracting Parties which, in conformity with Article 1, subparagraph (n), of this Convention, have declared that they wish to treat as motorcycles three-wheeled vehicles the unladen mass of which does not exceed 400kg, shall make such vehicles subject to the rules laid down in this Annex either for motorcycles or for other motor vehicles.

CHAPTER I

Braking

4. For the purposes of this chapter:
 - (a) The term "wheels of one axle" means wheels which are arranged symmetrically, or largely symmetrically, in relation to the vehicle's median longitudinal plane, even if they are not placed on the same axle (a tandem axle is counted as two axles);
 - (b) The term "service brake" means the device normally used to slow down and stop the vehicle;
 - (c) The term "parking brake" means the device used to hold the vehicle stationary in the driver's absence, or, in the case of trailers, when the trailer is uncoupled;
 - (d) The term "secondary (emergency) brake" means the device designed to slow down and stop the vehicle in the event of failure of the service brake.
- A. Braking of motor vehicles other than motorcycles
5. Every motor vehicle other than a motorcycle shall have brakes which can be easily operated by the driver when in his driving position. These brakes shall be capable of performing the following three braking functions:
 - (a) A service brake capable of slowing down the vehicle and of stopping it safely, rapidly and effectively, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;
 - (b) A parking brake capable of holding the vehicle stationary, whatever its conditions of loading, on a noticeable upward or downward gradient, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical;
 - (c) A secondary (emergency) brake capable of slowing down and stopping the vehicle, whatever its conditions of loading, within a reasonable distance, even in the event of failure of the service brake.
6. Subject to the provisions of paragraph 5 of this Annex, the devices providing the three braking functions (service brake, secondary brake and parking brake) may have parts in common; combination of the controls shall be permitted only on condition that at least two separate controls remain.
7. The service brake shall act on all the wheels of the vehicle.
8. The secondary (emergency) brake shall be capable of acting on at least one wheel on each side of the vehicle's median longitudinal plane; the same provision shall apply to the parking brake.
9. The service brake and the parking brake shall act on braking surfaces permanently connected to the wheels through components of adequate strength.
10. No braking surface shall be capable of being disconnected from the wheels. Nevertheless, such disconnection shall be permitted in the case of some of the braking surfaces, on condition:
 - (a) That it is only momentary, as for example, during a change of gear;
 - (b) That so far as concerns the parking brake, it can be effected only by the action of the driver; and
 - (c) That so far as concerns the service or secondary (emergency) brake, braking remains possible with the efficiency prescribed in paragraph 5 of this Annex.
- 10 bis. All vehicle equipment contributing to braking shall be so designed and constructed that the efficacy of the service brake is ensured after prolonged and repeated use.
- 10 ter. The service braking action shall be properly distributed and synchronized among the various axles of the vehicle.

10 quater. If the control of the service brake is assisted, partially or totally, by an energy source other than the muscular energy of the driver, it shall be possible to stop the vehicle within a reasonable distance even in the event of the failure of the energy source.

B. Braking of trailers

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

(a) A service brake capable of slowing down the vehicle and of stopping it safely, rapidly and effectively, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;

(b) A parking brake capable of holding the vehicle stationary, whatever its conditions of loading on a noticeable upward or downward gradient, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical. This provision shall not apply to trailers which cannot be uncoupled from the drawing vehicle without the use of tools, provided that the requirements for parking brakes are satisfied for the combination of vehicles.

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

13. The service brake shall act on all the wheels of the trailer. The braking action shall be properly distributed and synchronized among the various axles of the trailer.

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

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

16. The braking devices shall be such that the trailer is stopped automatically if the coupling device breaks while the trailer is in motion. This requirement shall not apply, however, to trailers with only one axle or with two axles less than 1 m apart, provided that their permissible maximum mass does not exceed 1,500kg and, except for semi-trailers, that they are fitted, in addition to the coupling device, with a secondary attachment.

C. Braking of combinations of vehicles

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

(a) The braking devices on each of the component vehicles shall be compatible;

(b) The service braking action shall be properly distributed and synchronized between the various axles of the combination;

(c) The permissible maximum mass of a trailer without a service brake shall not exceed half of the sum of the unladen mass of the drawing vehicle and the mass of the driver.

D. Braking of motorcycles

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

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

CHAPTER II

Vehicle lighting and light-signalling devices

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

"Driving lamp" means the lamp used to illuminate the road over a long distance ahead of the vehicle;

"Passing lamp" means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or inconvenience to oncoming drivers and other road-users;

"Front position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the front;

"Rear position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the rear;

"Stop lamp" means the lamp used to indicate to other road-users to the rear of the vehicle that the driver is applying the service brake;

"Front fog lamp" means the lamp used to improve the illumination of the road in case of thick fog, falling snow, heavy rain or similar conditions;

"Rear fog lamp" means the lamp used to make the vehicle more visible from the rear in case of thick fog, falling snow, heavy rain or similar conditions;

"Reversing lamp" means the lamp used to illuminate the road to the rear of the vehicle and provide a warning signal to other road-users that the vehicle is reversing or about to reverse;

"Direction-indicator lamp" means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left;

"Parking lamp" means the lamp used to indicate the presence of a parked vehicle; it may replace the front and rear position lamps;

"Marker lamp" means the lamp positioned near the outer edge of the overall width and as near as possible to the top of the vehicle for the purpose of clearly indicating the overall width. This signal complements the position lamps for some motor vehicles and trailers by drawing particular attention to their size;

"Hazard warning signal" means the signal given by the simultaneous functioning of all the direction-indicator lamps;

"Side lamp" means the lamp installed on the side of the vehicle so as to indicate its presence when viewed from the side;

"Special warning lamp" means the lamp intended to indicate either priority vehicles or a vehicle or a group of vehicles whose presence on the road requires other road-users to take special precautions, in particular, convoys of vehicles, vehicles of exceptional size and road construction or maintenance vehicles or equipment;

"Rear registration plate illuminating device" means the device ensuring the illumination of the rear registration plate; it may be made up of several optical elements;

"Daytime (running) lamp" means a lamp intended to improve the daytime conspicuity and visibility of the front of a vehicle in running use;

"Reflex-reflector" means a device used to indicate the presence of a vehicle by reflection of light emanating from a light source unconnected with that vehicle;

"Illuminating surface" means the orthogonal projection, in a transverse vertical plane, of the effective surface from which the light is emitted. For a reflex-reflector, the effective surface is the visible surface of the reflex-reflecting optical unit.

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

21. With the exception of motorcycles, every motor vehicle capable of exceeding 40km (25miles) per hour on level road shall be equipped in front with an even number of white or selective-yellow driving lamps capable of adequately illuminating the road at night in clear weather *[words deleted]*. The outer edges of the illuminating surfaces of the driving lamps shall in no case be closer to the extreme outer edge of the vehicle than the outer edges of the illuminating surfaces of the passing lamps.

22. With the exception of motorcycles, every motor vehicle capable of exceeding 10km (6miles) per hour on level road shall be equipped in front with an even number of white or selective-yellow passing lamps capable of adequately illuminating the road at night in clear weather. A motor vehicle shall be equipped with a device such that no more than two passing lamps may be lit simultaneously. Passing lamps shall be so adjusted as to comply with the definition in paragraph 19 of this Annex.

23. Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped in front with two white front position lamps; however, selective yellow shall be permitted for front position lamps incorporated in driving lamps or passing lamps which emit a selective-yellow beam. These front position lamps, when they are the only lamps switched on at the front of the vehicle, shall be visible at night in clear weather without causing undue dazzle or inconvenience to other road-users.

24. (a) Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped at the rear with an even number of red rear position lamps visible at night in clear weather without causing undue dazzle or inconvenience to other road-users;

(b) Every trailer shall be equipped at the rear with an even number of red rear position lamps visible at night in clear weather without causing undue dazzle or inconvenience to other road-users. It shall, however, be permissible for a trailer whose overall width does not exceed 0.80m to be equipped with only one such lamp if the trailer is coupled to a two-wheeled motorcycle without side-car.

25. Every motor vehicle or trailer displaying a registration number at the rear shall be equipped with a lighting device such that the number is legible at night in clear weather.

26. The electrical connections on all motor vehicles (including motorcycles) and on all combinations consisting of a motor vehicle and one or more trailers shall be such that the driving lamps, passing lamps, front fog lamps and front position lamps of the motor vehicle and the lighting device referred to in paragraph 25 above cannot be switched on unless the rearmost rear position lamps of the motor vehicle or combination of vehicles are switched on as well.

Rear fog lamps shall be able to be switched on only if the driving lamps, the passing lamps or the front fog lamps are switched on.

However, this provision shall not apply to driving lamps or passing lamps when they are used to give the luminous warning referred to in Article 32, paragraph 3, of this Convention. In addition, the electrical connections shall be such that the front position lamps of the motor vehicle are always switched on when the passing lamps, driving lamps or fog lamps are on.

27. Every motor vehicle other than two-wheeled motorcycles without side-car shall be equipped at the rear with at least two red reflex-reflectors of other than triangular form. When illuminated by the driving, passing or fog lamps of another vehicle, the reflex-reflectors shall be visible to the driver of that vehicle at night in clear weather.

28. Every trailer shall be equipped at the rear with at least two red reflex-reflectors. These reflex-reflectors shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal. No signal lamp shall be placed inside the triangle. These reflex-reflectors shall meet the requirements for visibility laid down in paragraph 27 above. However, trailers with an overall width not exceeding 0.80m may be equipped with only one reflex-reflector if they are coupled to a two-wheeled motorcycle without side-car.

29. Every trailer shall be equipped at the front with two white reflex-reflectors of other than triangular form. These reflex-reflectors shall meet the *[words deleted]* visibility requirements laid down in paragraph 27 above.

30. A trailer shall be equipped at the front with two white front position lamps if its width exceeds 1.60m. The front position lamps thus prescribed shall be fitted as near as possible to the extreme outer edge of the trailer.

31. With the exception of two-wheeled motorcycles with or without side-car, every motor vehicle capable of exceeding 25km (15miles) per hour on a level road shall be equipped at the rear with at least two red stop lamps, the luminous intensity of which is markedly higher than that of the rear position lamps. The same provision shall apply to every trailer which is the last vehicle in a combination of vehicles.

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

(a) Every two-wheeled motorcycle with or without side-car shall be equipped with one or two passing lamps satisfying the conditions regarding colour and visibility laid down in paragraph 22 above;

(b) Every two-wheeled motorcycle with or without side-car capable of exceeding 40km (25 miles) per hour on a level road shall be equipped, in addition to the passing lamp, with at least one driving lamp satisfying the conditions regarding colour and visibility laid down in paragraph 21 above. If such a motorcycle has more than one driving lamp, these lamps shall be situated as close together as possible.

(c) *[deleted]*

33. Every two-wheeled motorcycle without side-car may be equipped at the front with one or two front position (side) lamps satisfying the conditions regarding colour and visibility laid down in paragraph 23 above. If such a motorcycle has two front position (side) lamps, these lamps shall be situated as close together as possible.

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

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

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

37. Without prejudice to the provisions concerning lamps and devices prescribed for two-wheeled motorcycles without side-car, any side-car attached to a two-wheeled motorcycle shall be equipped at the front with a front position (side) lamp satisfying the conditions regarding colour and visibility laid down in paragraph 23 above, and at the rear with a rear position (side) lamp satisfying the conditions regarding colour and visibility laid down in paragraph 24 (a) above and with a reflex-reflector satisfying the conditions regarding colour and visibility laid down in paragraph 27 above. The electrical connections shall be such that the front position (side) lamp and rear position (side) lamp of the side-car are switched on at the same time as the rear position (side) lamp of the motorcycle. *[Last sentence deleted]*

38. Motor vehicles with three wheels placed symmetrically in relation to the vehicle's median longitudinal plane, which are treated as motorcycles pursuant to Article 1, subparagraph (n), of the Convention, shall be equipped with the devices prescribed in paragraphs 21, 22, 23, 24 (a), 27 and 31 above. However, on an electric vehicle the width of which does not exceed 1.30m and the speed of which does not exceed 40km (25miles) per hour a single driving lamp and a single passing lamp are sufficient.

39. Every motor vehicle, except a moped, and every trailer shall be equipped with fixed direction-indicators with flashing amber lights, fitted on the vehicle in even numbers and visible by day and by night to road-users affected by the vehicle's movements.

40. If front fog lamps are fitted on a motor vehicle they shall emit white or selective-yellow light, be two or, in the case of a motorcycle, one in number and be placed in such a way that no point on their illuminating surface is above the highest point on the illuminating surface of the passing lamps.

41. No reversing lamp shall cause undue dazzle or inconvenience to other road-users. If reversing lamps are fitted on a motor vehicle they shall emit white or selective-yellow light. These lamps shall be lit only when the reverse gear is engaged.

42. No lamps, other than direction-indicator lamps and special warning lamps, shall emit a winking or flashing light. Side lamps may wink at the same time as direction-indicator lamps.

42 bis. Special warning lamps shall emit a winking or flashing light. Colours of these lights should conform to the provisions of Article 32, paragraph 14.

42 ter. Every motor vehicle except motorcycles and every trailer shall be so equipped that they can emit a hazard warning signal.

42 quater. If rear fog lamps are fitted on a motor vehicle or a trailer they shall be red.

42 quinquies. Every motor vehicle and every trailer more than 6 m long shall be fitted with amber side reflex-reflectors.

42 sexties. Every motor vehicle and trailer more than 1.80m wide may be fitted with marker lamps. Such lamps shall be mandatory if the width of a motor vehicle or trailer exceeds 2.10m. If these lamps are used, there shall be at least two of them and they shall emit white or amber light towards the front and red light towards the rear.

42 septies. Every motor vehicle and trailer may be fitted with side lamps. If such lamps are fitted they shall emit amber light.

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

(a) Any combination of two or more lamps, whether identical or not, but having the same function and the same colour of light, shall be deemed to be a single lamp;

(b) A single illuminating surface in the shape of a band shall be deemed to be two or an even number of lamps if it is placed symmetrically to the median longitudinal plane of the vehicle. The illumination of such a surface shall be provided by at least two light sources placed as close as possible to its ends.

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

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

CHAPTER III Other requirements

Steering mechanism

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

Driving (rear-view) mirror

47. Every motor vehicle shall be equipped with one or more driving (rear-view) mirrors; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle.

Audible warning device

48. Every motor vehicle shall be equipped with at least one audible warning device of sufficient power. The sound emitted by the warning device shall be continuous and uniform, but not strident. Priority vehicles and public passenger-transport vehicles may have additional audible warning devices which are not subject to these requirements.

Windscreen-wiper

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

Windscreen-washer

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

Windscreen and windows

51. On all motor vehicles and on all trailers:

(a) Transparent substances forming part of the vehicle's bodywork, including the windscreen and any interior partition, shall be such that in case of breakage, the risk of physical injury will be minimized;

(b) The transparent parts of the windscreen shall be made of a substance whose transparency does not deteriorate; they shall be such that they do not cause any appreciable distortion of objects seen through the windscreen, and that, in case of breakage, the driver still has a sufficiently clear view of the road.

Reversing device

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

Exhaust silencer

53. Every internal combustion engine used for propelling a motor vehicle shall be equipped with an efficient exhaust silencer.

Tyres

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

Speedometer

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

Warning device to be carried on motor vehicles

56. The device referred to in Article 23, paragraph 5, of this Convention, and in paragraph 6 of Annex 1 thereto shall be either:

(a) A signplate consisting of an equilateral triangle with a red border and with its interior part either hollow or of a light colour; the red border shall be fitted with a reflectorized strip. It may also have a red fluorescent area and/or be illuminated by transparency; the signplate shall be such that it can be stood firmly in a vertical position; or

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

Anti-theft device

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

Restraining devices

58. Wherever technically practicable all forward-facing seats of vehicles of category B as referred to in Annexes 6 and 7 of this Convention, with the exception of vehicles constructed or used for special purposes as defined by domestic legislation, shall be equipped with approved safety belts or similarly effective approved devices.

General provisions

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

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

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

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

(e) Vehicles of which the maximum permitted mass exceeds 3.5 t shall be equipped, as far as possible, with side and rear-under run devices.

CHAPTER IV

Exemptions

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

(a) Motor vehicles and trailers which, by virtue of their design, cannot exceed a speed of 30km (19miles) per hour on a level road of whose speed is limited by domestic legislation to 30km per hour;

(b) Invalid carriages, i.e. small motor vehicles specially designed and constructed – and not merely adapted – for use by a person suffering from some physical defect or disability and normally used by that person only;

(c) Vehicles used for experiments whose purpose is to keep up with technical progress and improve road safety;

(d) Vehicles of a special form or type, or which are used for particular purposes under special conditions;

(e) Vehicles adapted for use by handicapped persons.

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

(a) By authorizing the use of the colour amber for the front position lamps of motor vehicles and trailers;

(b) As regards the position of lamps on special-purpose vehicles whose external shape is such that the said provisions could not be observed without the use of mounting devices which could easily be damaged or torn off;

(c) As regards trailers, carrying long loads (tree trunks, pipes, etc.), which are not coupled to the drawing vehicle when in movement, but merely attached to it by the load;

(d) By authorizing the emission towards the rear of white light and towards the front of red light for the following equipment:

– Revolving or flashing lamps of priority vehicles;

– Fixed lamps for exceptional loads;

– Side lamps and reflex-reflectors;

– Professional lighted signs on the roof;

(e) By authorizing the emission of blue light towards the front and towards the rear for revolving or flashing lamps;

(f) By authorizing on any side of a vehicle of a special shape or kind or used for special purposes and in special conditions, alternating red retro-reflective or fluorescent and white retroreflective strips;

(g) By authorizing the emission towards the rear of white or coloured light reflected by figures or letters or by the background of rear registration plates, by distinctive signs or by other distinctive marks required by domestic legislation;

(h) By authorizing the use of the colour red for rearmost lateral reflex-reflectors and side lamps.

CHAPTER V

Transitional provisions

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

62 bis. Motor vehicles first registered and trailers put into service in the territory of a Contracting Party before the entry into force of the amendments to this Convention or within the two years following such entry into force should not be subject to the provisions of this

Annex, provided that they satisfy the provisions of Annex 5 of the 1968 Convention on Road Traffic in the wording prior to these amendments or other provisions referred to in Chapter V of the said Annex.

Appendix

DEFINITION OF COLOUR FILTERS FOR OBTAINING THE COLOURS REFERRED TO IN THIS ANNEX (TRICHROMATIC COORDINATES)

Red	limit towards yellow	$y \leq 0.335$
	limit towards purple ¹	$z \leq 0.008$
White	limit towards blue	$x \geq 0.310$
	limit towards yellow	$x \leq 0.500$
	limit towards green	$y \leq 0.150 + 0.640x$
	limit towards green	$y \leq 0.440$
	limit towards purple	$y \geq 0.050 + 0.750x$
	limit towards red	$y \geq 0.382$
Amber ²	limit towards yellow ¹	$y \leq 0.429$
	limit towards red ¹	$y \geq 0.398$
	limit towards white ¹	$z \leq 0.007$
Selective yellow ³	limit towards red ¹	$y \geq 0.138 + 0.580x$
	limit towards green ¹	$y \leq 1.29x - 0.100$
	limit towards white ¹	$y \geq -x + 0.966$
	limit towards spectral value ¹	$y \leq -x + 0.992$
Blue	limit towards green	$y = 0.065 + 0.805x$
	limit towards white	$y = 0.400 - x$
	limit towards purple	$x = 0.133 + 0.600y$

For verifying the colorimetric characteristics of these filters, a source of white light at a colour temperature of 2,854°K (corresponding to illuminant A of the International Commission on Illumination [CIE]) shall be used.

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

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

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

Annex 6

DOMESTIC DRIVING PERMIT

1. A domestic driving permit shall take the form of a document.
2. The permit may be made of plastic or paper. The preferred format for the plastic permit shall be 54 x 86 mm in size. The preferred colour of the permit shall be pink; the print and spaces for the entries to be made shall be defined by domestic legislation subject to the provisions of paragraphs 6 and 7.
3. On the front side of the permit is the title "Driving Permit" in the domestic language (domestic languages) of the country issuing the permit, as well as the name and/or the distinguishing sign of the country which issued the permit.
4. It is compulsory to indicate in the permit the data listed under the numbers given below:
 1. Family name;
 2. Given name, other names;
 3. Date and place of birth;¹
 - 4.(a) Date of issue;
 - 4.(b) Expiry date;
 - 4.(c) Name or stamp of the authority which issued the permit;
 5. Number of the permit;
 6. Photograph of the holder;
 7. Signature of the holder;
 9. Categories (subcategories) of vehicles for which the permit is valid;
 12. Additional information or limitations for each category (subcategory) of vehicles in coded form.
5. If additional information is required by domestic legislation, it shall be entered on the driving permit under the numbers given below:
 - 4.(d) Identification number for the purposes of registration, other than the number under 5 of paragraph 4;
 8. Place of normal residence;
 10. Date of issue for each category (subcategory) of vehicles;
 11. Expiry date for each category (subcategory) of vehicles;
 13. Information for purposes of registration in the case of a change in country of normal residence;
 14. Information for purposes of registration or other information related to road traffic safety.
6. All the entries on the permit shall be made only in Latin characters. If other characters are used, the entries shall also be transliterated into the Latin alphabet.

¹ The place of birth may be replaced by other particulars defined by domestic legislation.

7. The information under numbers 1-7 in paragraphs 4 and 5 should preferably be on the same side of the permit. The spaces for other data under numbers 8-14 in paragraphs 4 and 5 should be set by domestic legislation. Domestic legislation may also allocate a space on the permit for the inclusion of electronically stored information.
8. The categories of vehicles for which the driving permit may be valid are the following:
 - A. Motorcycles;
 - B. Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500kg and not more than eight seats in addition to the driver's seat; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which does not exceed 750kg; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 3,500kg;
 - C. Motor vehicles, other than those in category D, having a permissible maximum mass exceeding 3,500kg; or motor vehicles of category C coupled to a trailer the permissible maximum mass of which does not exceed 750kg;
 - D. Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat; or motor vehicles of category D coupled to a trailer the permissible maximum mass of which does not exceed 750kg;
 - BE. Motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750kg and exceeds the unladen mass of the motor vehicle; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750kg, where the combined permissible maximum mass of the vehicles so coupled exceeds 3,500kg;

CE. Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750kg;

DE. Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750kg.

9. Under categories A, B, C, CE, D and DE, domestic legislation may introduce the following subcategories of vehicles for which the driving permit may be valid:

A1. Motorcycles with a cubic capacity not exceeding 125cm³ and a power not exceeding 11 kW (light motorcycles);

B1. Motor tricycles and quadricycles;

C1. Motor vehicles, with the exception of those in category D, the permissible maximum mass of which exceeds 3,500kg but does not exceed 7,500kg; or motor vehicles of subcategory C1 coupled to a trailer, the permissible maximum mass of which does not exceed 750kg;














D1. Motor vehicles used for the carriage of passengers and having more than 8 seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; or motor vehicles of subcategory D1 coupled to a trailer, the permissible maximum mass of which does not exceed 750kg;

C1E. Motor vehicles of subcategory C1 coupled to a trailer the permissible maximum mass of which exceeds 750kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000kg;

D1E. Motor vehicles of subcategory D1 coupled to a trailer, not used for the carriage of persons, the permissible maximum mass of which exceeds 750kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000kg.

10. Domestic legislation may introduce categories and subcategories of vehicle other than those listed above. The designations of such categories and subcategories should not resemble the symbols used in the Convention to designate categories and subcategories of vehicles; another type of print should also be used.

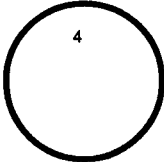
11. The categories (subcategories) of vehicles for which the permit is valid shall be represented by the pictograms in the table below.

Category code/Pictogram	Subcategory code/Pictogram
A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 

Annex 7**INTERNATIONAL DRIVING PERMIT**

1. The permit shall be a booklet in format A 6 (148 x 105 mm). The cover shall be grey and the inside pages white.
2. The outside and inside of the front cover shall conform, respectively, to model pages Nos. 1 and 2 below; they shall be printed in the national language, or in at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages conforming to model No. 3 below; they shall be printed in French. The inside pages preceding these two pages shall repeat the first of them in several languages, which must include English, Russian and Spanish.
3. Handwritten or typed entries made on the permit shall be in Latin characters or in English cursive script.
4. Contracting Parties issuing or authorizing the issuance of international driving permits of which the cover is printed in a language other than English, French, Russian or Spanish shall communicate to the Secretary-General of the United Nations the translation into that language of the text of model page No. 3 below.

MODEL PAGE No. 1
(Outside of front cover)

	1
International Motor Traffic INTERNATIONAL DRIVING PERMIT No.	
Convention on Road Traffic of 8 November 1968	
Valid until	2
Issued by	
At	
Date	
Number of domestic driving permit.....	
	3

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

² Either no more than three years after the date of issue or the date of expiry of the domestic driving permit, whichever is earlier.

³ Signature of the authority or association issuing the permit.

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

MODEL PAGE No. 2
(Inside of front cover)

This permit is not valid for the territory of:

.....
.....
.....¹
.....

It is valid for the territories of all the other Contracting Parties on condition that it is presented with the corresponding domestic driving permit. The categories of vehicles for which the permit is valid are stated at the end of the booklet.

2

This permit shall cease to be valid in the territory of another Contracting Party if its holder establishes his normal residence there.

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














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

MODEL 3
Left hand page

PARTICULARS CONCERNING THE DRIVER

Family name: 1.
 Given name, other names: 2.
 Place of birth:¹ 3.
 Date of birth: 4.
 Place of normal residence:² 5.

CATEGORIES AND SUBCATEGORIES OF VEHICLES, WITH THE
CORRESPONDING CODES, FOR WHICH THE PERMIT IS VALID

Category code/Pictogram		Subcategory code/Pictogram	
A		A1	
B		B1	
C		C1	
D		D1	
BE			
CE		C1E	
DE		D1E	

RESTRICTIVE CONDITIONS OF USE³

¹ The place of birth may be replaced by other particulars defined by domestic legislation.

² To be completed when required by domestic legislation.

³ For example: "Must wear corrective lenses", "Valid only for driving vehicle No.", "Vehicle must be equipped to be driven by a one-legged person".

⁴ Seal or stamp of the authority or association issuing the permit. This seal or stamp shall be affixed against the designation of the categories or subcategories only if the holder is licensed to drive the appropriate vehicles.

⁵ Name of State.

⁶ Signature and seal or stamp of the authority which has invalidated the permit in its territory. If the spaces provided for disqualifications on this page have already been used, any further disqualifications should be entered overleaf.

PART II
EUROPEAN AGREEMENT SUPPLEMENTING
THE 1968 CONVENTION ON ROAD TRAFFIC
 DONE AT GENEVA ON 1 MAY 1971
*(Consolidated version**)*

** Including the amendments to the European Agreement which entered into force on 28 August 1993 marked in the margin with a single line), the amendments which entered into force on 27 January 2001 marked in the margin with a zigzag line), and the amendments which entered into force on 26 March 2006 marked in the margin with a double line).

EUROPEAN AGREEMENT SUPPLEMENTING THE
CONVENTION ON ROAD TRAFFIC OPENED FOR
SIGNATURE AT VIENNA ON 8 NOVEMBER 1968

The contracting parties, being also parties to the convention on road traffic opened for signature at Vienna on 8 November 1968, desiring to achieve greater uniformity in the rules governing road traffic in Europe and to ensure a higher level of protection of the environment, have agreed as follows:

Article 1

1. The Contracting Parties, being also Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, shall take appropriate measures to ensure that the traffic rules in force and technical requirements to be satisfied by wheeled vehicles registered in their territories conform in substance to the provisions of the annex to this Agreement.
2. Provided that they are in no way incompatible with the provisions of the annex to this Agreement,
 - (a) the said rules need not reproduce such of those provisions as apply to situations which do not arise in the territories of the Contracting Parties in question;
 - (b) the said rules may include provisions not contained in the annex.
3. The provisions of this article shall not require Contracting Parties to prescribe penalties for any violation of such of the provisions of the annex as are reproduced in their traffic rules.

Article 2

1. This Agreement shall be open until 31 December 1972* for signature by States which are signatories to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, or have acceded thereto, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.
2. This Agreement shall be subject to ratification after the State concerned has ratified the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, or has acceded thereto. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.
3. This Agreement shall remain open for accession by any of the States referred to in paragraph 1 of this article which are Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968. The instruments of accession shall be deposited with the Secretary-General.

Article 3

1. Any State may, at the time of signing or ratifying this agreement, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Agreement shall become applicable to all or any of the territories for the international relations of which it is responsible. The Agreement shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Agreement for the State making the notification, whichever is the later.
2. Any State which has made a declaration under paragraph 1 of this article may at any time thereafter declare by notification addressed to the Secretary-General that the Agreement shall cease to be applicable to the territory named in the notification and the Agreement shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 4

1. This Agreement shall enter into force twelve months after the date of deposit of the tenth instrument of ratification or accession.
2. For each State ratifying, or acceding to, this Agreement after the deposit of the tenth instrument of ratification or accession, the Agreement shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.
3. If the date of entry into force applicable in pursuance of paragraphs 1 and 2 of this article precedes that resulting from the application of Article 47 of the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, this Agreement shall enter into force within the meaning of paragraph 1 of this article on the later of those two dates.

Article 5

Upon its entry into force, this Agreement shall terminate and replace, in relations between the Contracting Parties, the provisions concerning road traffic contained in the European Agreement supplementing the Convention on Road Traffic and the Protocol on Road Signs and Signals of 1949 signed at Geneva on 16 September 1950 and the European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Mass of Vehicles permitted to travel on certain roads of the Contracting Parties, signed at Geneva on 16 September 1950.

Article 6

1. After this Agreement has been in force for twelve months, any Contracting Party may propose one or more amendments to the Agreement. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Agreement.
2. (a) Any proposed amendment communicated in accordance with paragraph 1 of this article shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one third of the total number of Contracting Parties the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in paragraph 1 of this article for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.
- (b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after the date on which the Secretary-General received the notification.
3. If a proposed amendment has not been accepted in accordance with paragraph 2 of this article and if within the period of twelve months specified in paragraph 1 of this article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one third of the total number of Contracting Parties, but not less than five, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this article.
4. If a conference is convened in accordance with paragraph 3 of this article, the Secretary-General shall invite to it all the Contracting Parties and the other States referred to in article 2 of this Agreement. He shall request all States invited to the Conference to submit to him, at least six months before its opening date, any proposals which they may wish the Conference to consider in addition to the proposed amendment and shall communicate such proposals, at

least three months before the opening date of the Conference, to all States invited to the Conference.

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

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

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

7. Independently of the amendment procedure prescribed in paragraphs 1-6 of this article, the annex to this Agreement may be amended by agreement between the competent administrations of all Contracting Parties. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration of the Contracting Party in question shall be considered to have consented to the amendment to the annex only at such time as it notifies the Secretary-General that it has obtained the required authorization or approval. The agreement between the competent administrations may provide that, during a transitional period, the former provisions of the annex shall remain in force, in whole or in part, simultaneously with the new provisions. The Secretary-General shall appoint the date of entry into force of the new provisions.

8. Each State shall, at the time of signing, ratifying, or acceding to, this Agreement, inform the Secretary-General of the name and address of its administration competent in the matter of agreement as contemplated in paragraph 7 of this article.

Article 7

Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification. Any Contracting Party which ceases to be a Party to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 shall on the same date cease to be a Party to this Agreement.

Article 8

This Agreement shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months, or at such time as the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 ceases to be in force.

Article 9

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 10

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

Article 11

1. Any State may, at the time of signing this Agreement or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 9 of this Agreement. Other Contracting Parties shall not be bound by article 9 with respect to any Contracting Party which has made such a declaration.
2. Reservations to this Agreement, other than the reservation provided for in paragraph 1 of this article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument.
3. Any State shall, at the time of depositing its instrument of ratification of this Agreement or of accession thereto, notify the Secretary-General in writing to what extent any reservation made by it to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 apply to this Agreement. Any reservations to the Convention on Road Traffic which have not been included in the notification made at the time of depositing the instrument of ratification of this Agreement or of accession thereto shall be deemed to be inapplicable to this Agreement.
4. The Secretary-General shall communicate the reservations and notifications made pursuant to this article to all States referred to in article 2 of this Agreement.
5. Any State which has made a declaration, a reservation or a notification under this article may withdraw it at any time by notification addressed to the Secretary-General.
6. Any reservation made in accordance with paragraph 2 or notified in accordance with paragraph 3 of this article:
 - (a) modifies, for the Contracting Party which has made or notified the reservation, the provisions of the Agreement to which the reservation relates, to the extent of the reservation;
 - (b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which made or notified the reservation.

Article 12

In addition to the declarations, notifications and communications provided for in articles 6 and 11 of this Agreement, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 2 of the following:

- (a) signatures, ratifications and accessions under article 2;
- (b) notifications and declarations under article 3;
- (c) the dates of entry into force of this Agreement in accordance with article 4;
- (d) the date of entry into force of amendments to this Agreement in accordance with article 6, paragraphs 2, 5 and 7;
- (e) denunciations under article 7;
- (f) the termination of this Agreement under article 8.

Article 13

After 31 December 1972 the original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 2 of this Agreement.

In witness whereof, the undersigned, being duly authorized thereto, have signed this Agreement. Done at Geneva, this first day of May nineteen hundred and seventy-one, in a singly copy in the English, French and Russian languages, the three texts being equally authentic.