

No. 12415

**DENMARK
and
UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND**

**Agreement on the international carriage of goods by road.
Signed at London on 29 June 1972**

Authentic texts: Danish and English.

Registered by Denmark on 2 April 1973.

**DANEMARK
et
ROYAUME-UNI DE GRANDE-BRETAGNE
ET D'IRLANDE DU NORD**

**Accord relatif au transport international de marchandises
par route. Signé à Londres le 29 juin 1972**

Textes authentiques: danois et anglais.

Enregistré par le Danemark le 2 avril 1973.

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE KINGDOM OF DENMARK AND THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND ON THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD

The Government of the Kingdom of Denmark and the Government of the United Kingdom of Great Britain and Northern Ireland;

Desiring to facilitate the international carriage of goods by road between their two countries and in transit through their territories;

Have agreed as follows:

Article 1. DEFINITIONS

For the purposes of this Agreement:

(a) The term “carrier” shall mean any physical or legal person who, either in Denmark or in the United Kingdom, is authorised in accordance with the relevant national laws and regulations to engage in the international carriage of goods by road for hire or reward or on his own account, and references to a carrier of a Contracting Party shall be construed accordingly;

(b) The term “goods vehicle” shall mean any mechanically propelled road vehicle which is:

- (i) constructed or adapted for use and used on the roads for the carriage of goods;
- (ii) registered in the territory of one Contracting Party;
- (iii) temporarily imported into the territory of the other Contracting Party for the purpose of the international carriage of goods for delivery at or collection from any point in that territory or in transit through that territory;

or any trailer or semi-trailer for coupling to any vehicle which fulfils conditions (i) to (iii) of this sub-paragraph;

(c) the term “territory” shall mean, in relation to Denmark, the territory of the Kingdom of Denmark with the exception of the Faroe Islands and Greenland, and in relation to the United Kingdom, England and Wales, Scotland, and Northern Ireland;

(d) the competent authorities shall be:

- (i) in the Kingdom of Denmark: The Ministry of Public Works; and
- (ii) in the United Kingdom: The Department of the Environment.

¹ Came into force on 1 January 1973, i.e. the thirtieth day following the date the Contracting Parties had informed each other in writing that the measures necessary to give effect to the Agreement in their respective territories had been taken, in accordance with article 7(1).

Article 2. EXEMPTION FROM LICENSING REQUIREMENTS

(1) A carrier of one Contracting Party shall be permitted, without being required to obtain a licence for that purpose in accordance with the laws of the other Contracting Party, to import a goods vehicle temporarily into the territory of that other Contracting Party for the purpose of the carriage of goods, including return loads:

- (a) between any point in the territory of one Contracting Party and any point in the territory of the other Contracting Party;
- (b) in transit across the territory of that other Contracting Party.

(2) A carrier of one Contracting Party shall be permitted to cause an empty vehicle to be imported temporarily into the territory of the other Contracting Party for the purposes of accepting goods for carriage only if that carriage is in fulfilment of a contract concluded before the entry of the vehicle into that territory.

(3) The competent authorities of one Contracting Party shall not require that there shall be a licence issued by the competent authorities of the other Contracting Party in respect of:

- (a) the occasional transport of goods to and from airports in cases where air services are re-routed;
- (b) the carriage of luggage in trailers drawn by motor vehicles in which passengers are carried in accordance with regulations, and the carriage of luggage by vehicles of any description to and from airports;
- (c) the carriage of damaged vehicles;
- (d) the carriage of works of art;
- (e) the occasional carriage of objects or material exclusively for advertisement, information or educational purposes;
- (f) the carriage of properties, equipment or animals to or from theatrical, musical, film or circus performances or sporting events, exhibitions or fairs, or to or from the making of radio or television broadcasts or films;
- (g) the carriage of goods intended for fairs and exhibitions;
- (h) funeral transport;
- (i) household removals by undertakings using specialised personnel and equipment;
- (j) the carriage on own account of tools and spare parts for the purpose of replacing, repairing or adjusting machinery already installed by the company concerned or an associated company;
- (k) the carriage of goods in motor vehicles the laden weight of which (including any trailer) does not exceed 6,000 kilograms.

Article 3. EXCLUSION OF CABOTAGE

Nothing in this Agreement shall be held to permit a carrier of one Contracting Party to pick up goods at a point in the territory of the other Contracting Party for delivery at another point in that territory.

Article 4. COMPLIANCE WITH NATIONAL LAW

Subject to the provisions of this Agreement a carrier of one Contracting Party shall, when in the territory of the other Contracting Party, comply with the laws and regulations in force in that territory concerning road transport and road traffic.

Article 5. INFRINGEMENTS

(1) In the event of an infringement of the provisions of this Agreement by a goods vehicle, or by a driver of such a vehicle, the competent authority of the Contracting Party in whose territory the infringement occurred may notify the infringement to the competent authority of the other Contracting Party which may take any steps provided by its national laws.

(2) The competent authority receiving any such notification shall as soon as reasonably practicable inform the competent authority of the other Contracting Party of the action taken.

(3) The provisions of this Article shall be without prejudice to any lawful sanctions which may be applied by the courts or other authorities of the Contracting Party in whose territory the infringement occurred.

Article 6. REVIEW OF OPERATION

(1) At the request of one competent authority the other shall provide all relevant information which can reasonably be made available concerning the manner in which traffic covered by this Agreement has developed.

(2) At the request of either competent authority representatives of both shall meet at a mutually convenient time as a Joint Committee to review the operation of this Agreement.

Article 7. ENTRY INTO FORCE AND DURATION

(1) This Agreement shall enter into force on the thirtieth day following the date the Contracting Parties have informed each other in writing that the measures necessary to give effect to the Agreement in their respective territories have been taken.

(2) The Agreement shall remain in force for a period of one year after its entry into force. Thereafter it shall continue in force unless it is terminated by one Contracting Party giving six months' notice thereof in writing to the other Contracting Party.

IN WITNESS WHEREOF the undersigned, being duly authorised thereto by their respective Governments, have signed this Agreement.

DONE in duplicate at London, this 29th day of June, 1972 in the Danish and English languages, both texts being equally authoritative.

For the Government of the Kingdom of Denmark:
ERLING KRISTIANSEN

For the Government of the United Kingdom of Great Britain
and Northern Ireland:
ANTHONY KERSHAW