

No. 14028

**SWEDEN
and
UNION OF SOVIET SOCIALIST REPUBLICS**

**Agreement concerning international motor transport (with
protocol). Signed at Stockholm on 25 November 1970**

Authentic texts: Swedish and Russian.

Registered by Sweden on 20 May 1975.

**SUÈDE
et
UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES**

**Accord relatif aux transports routiers internationaux (avec
protocole). Signé à Stockholm le 25 novembre 1970**

Textes authentiques : suédois et russe.

Enregistré par la Suède le 20 mai 1975.

[TRANSLATION — TRADUCTION]

AGREEMENT¹ BETWEEN THE GOVERNMENT OF SWEDEN AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING INTERNATIONAL MOTOR TRANSPORT

The Government of Sweden and the Government of the Union of Soviet Socialist Republics,

Having regard to the favourable development of commercial and economic relations between them,

Desiring further to develop motor transport between the two countries and in transit through their territory,

Have decided to conclude this Agreement.

Article 1. The regular and occasional transport of passengers, including tourists, by motor-coach, the transport of tourists in passenger cars, and the transport of goods by motor vehicle (truck, with or without trailer or semi-trailer) between the two countries or in transit through their territory shall be effected in accordance with this Agreement, using the roads open to international motor traffic.

I. PASSENGER TRANSPORT

Article 2. Regular transport of passengers by motor-coach shall be organized by agreement between the competent authorities of the Contracting Parties.

Article 3. Occasional transport of passengers by motor-coach between the two countries or in transit through their territory, with the exception of the transport operations referred to in article 4 of this Agreement, shall be effected on the basis of authorizations issued by the competent authorities of the Contracting Parties. Each authorization shall be valid for one return journey, save as otherwise specified in the authorization itself.

Article 4. 1. No authorization shall be required in the case of occasional passenger transport by motor-coach:

- (a) Where the same group of passengers is carried in the same motor-coach the whole of a journey which begins and ends in the territory of the Contracting Party in which the motor-coach is registered;
- (b) Where the same group of passengers is carried in the same motor-coach for the whole of a journey which begins in the territory of the Contracting Party in which the motor-coach is registered and ends in the territory of the other Contracting Party, on condition that the motor-coach returns empty to the country in which it is registered.

2. Similarly, no authorization shall be required in the case of the replacement of a defective motor-coach by another motor-coach.

3. During the transport operations referred to in paragraph 1 of the article, the driver of the motor-coach shall carry a list of passengers.

¹ Came into force on 22 January 1971, the date of the exchange of notes confirming its approval in accordance with the legislation in force in the territory of each of the Contracting Parties, in conformity with article 23.

Article 5. The transport of tourists by motor-coach and in passenger cars between the two countries or in transit through their territory shall take place by agreement between the competent authorities of the Contracting Parties.

II. GOODS TRANSPORT

Article 6. The transport of goods between the two countries or in transit through their territory shall, with the exception of the transport operations referred to in article 7 of this Agreement, be effected by means of trucks with or without trailers or semi-trailers on the basis of authorizations issued by the competent authorities of the Contracting Parties. Each authorization shall be valid for one return journey, save as otherwise specified in the authorization itself.

Article 7. 1. No authorization shall be required for the transport of:

- (a) household effects in the case of removals;
- (b) exhibits, equipment and material intended for fairs or displays;
- (c) vehicles, animals and miscellaneous equipment and material intended for sports events;
- (d) stage scenery and theatrical properties, musical instruments, and equipment and other requisites for making films and for radio or television broadcasts;
- (e) bodies or ashes of deceased persons.

2. The exceptions referred to in paragraph 1, (c) and (d), of this article shall apply only where the goods are either to be returned to the country in which the vehicle is registered or to be exported to the territory of a third country.

Article 8. The goods transport operations referred to in this Agreement shall be effected on the basis of consignment notes corresponding in form to the generally accepted international models.

III. GENERAL PROVISIONS

Article 9. 1. The transport operations referred to in this Agreement may be effected only by carriers which are entitled under the law of their country to engage in international transport operations.

2. Motor vehicles used for international transport operations shall display the registration number and distinguishing sign of their country.

Article 10. Carriers shall not be permitted to convey passengers or goods between two points situated in the territory of the other Contracting Party.

Article 11. Payments arising from the implementation of this Agreement shall be effected in accordance with the relevant agreements in force between the Contracting Parties on the date of payment.

Article 12. Passenger and goods transport operations effected in the territory of the other Contracting Party under this Agreement and motor vehicles used for such transport operations, including motor-coaches and passenger cars used for the transport of tourists, shall be exempt on the basis of reciprocity from taxes and charges for the issue of authorizations under this Agreement and for the use of roads, and from taxes and charges which may be levied on individual transport operations.

Article 13. Transport operations may be effected under this Agreement only if compulsory civil liability insurance has first been taken out in respect of each motor vehicle used for such operations.

Article 14. Matters relating to frontier, customs and health control shall be governed by the provisions of the international agreements by which both Contracting Parties are bound, and any questions not covered by such agreements shall be settled in accordance with the domestic law of each Contracting Party.

Article 15. The Contracting Parties shall take all possible steps to facilitate the practical conduct of the transport operations referred to in this Agreement.

Article 16. In the exercise of frontier, customs and health control, priority treatment shall be accorded in the case of the transport of seriously ill persons, the regular transport of passengers of motor-coach and the transport of livestock and perishable goods.

Article 17. 1. In the case of the transport operations referred to in this Agreement, the following articles shall be exempt, on the basis of reciprocity, from customs and excise duty and from the import permit requirement when imported into the territory of the other Contracting Party:

- (a) a mutually agreed quantity of fuel contained in tanks which are designed for the particular type of motor vehicle in question and are technologically and structurally connected with the engine's fuel supply system;
- (b) lubricants;
- (c) spare parts.

2. Unused spare parts shall be re-exported, and replaced parts shall be taken out of the country, destroyed or surrendered in accordance with the regulations in force in the territory of the Contracting Party concerned.

Article 18. A carrier of one Contracting Party engaged in the transport operations referred to in this Agreement shall be required, while in the territory of the other Contracting Party, to comply with the traffic regulations and other laws in force there.

Article 19. In the event of any violation of this Agreement, the competent authorities of the country of the carrier shall, at the request of the competent authorities of the country in which the violation occurred, take the necessary action to ensure compliance with the Agreement.

The competent authorities of the country of the carrier shall notify the competent authorities of the other country of the action taken.

Article 20. 1. The competent authorities of the Contracting Parties shall provide each other once a year with a mutually agreed number of properly formulated authorization forms for goods transport operations, and for the occasional transport of passengers by motor-coach.

2. The procedure and time-limits for the exchange of authorization forms and for the return of used authorizations shall be established by agreement between the competent authorities of the Contracting Parties.

3. The competent authorities of the Contracting Parties shall maintain contact for the purpose of discussing matters relating to the application of this Agreement and exchanging experience.

Article 21. Questions not covered by this Agreement or by the international agreements by which both Contracting Parties are bound shall be settled in accordance with the domestic law of each Contracting Party.

Article 22. The Contracting Parties shall settle by means of negotiation and consultation any disputes arising in connexion with the interpretation and application of this Agreement.

Article 23. This Agreement shall be subject to approval in accordance with the legislation in force in the territory of each of the Contracting Parties. It shall enter into force on the day of the exchange of notes announcing its approval.

This Agreement is concluded for an indefinite period of time and shall remain in force until 90 days have elapsed from the date on which either Contracting Party notifies the other Contracting Party of its desire to terminate the Agreement.

DONE at Stockholm on 25 November 1970, in duplicate in the Swedish and Russian languages, both texts being equally authentic.

For the Government
of Sweden:

[Signed]
BENGT NORLING

For the Government
of the Union of Soviet
Socialist Republics:

[Signed]
E. TRUBITSYN

PROTOCOL

CONCERNING NEGOTIATIONS FOR THE CONCLUSION OF AN AGREEMENT BETWEEN THE GOVERNMENT OF SWEDEN AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING INTERNATIONAL MOTOR TRANSPORT

Following discussion between the delegation of the Government of Sweden and the delegation of the Union of Soviet Socialist Republics held in Stockholm from 31 August to 7 September and in Moscow from 5 to 8 October 1970, an Agreement was signed on 25 November 1970 between the Government of Sweden and the Government of the Union of Soviet Socialist Republics concerning international motor transport.

With regard to the application of the Agreement, the delegations agreed as follows:

1. The competent authorities within the meaning of this Agreement shall be:
 - For Sweden:
 - The Transport Commission of the Ministry of Communications;
 - For the Soviet Union:
 - For the purposes of articles 2, 3, 6, 19, 20: The Ministry of Motor Transport of the RSFSR;
 - For the purposes of article 5: The Central Board of Foreign Tourism of the Council of Ministers of the USSR and the Ministry of Motor Transport of the RSFSR.
2. The competent authorities shall, in good time, submit proposals to each other concerning the organization of regular passenger transport as provided for in article 2 of the Agreement. The proposals shall contain the following particulars: the name of the carrier (firm), the route, the time-table, the fare schedule, the stopping

points for taking on and setting down passengers, and the period during which such transport is expected to take place.

3. In establishing procedures for organizing the transport of Swedish and Soviet tourists in accordance with article 5 of the Agreement, the Transport Commission, together with the Central Board of Foreign Tourism of the Council of Ministers of the USSR, the Ministry of Motor Transport of the RSFSR and the Finance Ministry of the USSR, may exempt certain kinds of transport operation from the authorizations required under article 3 of the Agreement.

4. The term "motor-coach" in the Agreement shall be understood to mean a motor vehicle intended for the transport of passengers and having not less than nine seats including the driver's seat.

5. The Ministry of Motor Transport of the RSFSR shall report at the appropriate time any changes in the list of roads open for international motor transport.

Sweden stated that in the territory of Sweden all roads are open for international motor transport with the exception of certain roads where signs indicate that they are closed to traffic.

6. Where the transport of goods is effected by trucks with trailers or semi-trailers, such trailers or semi-trailers shall not be obliged to display the registration number and distinguishing sign of Sweden or the USSR, as applicable, provided that the truck displays the registration number and distinguishing sign of one of those countries.

7. Fuel purchased in the territory of the other Contracting Party for the re-fuelling of motor vehicle tanks which are technologically and structurally connected with the engine's fuel supply system shall not be exempt from the payment of taxes on fuel in force in that territory.

8. The Soviet Union informed Sweden that civil liability insurance in the territory of the Soviet Union extends to all damage caused to motor vehicles by third parties or by the passengers carried.

Sweden informed the Soviet Union that in the territory of Sweden, at the date of signature of this Protocol, damages under civil liability insurance are limited in all cases to a maximum sum of 1 million Swedish crowns for damage to property and 25 million Swedish crowns for physical injury to persons.

9. The term "health control" in article 16 of the Agreement shall be understood to mean health, veterinary and phytosanitary control.

10. In the application of article 17, paragraph 1 (a), fuel in quantities exceeding 400 litres may not at present be imported into the territory of the other Contracting Party free of customs duties and charges.

11. Motor vehicles may not effect transport operations in the territory of the other Contracting Party without special authorization if their dimensions, laden or unladen, exceed the standards prescribed there, or if dangerous loads are being carried. In the territory of Sweden such authorizations are issued by the State Department of Roads, and in the territory of the USSR by the Ministry of Motor Transport of the RSFSR, the Ministry of Internal Affairs of the USSR, and the relevant high-way authorities of the Union Republics.

Requests for the issue of such authorizations for transit through the territory of the USSR shall be addressed to the Ministry of Motor Transport of the RSFSR.

Where the authorization stipulates that transport operations are to be effected by a specific route, no deviation from that route shall be permitted.

This Protocol was done on 25 November 1970 in duplicate in the Swedish and Russian languages, both texts being equally authentic, and entered into force at the same time as the Agreement.

[Signed]

BENGT NORLING
Minister of Communications
of Sweden

[Signed]

E. TRUBITSYN
Minister of Road Transport
of the RSFSR
