

No. 17847

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**MULTILATERAL**

**European Agreement supplementing the Convention on road traffic opened for signature at Vienna on 8 November 1968 (with annex). Concluded at Geneva on 1 May 1971**

*Authentic texts: English, French and Russian.*

*Registered ex officio on 7 June 1979.*

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**MULTILATÉRAL**

**Accord européen complétant la Convention sur la circulation routière ouverte à la signature à Vienne le 8 novembre 1968 (avec annexe). Conclu à Genève le 1<sup>er</sup> mai 1971**

*Textes authentiques : anglais, français et russe.*

*Enregistré d'office le 7 juin 1979.*

## EUROPEAN AGREEMENT<sup>1</sup> SUPPLEMENTING THE CONVENTION ON ROAD TRAFFIC OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968<sup>2</sup>

The Contracting Parties, being also Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968,<sup>2</sup>

Desiring to achieve greater uniformity in the rules governing road traffic in Europe,

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 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.

<sup>1</sup> Came into force on 7 June 1979, i.e., 12 months after the date of deposit of the tenth instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 4 (1). Instruments of ratification or accession were deposited as follows:

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
France* .....	16 January 1974
Union of Soviet Socialist Republics* .....	27 September 1974 <i>a</i>
Byelorussian Soviet Socialist Republic* .....	17 December 1974 <i>a</i>
Ukrainian Soviet Socialist Republic* .....	30 December 1974 <i>a</i>
German Democratic Republic* .....	18 August 1975 <i>a</i>
Luxembourg .....	25 November 1975
Hungary* .....	16 March 1976
Yugoslavia .....	1 October 1976 <i>a</i>
Monaco .....	6 June 1978 <i>a</i>
Czechoslovakia* .....	7 June 1978 <i>a</i>

\* See p. 414 of this volume for the texts of the reservations and declarations made upon ratification or accession.

Subsequently, the Agreement came into force for the following States 12 months after the date of the deposit of their instruments of ratification or accession with the Secretary-General of the United Nations, in accordance with article 4(2).

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
Federal Republic of Germany* .....	3 August 1978
(With effect from 3 August 1979. With a declaration to the effect that the Agreement shall also apply to Berlin (West) with effect from the day it will come into force for the Federal Republic of Germany.)	
Bulgaria* .....	28 December 1978 <i>a</i>
(With effect from 28 December 1979.)	

\* See p. 414 of this volume for the texts of the reservations and declarations made upon ratification or accession.

<sup>2</sup> United Nations, *Treaty Series*, vol. 1042, p. 17.

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

\* In conformity with the decision of the Inland Transport Committee at its thirty-first session, the period during which the Agreement would be open for signature has been extended until 31 December 1972.

Traffic and the Protocol on Road Signs and Signals of 1949, signed at Geneva on 16 September 1950,<sup>1</sup> and the European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles permitted to travel on certain roads of the Contracting Parties, signed at Geneva on 16 September 1950.<sup>2</sup>

*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 receives 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.

<sup>1</sup> United Nations, *Treaty Series*, vol. 182, p. 286.

<sup>2</sup> *Ibid.*, vol. 133, p. 368, and vol. 251, p. 378 (addendum to the annex).

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 to 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 single copy in the English, French and Russian languages, the three texts being equally authentic.

## ANNEX

1. For the purpose of this annex, the term "Convention" means the Convention on Road Traffic opened for signature at Vienna on 8 November 1968.

2. This annex contains only the additions to, and modifications of, the corresponding provisions of the Convention.

3. *Ad article 1 of the Convention (Definitions)*

*Sub-paragraph (c).* This sub-paragraph shall be read as follows:

"Built-up area means an area with entries and exits specially sign-posted as such,"

*Sub-paragraph (n)* Three-wheeled vehicles whose unladen weight does not exceed 400 kg (900 lb) shall be treated as motor cycles.

*Additional sub-paragraph to be inserted at the end of this article.* This sub-paragraph shall be read as follows:

"Persons pushing or pulling a child's carriage, a bath chair or invalid chair, or any other small vehicle without an engine, or pushing a cycle or moped and handicapped persons travelling in invalid chairs propelled by such persons or moving at walking pace shall be treated as pedestrians."

4. *Ad article 3 of the Convention (Obligations of the Contracting Parties)*

*Paragraph 4.* The measures referred to in this paragraph may neither modify the scope of article 39 of the Convention, nor render optional the provisions it contains.

\* In conformity with the decision of the Inland Transport Committee at its thirty-first session, the period during which the Agreement would be open for signature has been extended until 31 December 1972.

5. *Ad article 6 of the Convention (Instructions given by authorized officials)*

*Paragraph 3.* The provisions of this paragraph which are recommendations in the Convention shall be obligatory.

6. *Ad article 7 of the Convention (General rules)*

*Paragraph 2.* The provisions of this paragraph which are recommendations in the Convention shall be obligatory.

*Additional paragraphs to be inserted at the end of this article.* These paragraphs shall be read as follows:

“Road users shall show extra care in relation to children, handicapped persons, such as blind persons carrying a white stick, and aged persons.

“Drivers shall take care that their vehicles do not inconvenience road-users or the occupants of properties bordering on the road, for example, by causing noise or raising dust or smoke where they can avoid doing so.”

7. *Ad article 8 of the Convention (Drivers)*

*Paragraph 2.* The provision of this paragraph which is a recommendation in the Convention shall be obligatory.

8. *Ad article 9 of the Convention (Flocks and herds).* The provision of this article which is a recommendation in the Convention shall be obligatory.

9. *Ad article 10 of the Convention (Position on the carriageway).* The title shall be read as follows: “Position on the road”.

*Additional paragraph to be inserted immediately after paragraph 1 of this article.* This paragraph shall be read as follows:

“(a) Except in case of absolute necessity, every driver shall take exclusively, where they exist, the ways, carriageways, lanes and tracks allotted to road-users in his category.

“(b) Where no lane or track is allotted to them, the drivers of mopeds, cycles and vehicles without engine may ride along any suitable verge in the direction of traffic if this can be done without inconvenience to other road-users.”

10. *Ad article 11 of the Convention (Overtaking and movement of traffic in lines)*

*Paragraph 5, sub-paragraph (b).* This provision shall not be applied.

*Paragraph 6, sub-paragraph (b).* As a result of the non-application of sub-paragraph 5 (b) of this article, the provision of the last phrase of this sub-paragraph shall not be applied.

*Paragraph 8, sub-paragraph (b).* This sub-paragraph shall be read as follows:

“Immediately before or on a level-crossing not equipped with gates or half-gates, save where road traffic is regulated by traffic light signals as used at intersections.”

11. *Ad article 12 of the Convention (Passing of oncoming traffic)*

*Paragraph 2.* This paragraph shall be read as follows:

“On mountain roads and steep roads with characteristics similar to those of mountain roads, where the passing of oncoming traffic is impossible or difficult, it is the driver of the vehicle travelling downhill who should pull in to the side of the road in order to allow any vehicle proceeding uphill to pass, except where the arrangement of lay-bys to enable vehicles to pull in to the side of the road is such that, having regard to the speed and position of the vehicles, the vehicle proceeding uphill has a lay-by ahead of it and the need for one of the vehicles to reverse could be avoided if the vehicle proceeding uphill pulled in to that lay-by. Where one of the two vehicles which are about to pass is obliged to reverse in order to make passing possible, combinations of vehicles shall have the right of way over other vehicles, heavy vehicles over light vehicles and buses over lorries; where both vehicles are of the same category, it is the driver of the vehicle proceeding downhill who should reverse unless it is manifestly easier for the driver of the vehicle proceeding uphill to do so, for example, if the latter is near a lay-by.”



12. *Ad article 13 of the Convention (Speed and distance between vehicles)*

*Paragraph 4.* This paragraph, including its sub-paragraphs (a) and (b), shall be read as follows:

“Outside built-up areas, on roads where only one lane is allotted to traffic in the direction concerned, in order to facilitate overtaking, drivers of vehicles which are subject to a special speed restriction, and drivers of vehicles or of combinations of vehicles of more than 7 m (23 feet) over-all length shall, except when they are overtaking or preparing to overtake, keep at such distances from power-driven vehicles ahead of them that other vehicles overtaking them can without danger move into the space in front of the overtaken vehicle. However, this provision shall not apply in very dense traffic or in circumstances where overtaking is prohibited.”

13. *Ad article 14 of the Convention (General requirements governing manoeuvres)*

*Paragraph 1.* This paragraph shall be read as follows:

“Any driver wishing to perform a manoeuvre such as pulling out of or into a line of parked vehicles, moving over to the right or to the left on the carriageway, particularly in order to change lanes, or turning left or right into another road or into a property bordering on the road, shall first make sure that he can do so without risk of endangering other road users travelling behind or ahead of him or about to pass him, having regard to their position, direction and speed.”

14. *Ad article 15 of the Convention (Special regulations relating to regular public-transport service vehicles).* The provision of this article which is a recommendation in the Convention shall be obligatory.

15. *Ad article 18 of the Convention (Intersections and obligation to give way)*

*Paragraph 3.* This paragraph shall be read as follows:

“Every driver emerging on to a road from a property bordering thereon shall give way to road-users travelling on that road.”

*Paragraph 4, sub-paragraph (b).* This sub-paragraph shall be read as follows:

“In States where traffic keeps to the left, the right of way at intersections shall be regulated by road signs, signals or markings.”

16. *Ad article 20 of the Convention (Rules applicable to pedestrians)*

*Paragraph 1.* This paragraph shall be read as follows:

“Pedestrians shall, wherever possible, avoid using the carriageway; if they use it they shall do so with care and they shall not unnecessarily obstruct or impede traffic.”

*Additional paragraph to be inserted immediately after paragraph 2 of this article.* This paragraph shall be read as follows:

“The provision of paragraph 2 of this article of the Convention notwithstanding, handicapped persons travelling in invalid chairs may in all cases use the carriageway.”

*Paragraph 4.* This paragraph shall be read as follows:

“Pedestrians walking on the carriageway in accordance with paragraph 2, the additional paragraph to be read immediately after paragraph 2, and paragraph 3 of this article shall keep as close as possible to the edge of the carriageway.”

*Paragraph 5.* This paragraph shall be read as follows:

“(a) Outside built-up areas, pedestrians walking on the carriageway shall keep to the side opposite to that appropriate to the direction of traffic, except where to do so places them in danger, or in special circumstances. However, persons pushing a cycle, a moped or a motor cycle, handicapped persons travelling in invalid chairs and groups of pedestrians led by a person in charge or forming a procession, shall keep to the side of the carriageway appropriate to the direction of traffic. Unless they form a procession,

pedestrians using a carriageway shall move in single file, if possible and if traffic safety so requires particularly when visibility is poor or there is very dense vehicular traffic.

“(b) The provisions of sub-paragraph (a) of this paragraph may be made applicable in built-up areas.”

*Paragraph 6, sub-paragraph (c).* This sub-paragraph shall be read as follows:

“In order to cross the carriageway elsewhere than at a pedestrian crossing sign-posted as such or indicated by markings on the carriageway, pedestrians shall not step on the carriageway without first making sure that they can do so without impeding vehicular traffic. Pedestrians shall cross the carriageway at right-angles to its axis.”

17. *Ad article 21 of the Convention (Behaviour of drivers towards pedestrians)*

*Additional paragraph to be inserted immediately after paragraph 1 of this article.* This paragraph shall be read as follows:

“Without prejudice to the provisions of article 7, paragraph 1, and article 13, paragraph 1, of the Convention, if there is on the carriageway no pedestrian crossing sign-posted as such or indicated by markings on the carriageway, drivers turning into another road shall do so giving way, if necessary stopping for this purpose, to pedestrians who have stepped on to the carriageway in the circumstances provided for in article 20, paragraph 6, of the Convention.”

*Paragraph 3.* This provision shall not be applied.

18. *Ad article 23 of the Convention (Standing and parking)*

*Paragraph 1.* This paragraph shall be read as follows:

“Outside built-up areas, standing or parked vehicles and halted animals shall so far as possible be stationed elsewhere than on the carriageway. In and outside built-up areas they shall not be stationed on cycle tracks, on pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits.”

*Paragraph 2, sub-paragraph (b).* This sub-paragraph shall be read as follows:

“Vehicles other than two-wheeled cycles, two-wheeled mopeds and two-wheeled motor cycles without sidecar shall not be parked two abreast on the carriageway. Standing or parking of vehicles shall, unless the layout of the area permits otherwise, be placed parallel to the edge of the carriageway.”

*Paragraph 3, sub-paragraph (a).* This sub-paragraph shall be read as follows:

“The standing or parking of a vehicle shall be prohibited on the carriageway:

- “(i) Within 5 m (16½ feet) before pedestrian crossings, on pedestrian crossings, on crossings for cyclists, and on level crossings;
- “(ii) On tramway or railway tracks on a road or close to such tracks, in such a way that the movement of trams or trains might be impeded.”

*Additional text to be inserted immediately after item (ii) of this sub-paragraph.* This text shall be read as follows:

“On approaches to intersections within 5 m (16½ feet) of the prolongation of the edge nearest to the transverse carriageway and on intersections, save where otherwise indicated by road signs or signals or road markings.”

*Paragraph 3, sub-paragraph (b)*

*Additional text to be inserted immediately after item (iii) of this sub-paragraph.* This text shall be read as follows:

“At any place where the vehicle would conceal road signs or traffic light signals from the view of road-users.”

*Paragraph 3, sub-paragraph (c) (i).* This provision shall be read as follows:

“Within the distance prescribed by domestic legislation, on the approaches to level crossings and within 15 m (50 feet) on either side of bus, trolley bus or rail vehicle stops, unless domestic legislation provides for a lesser distance.”

*Paragraph 3, sub-paragraph (c) (v).* This provision shall not be applied.

*Paragraph 5.* This paragraph shall be read as follows:

“(a) Every power driven vehicle other than a two-wheeled moped or a two-wheeled motor cycle without sidecar, and every trailer, coupled or uncoupled, shall, when stationary on the carriageway outside a built-up area, be signalled to approaching drivers in such a way as to give them adequate advance warning of its presence:

“(i) If the driver has been compelled to halt his vehicle at a place where standing is prohibited in accordance with the provisions of paragraph 3 (b) (i) or (ii) of this article of the Convention;

“(ii) If the conditions are such that approaching drivers cannot, or can only with difficulty, be aware in time of the obstacle which the vehicle constitutes.

“(b) The provisions of sub-paragraph (a) of this paragraph may be made applicable in built-up areas.

“(c) It is recommended, for the application of the provisions of this paragraph, that domestic legislation should provide for the use of one of the devices referred to in annex 5, paragraph 56, of the Convention.”

19. *Ad article 25 of the Convention (Motorways and similar roads)*

*Paragraph 1.* This paragraph shall be read as follows:

“On motorways and on special approach or exit roads sign-posted as motorways:

“(a) The use of the road shall be prohibited to pedestrians, animals, cycles, mopeds unless they are treated as motor-cycles, and all vehicles other than motor vehicles and their trailers, and to motor vehicles or motor-vehicle trailers which are incapable, by virtue of their design, of attaining on a flat road a speed specified by domestic legislation but which shall not be less than 40 km (25 miles) per hour;

“(b) Drivers shall be forbidden:

“(i) To have their vehicles standing or parked elsewhere than at marked parking sites; if a vehicle is compelled to stop, its driver shall endeavour to move it off the carriageway and also off the flush verge, and, if he is unable to do so, immediately signal the presence of the vehicle at a distance so as to warn approaching drivers in time; if a vehicle to which article 23, paragraph 5, of the Convention applies is involved, it is recommended that domestic legislation should provide for the use of one of the appliances referred to in annex 5, paragraph 56, of the Convention;

“(ii) To make U-turns to travel in reverse and to drive on to the central dividing strip, including the crossovers linking the two carriageways.”

*Additional paragraph to be inserted immediately after paragraph 1 of this article.* This paragraph shall be read as follows:

“Where a motorway comprises three or more lanes for the same direction of traffic the drivers of goods vehicles of more than 3500 kg (7700 lb) permissible maximum weight or of combinations of vehicles more than 7 m (23 feet) in length shall be forbidden to take any lane other than the two lanes nearest to the edge of the carriageway appropriate to the direction of traffic.”

*Paragraph 4.* This paragraph shall be read as follows:

“For the purpose of the application of paragraph 1 of this article as re-worded above, of the additional paragraph to be read immediately after paragraph 1, and of paragraphs 2 and 3 of this article of the Convention other roads reserved for motor vehicle traffic, duly

sign-posted as such and not affording access to and from properties alongside shall be treated as motorways.”

20. *Ad article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cyclists)*

*Paragraph 2.* This paragraph shall be read as follows:

“It shall be prohibited for cyclists to ride without holding the handlebars with at least one hand, to allow themselves to be towed by another vehicle, or to carry, tow or push objects which hamper their cycling or endanger other road-users. The same provisions shall apply to moped drivers and motor cyclists; in addition, however, moped drivers and motor cyclists shall hold the handlebars with both hands except when giving a prescribed signal in conformity with the Convention.”

*Paragraph 4.* This paragraph shall be read as follows:

“Moped drivers may be authorized to use the cycle track and, if considered advisable, be prohibited from using the rest of the carriageway.”

21. *Ad article 29 of the Convention (Rail-borne vehicles)*

*Paragraph 2.* This paragraph shall be read as follows:

“Special rules differing from those laid down in chapter II of the Convention may be adopted for the movement of rail-borne vehicles on the road. However, such rules may not conflict with the provisions of article 18, paragraph 7, of the Convention.”

*Additional paragraph to be inserted at the end of this article.* This paragraph shall be read as follows:

“Rail-borne vehicles in motion or standing on a track laid on the carriageway shall be overtaken on the side appropriate to the direction of the traffic. If passing or overtaking cannot be performed on the side appropriate to the direction of traffic owing to lack of space, these manoeuvres may be performed on the side opposite to that appropriate to the direction of traffic, provided that no inconvenience or danger is caused to oncoming road users. On one-way carriageways, rail-borne vehicles may be overtaken on the side opposite to that appropriate to that of the direction of traffic when traffic requirements so warrant.”

22. *Ad article 30 of the Convention (Loading of vehicles)*

*Paragraph 4.* The beginning of this paragraph shall be read as follows:

“Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; between nightfall and dawn, and also at other times when visibility is inadequate, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles, . . .”

*Paragraph 4, sub-paragraph (b).* This sub-paragraph shall be read as follows:

“Between nightfall and dawn and also at other times when visibility is inadequate, loads projecting laterally beyond the outer edge of the vehicle in such a way that the lateral outer edge is more than 0.40 m (16 inches) from the outer edge of the vehicle’s front position (side) light shall be marked at the front, and loads projecting in such a way that the lateral outer edge is more than 0.40 m (16 inches) from the outer edge of the vehicle’s rear position (side) light shall be similarly marked at the rear.”

23. *Additional article to be inserted immediately after article 30 of the Convention.* This article shall be read as follows:

“(Carriage of passengers)

“Passengers shall not be carried in such numbers or in such a way as to constitute a danger.”

24. *Ad article 31 of the Convention (Behaviour in case of accident)*

*Paragraph 1*

*Additional sub-paragraph to be inserted at the end of this paragraph.* This sub-paragraph shall be read as follows:

“If the accident has caused only material damage and if any party suffering damage is not present, the persons involved in the accident shall so far as possible give their names and addresses on the spot and shall in any case furnish this information to the party having suffered the damage as soon as possible by the most direct channel, or, failing that, through the police.”

25. *Ad article 32 of the Convention (Lighting: general requirements)*

*Paragraph 6, sub-paragraph (a).* This sub-paragraph shall be read as follows:

“Children’s carriages, bath chairs or invalid chairs and any other small vehicles, without an engine, which are pushed or drawn by pedestrians.”

*Paragraph 7.* This paragraph shall be read as follows:

“(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 sub-paragraph (a) of this paragraph are, however, not required within an appropriately lit built-up area.”

26. *Ad article 34 of the Convention (Exemptions)*

*Paragraph 2.* This paragraph shall be read as follows:

“The 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 chapter II of the Convention, as they may have been modified by this Agreement, other than those of its article 6, paragraph 2. The drivers of such vehicles shall operate such warning devices only when the urgency of their journey so warrants.”

For Albania:  
Pour l'Albanie :  
За Албанию:

For Austria:  
Pour l'Autriche :  
За Австрию:

Dr. RUDOLF MARTINS  
Subject to ratification<sup>1</sup>  
15th December 1972

For Belgium:  
Pour la Belgique :  
За Бельгию:

VAN BELLINGHEN  
Le 28 octobre 1971

For Bulgaria:  
Pour la Bulgarie :  
За Болгарию:

For the Byelorussian Soviet Socialist Republic:  
Pour la République socialiste soviétique de Biélorussie :  
За Белорусскую Советскую Социалистическую Республику:

For Cyprus:  
Pour Chypre :  
За Кипр:

For Czechoslovakia:  
Pour la Tchécoslovaquie :  
За Чехословакию:

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<sup>1</sup> Sous réserve de ratification.

For Denmark:  
Pour le Danemark :  
За Данию:

ERIK THRANE  
May 2nd, 1972

For the Federal Republic of Germany:  
Pour la République fédérale d'Allemagne :  
За Федеративную Республику Германии:

Sous réserve de ratification<sup>1</sup>  
HELMUTH BOOSS  
28 mai 1971  
SWIDBERT SCHNIPPENKÖTTER  
28. 5. 71

For Finland:  
Pour la Finlande :  
За Финляндию:

Under reservation of ratification<sup>2</sup>  
KLAUS SAHLGREN  
22nd of December 1972

For France:  
Pour la France :  
За Францию:

FERNAND-LAURENT  
Le 29 décembre 1972

For Greece:  
Pour la Grèce :  
За Грецию:

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<sup>1</sup> Subject to ratification.

<sup>2</sup> Sous réserve de ratification.

For Hungary:  
Pour la Hongrie :  
За Венгрию:

KISS DEZSÖ  
1972/XII/29

For Iceland:  
Pour l'Islande :  
За Исландию:

For Ireland:  
Pour l'Irlande :  
За Ирландию:

For Italy:  
Pour l'Italie :  
За Италию:

For Luxembourg:  
Pour le Luxembourg :  
За Люксембург:

Sous réserve de ratification<sup>1</sup>  
R. LOGELIN  
25. 5. 71.

For Malta:  
Pour Malte:  
За Мальту:

For the Netherlands:  
Pour les Pays-Bas :  
За Нидерланды:

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<sup>1</sup> Subject to ratification.



For Norway:  
Pour la Norvège :  
За Норвегию:

For Poland:  
Pour la Pologne :  
За Польшу:

For Portugal:  
Pour le Portugal :  
За Португалию:

For Romania:  
Pour la Roumanie :  
За Румынию:

CONSTANTIN ENE  
Le 6 octobre 1972

«La République socialiste de Roumanie ne se considère pas liée aux dispositions de l'article 9 de cet Accord»<sup>1</sup>

For Spain:  
Pour l'Espagne :  
За Испанию:

For Sweden:  
Pour la Suède :  
За Швецию:

BERTIL HOLMQUIST  
1 Februari 1972

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<sup>1</sup> *Translation—Traduction.* The Socialist Republic of Romania does not consider itself bound by the provisions of article 9 of this Agreement.

For Switzerland:  
Pour la Suisse :  
За Швейцарию:

Sous réserve de ratification<sup>1</sup>

JEAN HUMBERT  
31 octobre 1972

For Turkey:  
Pour la Turquie :  
За Турцию:

For the Ukrainian Soviet Socialist Republic:  
Pour la République socialiste soviétique d'Ukraine :  
За Украинскую Советскую Социалистическую Республику:

For the Union of Soviet Socialist Republics:  
Pour l'Union des Républiques socialistes soviétiques :  
За Союз Советских Социалистических Республик:

For the United Kingdom of Great Britain  
and Northern Ireland:  
Pour le Royaume-Uni de Grande-Bretagne  
et d'Irlande du Nord :  
За Соединенное Королевство Великобритании  
и Северной Ирландии:

FREDERICK MASON  
27 October 1971

For the United States of America:  
Pour les Etats-Unis d'Amérique :  
За Соединенные Штаты Америки:

For Yugoslavia:  
Pour la Yougoslavie :  
За Югославию:

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<sup>1</sup> Subject to ratification.

## RESERVATIONS AND DECLARATIONS MADE UPON RATIFICATION OR ACCESSION (a)

## RÉSERVES ET DÉCLARATIONS FAITES LORS DE LA RATIFICATION OU DE L'ADHÉSION (a)

*BULGARIA* (a)*BULGARIE* (a)

[TRANSLATION — TRADUCTION]

The People's Republic of Bulgaria does not consider itself bound by article 9 of the two Agreements<sup>1</sup> and the Protocol, which provides for compulsory arbitration.

The People's Republic of Bulgaria declares that article 3 of the two Agreements and the Protocol runs counter to the Declaration on the Granting of Independence to Colonial Countries and Peoples of 14 December 1960.<sup>2</sup>

*BYELORUSSIAN SOVIET SOCIALIST REPUBLIC* (a)

«La République populaire de Bulgarie ne se considère pas comme étant liée par l'article 9 des deux Accords<sup>1</sup> et du Protocole, qui prévoit l'arbitrage obligatoire.

«La République populaire de Bulgarie déclare que l'article 3 des deux Accords et du Protocole va à l'encontre de la Déclaration sur l'octroi de l'indépendance aux pays et aux peuples coloniaux du 14 décembre 1960<sup>2</sup>.»

*RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE* (a)

[RUSSIAN TEXT — TEXTE RUSSE]

«Белорусская Советская Социалистическая Республика считает необходимым заявить, что положения статей 3 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, относительно распространения государствами действия соглашений на территории, за внешние сношения которых они несут ответственность, являются устаревшими и противоречат Декларации Генеральной Ассамблеи ООН о предоставлении независимости колониальным странам и народам (резолюция Генеральной Ассамблеи ООН 1514/XV от 14 декабря 1960 г.), провозгласившей необходимость незамедлительно и безоговорочно положить конец колониализму во всех его формах и проявлениях.

«Белорусская Советская Социалистическая Республика не считает себя связанной статьями 9 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, предусматривающими передачу споров относительно толкования или применения соглашений в арбитраж по заявлению любой из спорящих сторон».

<sup>1</sup> United Nations, *Treaty Series*, vol. 1142, No. I-17935.

<sup>2</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

<sup>1</sup> Nations Unies, *Recueil des Traités*, vol. 1142, no I-17935.

<sup>2</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.

[TRANSLATION<sup>1</sup> — TRADUCTION<sup>2</sup>]

The Byelorussian Soviet Socialist Republic considers it necessary to state that the provisions of article 3 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 and of article 3 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968,<sup>3</sup> under which States may extend the applicability of the Agreements to territories for the international relations of which they are responsible, are anachronistic and contrary to the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples [General Assembly resolution 1514 (XV) of 14 December 1960],<sup>4</sup> which proclaims the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

The Byelorussian Soviet Socialist Republic does not consider itself bound by article 9 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 or by article 9 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968, under which disputes relating to the interpretation or application of the Agreements shall be referred to arbitration if any of the Parties in dispute so requests.

## CZECHOSLOVAKIA (a)

## [CZECH TEXT — TEXTE TCHÈQUE]

“Přistupujíc k Dohodě, vláda Československé socialistické republiky prohlašuje, v souladu s odstavcem 1 jejího článku 11, že se necítí být vázána článkem 9 Dohody.

<sup>1</sup> Translation supplied by the Government of the Byelorussian Soviet Socialist Republic.

<sup>2</sup> Traduction fournie par le Gouvernement de la République socialiste soviétique de Biélorussie.

<sup>3</sup> United Nations, *Treaty Series*, vol. 1142, No. I-17935.

<sup>4</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

## [TRADUCTION — TRANSLATION]

La République socialiste soviétique de Biélorussie juge nécessaire de déclarer que les dispositions des articles 3 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière<sup>1</sup>, aux termes desquelles les Etats peuvent étendre l'application des accords aux territoires dont ils assurent les relations internationales, ne sont plus actuelles et vont à l'encontre de la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) de l'Assemblée générale des Nations Unies en date du 14 décembre 1960]<sup>2</sup>, où est proclamée la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

La République socialiste soviétique de Biélorussie ne se considère pas comme étant liée par les dispositions des articles 9 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière, qui prévoient que les différends touchant l'interprétation ou l'application des accords seront soumis à l'arbitrage si l'une quelconque des Parties en litige le demande.

## TCHÉCOSLOVAQUIE (a)

<sup>1</sup> Nations Unies, *Recueil des Traités*, vol. 1142, n° I-17935.

<sup>2</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

“Vláda Československé socialistické republiky tuto Dohodu prozkoumala a v souladu s československými ústavními předpisy k ní přistupuje podle odstavce 3 jejího článku 2.”

## [TRANSLATION]

The Government of the Czechoslovak Socialist Republic declares, in accordance with article 11, paragraph 1, of the Agreement (Protocol), that it does not consider itself bound by article 9 of the Agreement (Protocol).

The Government of the Czechoslovak Socialist Republic declares in respect of article 3 of the Agreement (Protocol) that the said article is in contradiction with the Declaration of the United Nations General Assembly on Granting Independence to Colonial Countries and Peoples [resolution 1514 (XV)].<sup>1</sup>

## FRANCE

## [TRANSLATION — TRADUCTION]

With regard to article 20, paragraph 5, of the Agreement on Road Traffic, France does not intend to make it obligatory for pedestrians to keep to the side appropriate to the direction of traffic. Moreover, with regard to article 23, paragraph 3 (a) (i) and 3 (a) (iii), France does not intend to specify metric distances in connexion with the prohibition of standing and parking mentioned in those provisions.

GERMAN DEMOCRATIC  
REPUBLIC (a)

## [GERMAN TEXT — TEXTE ALLEMAND]

„Die Deutsche Demokratische Republik ist der Auffassung, daß die Bestimmungen des Artikels 2 des Abkommens im Widerspruch zu dem Prinzip stehen, wonach alle Staaten, die sich in ihrer Politik von den Zielen und Grundsätzen der Charta der Vereinten Nationen leiten lassen, das Recht haben, Mitglied von Konventionen zu werden, die die Interessen aller Staaten berühren.

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

## [TRADUCTION]

Le Gouvernement de la République tchécoslovaque déclare, conformément au paragraphe 1 de l'article 11 du Protocole de l'Accord, qu'il ne se considère pas lié par son article 9.

Le Gouvernement de la République tchécoslovaque déclare, en ce qui concerne l'article 3 du Protocole de l'Accord, que ledit article est en contradiction avec la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV)]<sup>1</sup>.

## FRANCE

«En ce qui concerne l'article 20, paragraphe 5, de l'Accord sur la circulation routière, la France n'entend pas imposer aux piétons de se tenir du côté correspondant au sens de la circulation. D'autre part en ce qui concerne l'article 23, paragraphe 3, a, i, et 3, a, iii, la France n'entend pas assortir de précisions métriques les interdictions d'arrêt et de stationnement stipulées dans ces textes».

RÉPUBLIQUE DÉMOCRATIQUE  
ALLEMANDE (a)

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

„Die Deutsche Demokratische Republik läßt sich in ihrer Haltung zu den Bestimmungen des Artikels 3 des Abkommens, soweit sie die Anwendung des Abkommens auf Kolonialgebiete und andere abhängige Territorien betreffen, von den Festlegungen der Deklaration der Vereinten Nationen über die Gewährung der Unabhängigkeit an die kolonialen Länder und Völker (Res.Nr.1514 (XV) vom 14. Dezember 1960) leiten, welche die Notwendigkeit einer schnellen und bedingungslosen Beendigung des Kolonialismus in allen seinen Formen und Äußerungen proklamieren.

„Die Deutsche Demokratische Republik betrachtet sich in Übereinstimmung mit Artikel 11 Absatz 1 des Abkommens nicht durch die Bestimmungen des Artikels 9 des Abkommens gebunden, wonach ein Streitfall über die Auslegung oder Anwendung des Abkommens, der nicht auf dem Verhandlungswege beigelegt wurde, auf Antrag einer der streitenden Abkommensparteien einem Schiedsverfahren zu unterwerfen ist. Die Deutsche Demokratische Republik vertritt hierzu die Auffassung, daß in jedem Einzelfall die Zustimmung aller am Streitfall beteiligten Parteien erforderlich ist, um einen bestimmten Streitfall durch ein Schiedsverfahren zu entscheiden.“

## [TRANSLATION]

The German Democratic Republic considers that the provisions of article 2 of the Agreement are inconsistent with the principle that all States pursuing their policies in accordance with the purposes and principles of the Charter of the United Nations shall have the right to become parties to conventions affecting the interests of all States.

The position of the German Democratic Republic with regard to the provisions of article 3 of the Agreement, as far as the application of the Agreement to colonial and other dependent territories is concerned, is governed by the provisions of the United Nations Declaration on the Granting of Independence to Colonial Countries and Peoples [Res. No. 1514 (XV) of 14 December 1960]<sup>1</sup> proclaiming the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

In accordance with article 11, paragraph 1, of the Agreement, the German Democratic Republic does not consider itself bound by the provisions of article 9

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

## [TRADUCTION]

La République démocratique allemande estime que les dispositions de l'article 2 de l'Accord ne sont pas conformes au principe selon lequel tous les Etats dont la politique s'inspire des buts et principes fondamentaux de la Charte des Nations Unies sont habilités à être parties à des conventions mettant en jeu les intérêts de tous les Etats.

La République démocratique allemande fonde sa position relative aux dispositions de l'article 3 de l'Accord qui concernent l'application de l'Accord aux territoires coloniaux et autres territoires dépendants sur les dispositions de la Déclaration des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960]<sup>1</sup>, qui proclame la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

Se prévalant du paragraphe 1 de l'article 11 de l'Accord, la République démocratique allemande déclare qu'elle ne se considère pas liée par les dispositions de

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

of the Agreement according to which a dispute which relates to the interpretation or application of the Agreement and which has not been settled by negotiation shall be referred to arbitration if any of the Contracting Parties in dispute so requests. The German Democratic Republic holds the view that in each case the consent of all Parties to the dispute is needed to settle a specific dispute by arbitration.

l'article 9 de l'Accord, selon lequel tout différend touchant l'interprétation ou l'application de l'Accord qui n'aura pas été réglé par voie de négociation sera soumis à l'arbitrage si l'une des parties contractantes le demande. La République démocratique allemande estime qu'un différend ne peut être soumis à l'arbitrage que si, dans chaque cas, toutes les parties en litige y consentent.

*FEDERAL REPUBLIC  
OF GERMANY*

*RÉPUBLIQUE FÉDÉRALE  
D'ALLEMAGNE*

[GERMAN TEXT — TEXTE ALLEMAND]

*Zu Abs.3 des Anhangs (Artikel 1 Buchstabe n des Übereinkommens):*

Die Bundesrepublik Deutschland betrachtet sich nicht an Abs.3 des Anhangs (Artikel 1 Buchstabe *n* des Übereinkommens) gebunden.

*Zu Abs.18 des Anhangs (Artikel 23 Abs.3 Buchstabe a neue Ziffer iii):*

Die Bundesrepublik Deutschland betrachtet sich nicht an Abs.18 des Anhangs (Artikel 23 Abs.3 Buchstabe *a* neue Ziffer iii) gebunden.

*Zu Abs.18 des Anhangs (Artikel 23 Abs.3 Buchstabe b neue Ziffer iv):*

Die Bundesrepublik Deutschland betrachtet sich nicht an Abs.18 des Anhangs (Artikel 23 Abs.3 Buchstabe *b* neue Ziffer iv) gebunden.

[TRANSLATION]

[TRADUCTION]

*Ad paragraph 3 of the annex (article 1, sub-paragraph (n), of the Convention)*

The Federal Republic of Germany does not consider itself bound by paragraph 3 of the annex (article 1, sub-paragraph (*n*) of the Convention).

*Ad paragraph 18 of the annex (article 23, paragraph 3, sub-paragraph (a), new No. (iii) of the Convention)*

The Federal Republic of Germany does not consider itself bound by paragraph 18 of the annex (article 23, paragraph 3, sub-paragraph (*a*), new No. (iii) of the Convention).

*Ad paragraph 18 of the annex (article 23, paragraph 3, sub-paragraph (b), new No. (iv) of the Convention)*

*Annexe, paragraphe 3 (alinéa n de l'article premier de la Convention)*

La République fédérale d'Allemagne ne se considère pas liée par le paragraphe 3 de l'annexe (alinéa *n* de l'article premier de la Convention).

*Annexe, paragraphe 18 (nouveau point iii de l'alinéa a du paragraphe 3 de l'article 23 de la Convention)*

La République fédérale d'Allemagne ne se considère pas liée par le paragraphe 18 de l'annexe (nouveau point iii de l'alinéa *a* du paragraphe 3 de l'article 23 de la Convention).

*Annexe, paragraphe 18 (Nouveau point iv de l'alinéa b du paragraphe 3 de l'article 23 de la Convention)*

The Federal Republic of Germany does not consider itself bound by paragraph 18 of the annex (article 23, paragraph 3, sub-paragraph (b), new No. (iv) of the Convention).

La République fédérale d'Allemagne ne se considère pas liée par le paragraphe 18 de l'annexe (nouveau point iv de l'alinéa b du paragraphe 3 de l'article 23 de la Convention).

*HUNGARY*

*HONGRIE*

[HUNGARIAN TEXT — TEXTE HONGROIS]

A Magyar Népköztársaság Elnöki Tanácsa . . . a megállapodás 11. cikkének 1. pontja alapján a megállapodás 9. cikkének rendelkezéseit nem tekinti magára kötelezőnek.

[TRANSLATION]

[TRADUCTION]

The Presidential Council of the Hungarian People's Republic does not consider itself bound by the provisions of article 9 of the Agreement, in pursuance of article 11, paragraph 1, thereof.

Le Conseil présidentiel de la République populaire hongroise ne se considère pas lié par les dispositions de l'article 9 de l'Accord, en application de son article 11, paragraphe 1.

“The Presidential Council of the Hungarian People's Republic declares that the provisions of article 2 of the European Agreement supplementing the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, opened for signature at Geneva on 1 May 1971, are at variance with the generally recognized principle of the sovereign equality of States and it considers that these international instruments should be open for participation by all interested States without any discrimination.

«Le Conseil présidentiel de la République populaire hongroise déclare que les dispositions de l'article 2 de l'Accord européen complétant la Convention sur la circulation routière ouverte à la signature à Vienne le 8 novembre 1968, ouvert à la signature à Genève le 1<sup>er</sup> mai 1971, sont contraires au principe généralement reconnu de l'égalité souveraine des Etats et estime que ces instruments internationaux doivent être ouverts à la participation de tous les Etats intéressés sans discrimination d'aucune sorte.

“The Presidential Council of the Hungarian People's Republic further declares that the provisions of article 3 of the European Agreement, supplementing the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, opened for signature at Geneva on 1 May 1971, are at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Coun-

«Le Conseil présidentiel de la République populaire hongroise déclare en outre que les dispositions de l'article 3 de l'Accord européen complétant la Convention sur la circulation routière ouverte à la signature à Vienne le 8 novembre 1968, ouvert à la signature à Genève le 1<sup>er</sup> mai 1971, sont contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples



tries and Peoples [resolution 1514 (XV) of 14 December 1960].”<sup>1</sup>

coloniaux [résolution 1514 (XV) du 14 décembre 1960]<sup>1</sup>.»

*UKRAINIAN SOVIET  
SOCIALIST REPUBLIC (a)*

*RÉPUBLIQUE SOCIALISTE  
SOVIÉTIQUE D'UKRAINE (a)*

[RUSSIAN TEXT — TEXTE RUSSE]

«Украинская Советская Социалистическая Республика считает необходимым заявить, что положения статей 3 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, относительно распространения государствами действия соглашений на территории, за внешние сношения которых они несут ответственность, являются устаревшими и противоречат Декларации Генеральной Ассамблеи ООН о предоставлении независимости колониальным странам и народам [резолюция Генеральной Ассамблеи ООН 1514 (XV) от 14 декабря 1960 г.], которая провозгласила необходимость незамедленной и безоговорочной ликвидации колониализма во всех его формах и проявлениях.

«Украинская Советская Социалистическая Республика не считает себя связанной положениями статей 9 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, которые предусматривают передачу споров относительно толкования или применения соглашений на арбитраж по заявлению одной из сторон, участвующих в споре».

[TRANSLATION]

[TRADUCTION]

The Ukrainian Soviet Socialist Republic considers it necessary to state that the provisions of article 3 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 and of article 3 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968,<sup>2</sup> under which States may extend the applicability of the Agreements to territories for the international relations of which they are responsible, are anachronistic and contrary to the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples [General Assembly resolution 1514 (XV)

La République socialiste soviétique d'Ukraine juge nécessaire de déclarer que les dispositions des articles 3 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière<sup>2</sup>, aux termes desquelles les Etats peuvent étendre l'application des accords aux territoires dont ils assurent les relations internationales, ne sont plus actuelles et vont à l'encontre de la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) de l'Assemblée générale des Nations Unies

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

<sup>2</sup> United Nations, *Treaty Series*, vol. 1142, No. 1-17935.

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

<sup>2</sup> Nations Unies, *Recueil des Traités*, vol. 1142, no 1-17935.

of 14 December 1960],<sup>1</sup> which proclaims the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

The Ukrainian Soviet Socialist Republic does not consider itself bound by the provisions of article 9 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 or of article 9 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968, under which disputes relating to the interpretation or application of the Agreements shall be referred to arbitration if any of the Parties in dispute so requests.

*UNION OF SOVIET  
SOCIALIST REPUBLICS (a)*

en date du 14 décembre 1960]<sup>1</sup>, où est proclamée la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

La République socialiste soviétique d'Ukraine ne se considère pas comme étant liée par les dispositions des articles 9 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière, qui prévoient que les différends touchant l'interprétation ou l'application des accords seront soumis à l'arbitrage si l'une quelconque des Parties en litige le demande.

*UNION DES RÉPUBLIQUES  
SOCIALISTES SOVIÉTIQUES (a)*

[RUSSIAN TEXT — TEXTE RUSSE]

«Союз Советских Социалистических Республик считает необходимым заявить, что положения статей 3 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, относительно распространения государствами действия соглашений на территории, за внешние сношения которых они несут ответственность, являются устаревшими и противоречат Декларации Генеральной Ассамблеи ООН о предоставлении независимости колониальным странам и народам [резолюция Генеральной Ассамблеи ООН 1514 (XV) от 14 декабря 1960 г.], провозгласившей необходимость незамедлительно и безоговорочно положить конец колониализму во всех его формах и проявлениях.

«Союз Советских Социалистических Республик не считает себя связанным статьями 9 Европейского соглашения, дополняющего Венскую конвенцию о дорожном движении 1968 года, и Европейского соглашения, дополняющего Венскую конвенцию о дорожных знаках и сигналах 1968 года, предусматривающими передачу споров относительно толкования или применения соглашений на арбитраж по заявлению любой из спорящих сторон».

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

[TRANSLATION<sup>1</sup> — TRADUCTION<sup>2</sup>]

The Union of Soviet Socialist Republics considers it necessary to state that the provisions of article 3 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 and of article 3 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968,<sup>3</sup> under which States may extend the applicability of the Agreements to territories for the international relations of which they are responsible, are anachronistic and contrary to the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples [General Assembly resolution 1514 (XV) of 14 December 1960],<sup>4</sup> which solemnly proclaims the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

The Union of Soviet Socialist Republics does not consider itself bound by the provisions of article 9 of the European Agreement supplementing the Vienna Convention on Road Traffic of 1968 or of article 9 of the European Agreement supplementing the Vienna Convention on Road Signs and Signals of 1968 under which disputes relating to the interpretation or application of the Agreements shall be referred to arbitration if any of the Parties in dispute so requests.

## [TRADUCTION — TRANSLATION]

L'Union des Républiques socialistes soviétiques juge nécessaire de déclarer que les dispositions des articles 3 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière<sup>1</sup>, aux termes desquelles les Etats peuvent étendre l'application des accords aux territoires dont ils assurent les relations internationales, ne sont plus actuelles et vont à l'encontre de la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) de l'Assemblée générale des Nations Unies en date du 14 décembre 1960]<sup>2</sup>, où est proclamée la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

L'Union des Républiques socialistes soviétiques ne se considère pas comme étant liée par les dispositions des articles 9 de l'Accord européen complétant la Convention de Vienne de 1968 sur la circulation routière et de l'Accord européen complétant la Convention de Vienne de 1968 sur la signalisation routière, qui prévoient que les différends touchant l'interprétation ou l'application des accords seront soumis à l'arbitrage si l'une quelconque des Parties en litige le demande.

<sup>1</sup> Translation supplied by the Government of the Union of Soviet Socialist Republics.

<sup>2</sup> Traduction fournie par le Gouvernement de l'Union des républiques socialistes soviétiques.

<sup>3</sup> United Nations, *Treaty Series*, vol. 1142, No. I-17935.

<sup>4</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

<sup>1</sup> Nations Unies, *Recueil des Traités*, vol. 1142, no I-17935.

<sup>2</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.