

**No. 21064**

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**IRELAND  
and  
DENMARK**

**Agreement on the international carriage of goods by road  
(with protocol). Signed at Dublin on 26 February 1981**

*Authentic texts: English and Danish.*

*Registered by Ireland on 21 May 1982.*

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**IRLANDE  
et  
DANEMARK**

**Accord relatif au transport international de marchandises  
par route (avec protocole). Signé à Dublin le 26 février  
1981**

*Textes authentiques : anglais et danois.*

*Enregistré par l'Irlande le 21 mai 1982.*

## AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF IRELAND AND THE GOVERNMENT OF THE KINGDOM OF DENMARK ON THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD

The Government of Ireland and the Government of the Kingdom of Denmark,  
Desiring to facilitate the international carriage of goods by road between and  
in transit through their countries,

Have agreed as follows:

### *Article 1. DEFINITIONS*

For the purposes of this Agreement:

(a) The term "carrier" shall mean a person (including a legal person) who, in either Ireland or the Kingdom of Denmark, carries goods by road for hire or reward or on his own account in accordance with the relevant national laws and regulations;

(b) The term "vehicle" shall mean any mechanically propelled road vehicle, which is constructed or adapted for the transport of goods, including any accompanying trailer or semi-trailer.

### *Article 2. SCOPE*

The provisions of this Agreement shall apply to the international carriage of goods by road for hire or reward or on own account between Ireland and the Kingdom of Denmark, in transit through either country and to or from third countries.

### *Article 3. PERMITS*

1. Except as provided in article 5 of this Agreement, a carrier of one country shall require a permit granted by the competent authority of the other country in order to engage in the international carriage of goods by road between the two countries, including the carriage of return loads, or in transit through the other country.

2. A permit shall be used only by the carrier to whom it is issued and shall not be transferable. It shall be valid for the use of a single vehicle or a coupled combination of vehicles (articulated vehicle or road train).

3. A permit may be used for transport between the two countries and in transit through the other country.

4. Permits will

(a) Be granted to Irish carriers for vehicles registered in Ireland by the Direktoratet for Vejtransport of the Kingdom of Denmark and issued by and at the discretion of the Minister for Tourism and Transport of Ireland or any authority appointed by him;

(b) Be granted to Danish carriers for vehicles registered in the Kingdom of Denmark by the Minister for Tourism and Transport of Ireland and issued by and

<sup>1</sup> Came into force on 26 April 1981, i.e., two months after the date of signature, in accordance with article 16 (1).

at the discretion of the Direktoratet for Vejtransport of the Kingdom of Denmark.

5. Permits may be of two types:

- (a) Period permits valid for an unlimited number of journeys within a period of one year. Each period permit shall be counted against the quota on the basis of a determined number of journeys, that number to be specified in the protocol to this Agreement;
- (b) Journey permits valid for one or more journeys, the outward and return journeys to count as one journey, with a maximum period of validity not exceeding three months.

#### *Article 4. UNLADEN VEHICLES*

A carrier of one country may send an unladen vehicle into the other country to collect goods; in such case the permit applying to the transport operation which is to follow shall be carried on the vehicle on entry into the other country.

#### *Article 5. EXEMPT TRAFFICS*

A permit shall not be required for

- (a) The types of carriage listed in annex 1 of the First Directive of the Council of the European Economic Community of 23rd July 1962 on the establishment of common rules for certain types of carriage of goods by road between member States, as amended from time to time;
- (b) Combined road/rail carriage of goods, as defined in the Directive of the Council of the European Communities of 17th February 1975 on the establishment of common rules for certain types of combined road/rail carriage of goods between member States, as amended from time to time;
- (c) Carriage of goods in trailers and semi-trailers unaccompanied by any towing vehicle; and
- (d) Carriage of goods on own account provided that an appropriate own account document is carried on the vehicle, the form of the document to be agreed by the competent authorities of the Contracting Parties.

#### *Article 6. QUOTAS*

1. Permits may be issued within the limits of annual quotas fixed, by mutual agreement, by the competent authorities of the Contracting Parties.

2. For this purpose the competent authorities shall exchange the necessary blank permits.

3. Permits may be issued, without counting against the quota, for the types of carriage listed in annex II of the First Directive of the Council of the European Economic Community of 23rd July 1962 on the establishment of common rules for certain types of carriage of goods by road between member States, as amended from time to time.

#### *Article 7. PROHIBITION OF CABOTAGE*

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

*Article 8. CARRIAGE TO AND FROM THIRD COUNTRIES*

A carrier of one country shall be permitted to carry goods between the other country and a third country insofar as the laws of the third country and the provisions of an Agreement between the third country and the country concerned allow such operations.

*Article 9. JOURNEY RECORDS*

1. Permits shall be accompanied by a journey record which must be completed by the carrier before each journey.

2. The competent authorities of the Contracting Parties may by agreement exempt certain categories of international transport from the use of journey records.

*Article 10. CARRIAGE AND INSPECTION OF DOCUMENTS*

The documents referred to in articles 3, 5, and 9 of this Agreement must be carried on the vehicle and produced on demand to any person duly authorised to demand them.

*Article 11. COMPLIANCE WITH NATIONAL LAW*

Carriers of either country and the crews of their vehicles must, when in the other country, comply with the laws and regulations in force in that country and in particular with those concerning transport, road traffic and Customs.

*Article 12. INFRINGEMENTS*

1. In the event of serious or repeated infringement of the provisions of this Agreement by a carrier of one country while in the other country, the competent authority of the country in which the infringement or infringements occurred may decide

(a) To issue a warning to the carrier;

(b) To issue such a warning together with a notification that any subsequent infringement may lead

(i) To the revocation of the permit or permits issued to the carrier;

(ii) Where a permit is not required, to the temporary or permanent exclusion of vehicles owned or operated by that person from the country in which the infringement occurred;

(c) To issue a notification of such revocation or exclusion;

and that competent authority may request the competent authority of the other country to convey its decision to the carrier and, in cases covered by subparagraph (c), to suspend the issue of permits to him for a specified or indefinite period.

2. The competent authority of the country receiving any such request shall as soon as reasonably practicable comply therewith and shall inform the competent authority of the other country 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 by the competent authority of the country in which the infringement occurred.

*Article 13. TAXES AND CHARGES*

1. Vehicles which are registered and currently taxed in the territory of one of the Contracting Parties, and temporarily imported into the territory of the other Contracting Party, shall be exempted from all taxes, fees, and other charges levied on the circulation or the possession of vehicles in that territory.

2. The exemptions under this article shall not apply to road tolls and value added taxes nor to customs and excise duties on fuel consumption of the motor vehicles, except the fuel being in the normal fuel-tanks of the entering motor vehicles.

*Article 14. JOINT COMMITTEE*

1. Representatives of the competent authorities shall form a Joint Committee to ensure the satisfactory implementation of the Agreement and its adaptation to developments in traffic. The Joint Committee shall meet at the request of either competent authority.

2. Each competent authority shall provide the other with any relevant information which can be made available concerning the manner in which traffic covered by this Agreement has developed.

*Article 15. PROTOCOL*

The Contracting Parties shall lay down detailed rules for the implementation of this Agreement in a Protocol signed at the same time as the Agreement. The Joint Committee established in accordance with the provisions of article 14 shall have power to modify the said protocol.

*Article 16. ENTRY INTO FORCE AND DURATION*

1. This Agreement shall enter into force 2 months after the date of signature.

2. The Agreement shall remain in force for a period of one year after its entry into force. Thereafter, it shall continue in force indefinitely unless it is terminated by either Contracting Party giving three months written notice thereof to the other Contracting Party.

DONE at Dublin on 26 February 1981, in duplicate, in the English and Danish languages, both texts being equally authentic.

For the Government  
of Ireland:

[Signed — Signé]<sup>1</sup>

For the Government  
of the Kingdom of Denmark:

[Signed — Signé]<sup>2</sup>

<sup>1</sup> Signed by Albert Reynolds — Signé par Albert Reynolds.

<sup>2</sup> Signed by G. F. K. Harhoff — Signé par G. F. K. Harhoff.

PROTOCOL DRAWN UP UNDER ARTICLE 15 OF THE AGREEMENT BETWEEN  
THE GOVERNMENT OF IRELAND AND THE GOVERNMENT OF THE KING-  
DOM OF DENMARK ON THE INTERNATIONAL CARRIAGE OF GOODS BY  
ROAD

The following detailed rules have been agreed for the implementation of the Agreement:

1. For the purposes of this Agreement, the competent authorities shall be:
  - (a) In Ireland, the Minister for Tourism and Transport or any authority appointed by him;
  - (b) In the Kingdom of Denmark, the Minister of Public Works or any authority appointed by him.

*In relation to article 3*

2. Permits issued under this Agreement shall conform to the models annexed to Directive No. 65/269 of the Council of the European Economic Community of 13th May 1965 concerning the standardisation of certain rules relating to authorisation for the carriage of goods by road between member States, as amended from time to time. Each permit shall be serially numbered.

3. Any restrictions on the use of permits shall be entered on the permits.

4. The journey record shall contain the following particulars:

- (a) The number of the permit to which it relates;
- (b) The registration number of the motor vehicle used, its maximum permissible laden weight and its unladen weight;
- (c) The points at which the goods were loaded and unloaded;
- (d) The nature and weight of the goods carried;
- (e) Space for a Customs stamp.

5. The competent authority may require that permits and journey records will be returned by the holders either after use or, in the case of unused permits, after the expiry of their period of validity.

*In relation to article 6*

6. The quotas shall be fixed by the competent authorities on the basis of the number of journeys which may be made by the carriers of either country in a year.

7. Each period permit shall be reckoned as equivalent to 15 journeys.

8. After the end of each year of operation of the Agreement, the competent authorities shall forward to each other an account of the number of journeys made during that year.

DONE at Dublin on 26 February 1981 in duplicate, in the English and Danish languages, both texts being equally authentic.

For the Government  
of Ireland:

{Signed — Signé}<sup>1</sup>

For the Government  
of the Kingdom of Denmark:

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