

No. 23665

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**DENMARK  
and  
GERMAN DEMOCRATIC REPUBLIC**

**Agreement concerning international road transport. Signed  
at Copenhagen on 12 April 1985**

*Authentic texts: Danish and German.*

*Registered by Denmark on 12 December 1985.*

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**DANEMARK  
et  
RÉPUBLIQUE DÉMOCRATIQUE ALLEMANDE**

**Accord relatif aux transports routiers internationaux. Signé  
à Copenhague le 12 avril 1985**

*Textes authentiques : danois et allemand.*

*Enregistré par le Danemark le 12 décembre 1985.*

## [TRANSLATION — TRADUCTION]

AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF THE KINGDOM OF DENMARK AND THE GOVERNMENT OF THE GERMAN DEMOCRATIC REPUBLIC CONCERNING INTERNATIONAL ROAD TRANSPORT

The Government of the Kingdom of Denmark and the Government of the German Democratic Republic, resolved to strengthen relations between Denmark and the German Democratic Republic and to engage in co-operation with regard to international road transport on the basis of full respect for the principles and provisions of the Helsinki Final Act,<sup>2</sup> and guided by the desire to regulate and promote the carriage of passengers and goods by international road transport between the two States and in transit through their territories, have agreed as follows:

## I. GENERAL PRINCIPLES

*Article 1.* 1. Co-operation between the Contracting Parties in the field of international road transport shall take place on the basis of reciprocity and mutual advantage.

2. Subject to the conditions set forth in the following articles, the Contracting Parties grant each other the right to operate services in and in transit through their territories by means of motor vehicles registered in their territory.

*Article 2.* For the purposes of this Agreement, the following definitions shall apply:

## “Motor vehicle”

- Any mechanically propelled vehicle used for the transport of passengers or goods or for the towing of road vehicles for the carriage of goods;
- A combination consisting of a vehicle as defined above and a trailer or semi-trailer intended for the carriage of goods;

## “Bus”

- Any motor vehicle intended for the carriage of more than nine persons, including the driver;

## “Regular passenger service”

- A passenger service by bus operated according to the published terms of a contract of carriage and on the basis of fares and a timetable on an established itinerary, information being provided as to the places for the picking up and/or setting down of passengers (stopping places);

## “Shuttle service”

- The carriage of groups of passengers, at specified times, between the territory of a State and a temporary domicile in the territory of another State in such a manner that the same groups of passengers are carried in buses of the same carrier in both

<sup>1</sup> Came into force on 12 April 1985 by signature, in accordance with article 18 (1).

<sup>2</sup> *International Legal Materials*, vol. 14 (1975), p. 1292 (American Society of International Law).

directions and the first return journey and the last journey are as a rule made without passengers;

“Irregular passenger service”

— Any passenger service which is not a regular service or a shuttle service.

## II. PASSENGER SERVICE

*Article 3.* 1. Regular passenger services by bus between Denmark and the German Democratic Republic and in transit by carriers domiciled in the territory of one of the Contracting Parties shall be subject to the issue of permits by both Contracting Parties. The competent authority of each Contracting Party shall issue the permit for the part of the service which is operated in its territory. The procedure for the issue of permits shall be separately determined by the competent authorities of the Contracting Parties.

2. Shuttle and irregular passenger bus service by carriers domiciled in the territory of one of the Contracting Parties from and to or through the territory of the other Contracting Party shall be subject to the issue of a permit by the latter Contracting Party.

## III. CARRIAGE OF GOODS

*Article 4.* 1. The carriage of goods in motor vehicles by carriers domiciled in the territory of one of the Contracting Parties to or from or through the territory of the other Contracting Party shall be subject to the issue of a permit by that Contracting Party.

2. No permit shall be required for:

- (a) The carriage of goods for international fairs and exhibitions;
- (b) The carriage of equipment and properties, living or dead, such as animals, vehicles, sporting equipment, theatrical scenery and properties, apparatus for film, television and radio recording or musical instruments, which are required for international sporting, cultural and other events;
- (c) Household removals;
- (d) The carriage of human remains;
- (e) The carriage of goods in motor vehicles the maximum permitted load of which does not exceed 3.5 tons;
- (f) Specialized vehicles which are intended by virtue of their design for purposes other than the carriage of passengers or goods;
- (g) A vehicle which is demonstrably substituting for a vehicle which has been damaged.

*Article 5.* The carriage of goods by motor vehicles under the terms of this Agreement shall be conducted on the basis of the consignment notes used by the carriers of the Contracting Parties in international motor traffic.

## IV. GENERAL PROVISIONS

*Article 6.* 1. The owners and drivers of motor vehicles engaged in international road transport shall be required to comply with the regulations in force in

the territory of the other State in respect of road traffic and road transport and the safe condition of motor vehicles for traffic and operating purposes.

2. The competent authorities of the Contracting Parties shall recognize each other's domestic documents relating to drivers and motor vehicles.

3. Drivers must carry with them the permits prescribed by the domestic legislation of the two States for crossing the frontier and for the operation of motor vehicles, the papers for their vehicle and the other papers required under this Agreement, and must produce them on demand to the competent authorities of the other Contracting Party.

*Article 7.* 1. The motor vehicles employed for the carriage of passengers and goods must be suitable for such carriage. When used in the territory of the other State, their weight dimensions and fittings must be in conformity with the regulations of that State.

2. Motor vehicles which, when loaded, exceed the prescribed weight or dimensions shall require a special permit from the competent authorities of the other Contracting Party.

*Article 8.* 1. The carriage of passengers and goods by motor vehicles of a carrier domiciled in the territory of one of the Contracting Parties between several points in the territory of the other Contracting Party (cabotage) shall require a special permit from the said other Contracting Party.

2. The carriage of goods by motor vehicles registered in the territory of one of the Contracting Parties from the territory of the other Contracting Party to a third State shall require a special permit from the said other Contracting Party.

*Article 9.* The transport operations referred to in this Agreement may be carried out by carriers which are domiciled in the territory of one of the Contracting Parties and which are permitted under the domestic regulations of that State to operate international road transport services.

*Article 10.* The competent authorities of the Contracting Parties may agree to a mutual exchange of bulk supplies of blank permits or to reciprocal exemption from the licence requirements of article 3, paragraph 2, article 4, paragraph 1, and article 8 regarding permits.

*Article 11.* 1. The taxes and charges to be paid for motor vehicles, road use, the operation of transport services and the issue of permits shall be determined in accordance with the domestic regulations of the Contracting Parties.

2. The competent authorities of the Contracting Parties may agree on the reciprocal exemption from or reduction of the taxes and charges referred to in paragraph 1 above.

*Article 12.* The vehicles employed in international traffic under the terms of this Agreement must carry liability insurance in accordance with the regulations of the other State.

*Article 13.* The competent authorities of the Contracting Parties shall inform each other concerning the domestic regulations in force in their State in respect of road transport.

*Article 14.* 1. Should the competent authorities of one Contracting Party become aware of a violation of this Agreement or of their domestic regulations by owners or drivers of motor vehicles registered in the territory of the other Contracting Party, they may prohibit the operation of the service.

2. The competent authorities of the Contracting Party in which the motor vehicles are registered shall be promptly notified of the prohibition referred to in paragraph 1 above.

*Article 15.* Representatives of the competent authorities of the Contracting Parties may at the request of either side meet in a Mixed Commission in order to consult on or settle questions arising out of the application or interpretation of this Agreement. The procedure for the convening and conduct of meetings of the Mixed Commission shall be agreed on separately between the Minister of Transport and Communications of the Kingdom of Denmark and the Minister of Transport of the German Democratic Republic.

*Article 16.* The provisions of this Agreement shall not affect the regulations of the Contracting Parties concerning border, customs and currency controls or their health, veterinary, plant health and other regulations for the maintenance of public order and safety.

#### V. FINAL PROVISIONS

*Article 17.* Amendments of and additions to this Agreement shall require the written agreement of both Contracting Parties.

*Article 18.* 1. This Agreement shall enter into force on signature.

2. This Agreement shall remain in force for a period of five years. It shall continue in force thereafter for successive periods of one year, unless one of the Contracting Parties gives notice of termination in writing no later than six months before the expiry of the period of validity.

DONE at Copenhagen on 12 April 1985, in duplicate in the Danish and German languages, both texts being equally authentic.

For the Government of the Kingdom of Denmark:

UFFE ELLEMANN-JENSEN

For the Government of the German Democratic Republic:

OSKAR FISCHER

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