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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

(Ninety-third session, 19-21 October 1999,  
agenda item 4 (b))

**HARMONIZATION OF REQUIREMENTS CONCERNING  
INTERNATIONAL ROAD TRANSPORT AND FACILITATION OF ITS OPERATION**

Development of provisions on the facilitation of  
international road transport

Report of the Ad hoc Working Group on the Revision of the  
Consolidated Resolution on the Facilitation of  
International Road Transport (R.E.4)

(25-26 March 1999, Geneva)

ATTENDANCE

1. The Ad hoc Working Group on the Revision of R.E.4 was held in Geneva from 25 to 26 March 1999. Representatives of Romania, Switzerland and the Russian Federation were present. Representatives of the European Community (DG-VII) and the International Road Transport Union (IRU) also participated. The meeting was conducted in English and French with no interpretation, as previously agreed.

ADOPTION OF THE AGENDA

2. The informal agenda presented by the secretariat was adopted with no modifications.

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## SELECTION OF CHAIRMAN

3. At the request of the Ad hoc Working Group, the representative of Romania, Mr. M.-C. Urgan, served as Chairman.

## BACKGROUND AND MANDATE FOR THE AD HOC WORKING GROUP

4. The secretariat opened the meeting, noting that the Inland Transport Committee had, at its sixty-first session (8-11 February 1999), endorsed the decision of the Working Party on Road Transport (SC.1) to convene an Ad hoc Working Group on the Revision of R.E.4, with a view to drafting a revised text that could be more widely accepted by Governments (ECE/TRANS/128, para. 49).

5. The Ad hoc Working Group recalled that the Working Party on Road Transport had, at its ninety-first session (15-17 October 1997), accepted the offer by the International Road Transport Union (IRU) to draw up a new draft of R.E.4, with the assistance of the Government of Romania. At its ninety-second session (19-21 October 1998), the Working Party considered the document submitted by the IRU (TRANS/SC.1/1998/6) which aimed to contrast those provisions in the former R.E.4 acceptable to Governments, and those items to which objections had been raised in the past.

## CONSIDERATION OF RELATED WORK UNDER WAY IN OTHER ORGANIZATIONS

6. The Ad hoc Working Group decided to base its discussion on TRANS/SC.1/1998/6, while incorporating also inputs from work underway in other organizations, including the European Commission (DG-VII) and the European Conference of Ministers of Transport (ECMT).

## CONSIDERATION OF PROPOSALS TO AMEND R.E.4

7. The IRU introduced its document, noting the importance of updating R.E.4 to take account of developments in international road transport including the General Agreement on Tariffs and Trade (GATT), the General Agreement on Tariffs and Services (GATS) and inputs from the Second Pan-European Transport Conference (1997, Helsinki), and highlighted certain principles emanating from these, including: reciprocity (OSCE), freedom of transit (GATS), principle of non-discrimination (GATS) and most-favoured nation (MFN) treatment (GATT and GATS).

8. With regard to fiscal issues, the Ad hoc Working Group underlined the importance of maximizing transport efficiency for road users and transport operators, and recommended that the harmonization of road-user charges be considered over the long term. It was noted that a PHARE study was under way which examined taxation of road transport users in 13 countries. A prior study by the IRU on road tax levied in transition countries (TRANS/SC.1/1998/9), as well as a study by the Government of Switzerland (*ARedevances sur le trafic routier en Europe*, 1998) were also cited as the possible basis for further work in this area.

9. The Ad hoc Working Group examined in detail all sections of the Consolidated Resolution related to international goods transport.

10. The Ad hoc Working Group requested the secretariat to contact the following organizations for advice on sections of R.E.4 where it felt it did not have the competence to make recommendations: the World Trade Organization (WTO) regarding the compatibility of R.E.4 with provisions in Article V of the

GATT (see paragraphs 11- 14 of the present Report); Directorate-General VII of the European Commission regarding section 2 on passenger transport; and the Council of Bureaux of the Green Card Insurance System regarding section 5 and Annex 2 on insurance of vehicles. The secretariat has reflected the comments received from those organizations in the attached new draft version of R.E.4.

11. The World Trade Organization (WTO) responded that the concept of reciprocity (1.2.2.2 and 1.2.1.3) as foreseen in the principles of R.E.4 does not exist in the WTO legal environment. Article V (Transit) of the GATT 1947 prescribes the facilities that have to be granted by all WTO Members to all WTO Members. If a Member is at fault in complying with the obligations of that Article, other Members cannot unilaterally withdraw facilities to be granted under Article V, based on their own understanding of whether or not another Member is in compliance with these obligations. Likewise, where the services schedules of Members contain concessions on road transport, the adherence to these concessions is not to be decided unilaterally by other Members.

12. Rather, WTO Members have to engage in a dispute settlement process. If it is found through the Dispute Settlement Mechanism that a Member is not in compliance with its obligation, this Member has to rectify this situation. In case a Member fails to bring its regime into accordance with its obligations, the other Member may ask for compensation or suspend concessions (e.g. facilities under Article V, or other services concessions, but possibly also other concessions such as tariff rates etc.) as long as the non-compliance persists.

13. The WTO solution to non-compliance is thus a different one than in R.E.4, as it demands the use of the Dispute Settlement Mechanism and WTO law applies to Members regardless of obligations they wish to undertake elsewhere.

14. More generally, since no jurisprudence exists on Article V of the GATT 1947, the Article is still open to interpretation. However, the WTO could not find any other obvious discrepancies between the R.E.4 and Article V. As far as transit is concerned, and in as far as road transport services commitments exist in the individual schedules of Members, the general principle of non-discrimination among Members needs to be observed. This, again, is in conflict with the reciprocity clause, and may not entirely reflect the realities of current road transport and transit practices in Europe.

15. The revised provisions of R.E.4 as agreed by the Ad hoc Working Group are contained in the Annex to the present report and will be submitted to the Working Party on Road Transport for adoption at its ninety-third session (19-21 October 1999).

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Annex

**CONSOLIDATED RESOLUTION ON THE FACILITATION OF INTERNATIONAL  
ROAD TRANSPORT (R.E.4)**

**Draft revision**

The Working Party on Road Transport

Noting that, within the framework of the Consolidated Resolution, international treaties and other international legal instruments not developed under the aegis of the ECE should be taken into account, of which certain provisions are directly related to international road transport, including in particular:

- the Final Act of the Conference on Security and Co-operation in Europe (Helsinki 1975),
- the 1994 Marrakesh Protocol (1994 GATT and 1994 GATS) establishing the World Trade Organization,
- the Consolidated Resolution on Road Goods Transport drawn up under the aegis of the European Conference of Ministers of Transport (ECMT, 1994),
- the Consolidated Resolution on Passenger Transport drawn up under the aegis of the European Conference of Ministers of Transport (ECMT, 1995),
- the Declaration "Towards a European Wide Transport Policy" adopted by the 1997 Helsinki Conference,

Noting that, for the purpose of facilitating the international transport of passengers and goods by road in Europe, a number of international instruments have been drawn up under the auspices of ECE (see list in annex 4 to this document),

Noting on the other hand that such instruments are not uniformly applied and do not cover all aspects of international road transport, some of which have been dealt with by a number of recommendations and resolutions adopted within the framework of the Working Party on Road Transport,

Being aware of the need to update and rearrange certain of these recommendations and resolutions,

Desiring to secure the greatest possible simplification and harmonization of road transport regulations and procedures in Europe, with the aim of setting up a road transport regime which is coherent, flexible, simple and designed to promote coordination among the various means of transport,

Recommends Governments which have not yet done so to ratify or accede to the international instruments forthwith to the fullest extent, and if they are not yet in a position to ratify or accede to them nevertheless to apply the provisions of these instruments forthwith and to the fullest extent possible,

Recommends Governments to implement rules which conform to the recommendations of this Consolidated Resolution as set out below,

Recommends that when concluding among themselves bilateral and multilateral agreements Governments provide, if possible, for more liberal treatment than foreseen under this resolution, in which case the relevant provisions of this resolution should not apply.

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## I. REGULATION OF INTERNATIONAL ROAD TRANSPORT

### 1. Introductory provisions

1.1. Road transport shall be carried out in a way that does not interfere with the public order, security, health and morality of the host country and shall comply with the latter's legislation and international commitments in this field.

### 1.2. Applicable principles

1.2.1. The regimes referred to in paragraphs 2.2. and 3.2 below should be implemented in accordance with the following:

1.2.1.2. The road services of countries granting facilities should enjoy equivalent facilities in the beneficiary countries;

1.2.1.3. Governments reserve the right to withhold certain provisions contained in this Consolidated Resolution from operators licensed in other countries which do not apply the principle of reciprocity.

1.2.1.4. Governments should ensure that transport operators conform to the laws and regulations of a technical or administrative character in force on the territory where the transport operation is carried out, in particular laws and regulations governing transport and road traffic and multilateral and bilateral agreements.

1.2.1.5. In order to reduce border waiting times for formalities and checks, Governments shall endeavour to:

1.2.1.5.1. Provide installations, if possible on a joint basis, regularly taking into account developments in traffic and checking requirements;

1.2.1.5.2. Ensure an adequate number of border personnel in relation to traffic requirements and the necessary training and resources to carry out their tasks;

1.2.1.5.3. Harmonize the opening times of border-crossing points and the activities of control authorities;

1.2.1.5.4. Carry out checks with minimum delays and promote, together with the Governments of neighbouring countries, coordinated checking procedures;

1.2.1.5.5. Give other Governments advance notice of any new requirements concerning border checks.

1.2.1.6. Governments requiring entry visas into their country from the road vehicle crews of certain countries should if possible issue, on request, annual multiple-entry visas without unnecessary formalities or restrictions.

1.2.1.7. Tolls or road-user charges may be levied in compensation for environmental damage in the country concerned and for expenses incurred by this country for road construction and maintenance. Any such charges established by domestic legislation or by bilateral or multilateral agreement should be commensurate to the actual costs caused by road traffic; the practical implementation of such charges might take the form of a vignette. No distinction shall be made between road vehicles registered in different countries having accepted this principle.

1.2.1.8. Each Government, circumstances permitting, shall apply, to any of its laws and regulations or international agreements contrary to these principles accepted, any necessary amendments aiming at

harmonizing them with accepted principles, and shall refrain from decreeing further laws or entering into further agreements contrary to these principles.

1.2.1.9. With respect to all charges, regulations and formalities in connection with transit and bilateral traffic, and without prejudice to principles 1.2.1.2 and 1.2.1.3, each Government shall accord to road vehicles and their crews registered in the territory of any other Government having accepted these principles, treatment no less favourable than the treatment accorded to traffic to or from any third country.

1.2.1.10. Without prejudice to the principles listed below, Governments may subject bilateral road transport operations to a system of authorizations, with or without quotas, on a bilateral or preferably multilateral basis.

1.2.1.11. Governments having in their country a system of authorizations for bilateral road transport should if possible issue, on request, an authorization to the carriers of any country other than those with which they have concluded bilateral or multilateral agreements.

1.2.1.12. Without prejudice to other provisions of these principles, freedom of transit shall be granted on major international traffic routes (E-roads in Europe, similar roads on other continents). Transit cannot be banned from the roads of the transit country, subjected to transit duties or any other taxes, to quotas or any other restrictions by a transit country Government or by persons acting either in an organized group or individually, from the roads of the transit country. In particular, this Government shall not:

1.2.1.12.1. Impose on road vehicles any obligations, financial charges or formalities resulting in practice in a ban or a restriction on transit, unless such obligations, charges or formalities result from bilateral or multilateral agreements;

1.2.1.12.2. Apply any discrimination, de jure or de facto, against the road vehicles of another country.

1.2.1.13. The following measures are not incompatible with principle 1.2.1.9: measures taken in order that vehicles carrying passengers or perishable foodstuffs or vehicles under cover of a customs transit document, when crossing a border, do not have to wait their turn among vehicles which respectively do not carry passengers or perishable foodstuffs or are not under cover of a customs transit document.

1.2.1.14. Any Government may, provided that no distinction is made between the road vehicles of countries having accepted these principles and that such rights are not abused, exercise the following rights:

1.2.1.14.1. Temporarily suspend, on specific sections of major international traffic routes on its territory, the right of transit of road vehicles, provided that such suspension be indispensable to the safeguarding of the country's public order, security or public health;

1.2.1.14.2. Temporarily introduce, on specific sections of major international traffic routes on its territory, any traffic diversions as necessary to road construction and maintenance or dictated by exceptional circumstances resulting from the road traffic situation;

1.2.1.14.3. Decide on an appropriate timing or specific route to be followed by oversized or overweight transport operations and by transport operations of dangerous goods;

1.2.1.14.4. Ensure favourable conditions for transit on the sections of major international traffic routes on its territory and, in particular, eliminate any bottlenecks on these roads and at its borders and facilitate transit traffic flows with other special measures.

1.2.1.15. No provision of these principles shall preclude the right of Governments whose countries have entered into a customs or other union or into an economic area to adopt specific rules to govern reciprocal road transport, cabotage, traffic between third countries and transit traffic.

## 2. Passenger transport

### 2.1. Definitions

For the purpose of this Consolidated Resolution

2.1.1. The expression "passenger service by road" means:

2.1.1.1. The carriage of passengers by road by means of passenger transport vehicles which by virtue of their construction and their equipment are suitable for carrying more than nine persons, including the driver, and are intended for that purpose;

2.1.1.2. Journeys of vehicles as defined in subparagraph 2.1.1.1 above when unladen, provided the journeys are made with a view to a carriage operation as referred to in that subparagraph.

2.1.2. A passenger service is said to be "in transit" in a particular country if it passes through that country in the course of a journey starting and finishing in another country and if, unless otherwise authorized, no passengers are picked up or set down on the territory of the country passed through.

2.1.3. "Regular services" are services which provide for the carriage of passengers according to a specified frequency and along specified routes, whereby passengers may be taken up or set down during a journey at predetermined stopping points. Regular services may be subject to the obligation to respect previously established timetables and tariffs.

2.1.3.1. Services which provide for the carriage of specified categories of passengers to the exclusion of other passengers, in so far as such services are operated under the conditions set out in paragraph 2.1.3 above, shall also be considered to be regular services. Such services, in particular those providing for the carriage of workers to and from their place of work, or of schoolchildren to and from school, are called "special regular services".

2.1.3.2. A regular service may be subject to the obligation to respect previously established and published conditions. The regular character of the service is not affected by the fact that the service may be adjusted according to the varying needs of those concerned.

2.1.4. "Shuttle services" are services whereby, by means of repeated outward and return journeys, previously formed groups of passengers are carried from a single place of departure to a single destination. Each group consisting of the passengers who made the outward journey, shall be carried back to the place of departure on a later journey. The places of departure and destination mean respectively the place where the journey begins and the place where the journey ends, together with, in each case, the surrounding locality.

2.1.4.1. In the course of shuttle services, no passenger may be taken up or set down during the journey.

2.1.4.2. The first return journey and the last outward journey of a series of shuttles are made unladen.

2.1.4.3. However, the classification of a transport operation as a shuttle service is not affected by the fact that, with the agreement of the competent authority in the countries concerned:

2.1.4.3.1. Passengers make the return journey with another group;

2.1.4.3.2. Passengers are taken up or set down along the way;

2.1.4.3.3. The first outward journey and the last return journey of the series of shuttles are made unladen.

2.1.5. "Occasional services" are services falling neither within the definition of a regular service, nor within that of a shuttle service. They include the types of service mentioned in subparagraphs 2.1.5.1. and 2.1.5.2. below. Unless authorized by the competent authorities of the countries concerned, no passenger may

be taken up or set down in the course for a journey by an occasional service.

2.1.5.1. "Closed-door tours" are services whereby the same vehicle is used to carry the same group of passengers throughout the journey and to bring them back to their place of departure.

2.1.5.2. "Outward laden, return unladen services" are services to which passengers are carried during the outward journey and the vehicles return empty except for the crew.

2.1.5.3. "Other services" are services which according to the preceding definitions are neither closed-door tours, nor trips with laden outward and unladen return journey. They include in particular some services where the outward journey is made unladen and the return laden.

2.1.6. The term "carrier" means any physical or legal person who is authorized in conformity with the applicable national laws and regulations to perform the carriage of passengers.

## 2.2. Regime applicable

### 2.2.1. Regular services

2.2.1.1. Regular and special regular services as defined in paragraph 2.1.3 above shall, as the case may be, be operated under a regular service authorization or under a special regular service authorization (hereinafter called "authorization").

2.2.1.2. Decisions on an application to introduce a regular service, to vary the conditions subject to which a service is operated, or to renew an authorization are to be made by the competent authorities of the countries concerned.

2.2.1.3. The competent authority of the country to which the application is made should endeavour to grant or deny the authorization as rapidly as possible taking into account however the checks which the authorities may consider necessary.

2.2.1.4. Every authorization shall specify the following:

2.2.1.4.1. The route of the service, giving in particular frontier-crossing points, stopping points where passengers are taken up or set down and in the case of special regular services, the category of persons accepted for carriage and their destinations;

2.2.1.4.2. The period of operation of the services;

2.2.1.4.3. The frequency of services;

2.2.1.4.4. Timetables and driving-time and rest-time schedules of crews;

2.2.1.4.5. Fares;

2.2.1.4.6. The vehicles to be used in operating the service;

2.2.1.4.7. Special conditions (if any);

2.2.1.4.8. The period of validity of the authorization.

2.2.1.5. Governments should attach to the authorizations they grant for regular services a validity of not less than three years, or if their legislation does not allow them to issue authorizations valid for a period other



than one year, to consider the possibility of so acting that the carriers may be assured of having their authorizations renewed at least twice, on the understanding that whatever the term of the authorization there shall be no impediment to the cancellation of an authorization if the conditions under which it was granted are not being fulfilled. The dates of entry into force or expiry of authorizations when issued by more than one country should be harmonized.

2.2.1.6. While the authorization is valid for that portion of the itinerary which lies in the territory of the country issuing the authorization, Governments should, whenever possible, make bilateral or multilateral arrangements providing for authorizations issued by the countries of origin to cover also countries passed through in transit.

2.2.1.7. Governments of countries whose territory is crossed in transit by a regular passenger transport service for which the countries of departure and destination are prepared to grant the necessary authorizations should do so on presentation of an application stating the route, frequency, timetables and tariffs.

#### 2.2.2. Shuttle services

2.2.2.1. Shuttle services as defined in paragraph 2.1.4. above shall be operated under a shuttle service authorization (hereinafter called "authorization"). Provision of accommodation may be required as a condition for the issue of the authorization.

2.2.2.2. Applications for such authorizations must be addressed to the competent authorities of the countries in whose territories the carrier intends to effect the carriage.

2.2.2.3. The competent authority receiving the application shall grant or deny the authorization if possible within 30 days.

2.2.2.4. Each authorization shall specify the following:

2.2.2.4.1. The form of shuttle service;

2.2.2.4.2. The route of the service, giving in particular the place of departure, place of destination, stopping points, and frontier-crossing points;

2.2.2.4.3. The vehicles to be used to operate the service;

2.2.2.4.4. The number and dates of the journeys;

2.2.2.4.5. Time-tables and driving-time and rest-time schedules of crews;

2.2.2.4.6. Any exemptions granted under the provisions of paragraphs 2.1.1.3 and 2.2.2.5;

2.2.2.4.7. The period of validity of the authorization.

2.2.2.5. The following facilities shall also be available:

2.2.2.5.1. The holder of an authorization shall be permitted to accept on any return journey some of the passengers who made the outward journey with another group.

2.2.2.5.2. The holder of an authorization may be authorized to take up passengers during the outward journey, and to set down passengers on the return journey, at not more than three places, other than the place

of departure, situated in the territory of the State from which the service departs. The holder of an authorization may be authorized to set down passengers during the return journey, at not more than three places, other than the place of destination situated in the territory of the State in which the destination of the service is located. Subject to the agreement of the competent authorities, the number of stops specified in this paragraph may be increased.

2.2.2.5.3. In the case of passengers coming from third countries and formed into groups at an airport on arrival by sea, under a contract concluded before their arrival in the country where they are to be taken up, the possibility of making the first outward journey and the last return journey of a shuttle series unladen may be allowed with the agreement of the competent authorities of the countries concerned.

### 2.2.3. Occasional services

2.2.3.1. Closed-door tours (see paragraph 2.1.5.1 above).

Authorization shall not be required on the territory of any country other than that in which the vehicle is registered for occasional passenger transport in the form of "closed-door" circular tours.

2.2.3.2. Outward laden, return unladen services (see paragraph 2.1.5.2 above).

Authorization shall not be required on the territory of any country other than that in which the vehicle is registered for services which made the outward journey laden and the return journey unladen.

2.2.3.3. Outward unladen, return unladen services (see paragraph 2.1.5.3 above).

Authorization shall not be required in any country other than that in which the vehicle is registered for those of the other occasional services concerned, i.e., where:

2.2.3.3.1. The outward journey is made unladen and all the passengers are taken up at the same place, and

2.2.3.3.2. The passengers:

2.2.3.3.2.1. Constitute groups formed in the territory of a country other than that in which the vehicle is registered and other than that on whose territory the passengers are taken up, under contracts of carriage concluded before their arrival in that territory, and are carried into the territory of the country in which the vehicle is registered; or

2.2.3.3.2.2. Have previously been brought by the same carrier, in the circumstances provided for in the provisions concerning outward laden, return unladen services (2.1.5.2), into the territory of the country where they are taken up again, and are carried into the territory of the country in which the vehicle is registered; or

2.2.3.3.2.3. Have been invited to travel into the territory of another country, the cost of transport being borne by the person issuing the invitation. Such passengers shall constitute a homogeneous group, which has not been formed solely with a view to undertaking that particular journey and which is brought into the territory of the country where the vehicle is registered.

2.2.3.4. Other services where entry is unladen (see paragraph 2.1.5.3 above).

Where the conditions laid down in paragraphs 2.2.3.3.2.1 to 2.2.3.3.3 above are not met, other services may be made subject to transport authorization in the territory of the country concerned.

## 3. Goods transport

### 3.1. Definitions

For the purpose of this Consolidated Resolution:

3.1.1. "Carrier" means any physical or legal person who carries goods by road for hire or reward or on his own account in accordance with the national laws and regulations of the country where he is established.

3.1.2. "Goods transport by road" means transport involving the use of vehicles for the carriage of goods by road, and "international goods transport by road" means such transport where the place of loading is in one country and the place of unloading is in another country.

3.1.3. "Vehicle" means a motor vehicle registered in a country, or a combination of coupled vehicles in which at least the motor vehicle is registered in a country, intended for the carriage of goods. The vehicle can be the property of a carrier or can be put at its disposal through a hiring or leasing contract.

3.1.4. "Authorization" means a document authorizing the use of a vehicle in the territory of a given country in connection with the international transport of goods by road.

3.1.5. "Quota" means the maximum number of authorizations available admitting vehicles from one country to another country within a specified period.

3.1.6. "Transit" means transport of goods by road through a country which is neither the country of loading nor of unloading of the goods.

3.1.7. "Cabotage" means the road transport of goods loaded at a point in a given country and unloaded at another point in the same country by a vehicle registered in another country.

3.1.8. "Third country traffic" means the transport of goods loaded in a country and unloaded in a second country by a vehicle registered in a country other than that in which the transport originates or terminates regardless of whether or not it transits its country of registration.

## 3.2 Regime applicable

3.2.1. Governments should consider progressively relaxing limitations imposed by authorization systems.

3.2.2. Unless the transport operation is cabotage as defined in paragraph 3.1.7 above, Governments should not make the following types of international goods transport by road, including when in transit, subject to an authorization or, if they do so, such authorization should be issued rapidly and not on a quota basis:

3.2.2.1. Carriage in special vehicles of perishable foodstuffs as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP);

3.2.2.2. Carriage of live animals in specialized vehicles, such vehicles being constructed or having permanent alterations made specially for the carriage of live animals and recognized as such by the competent authorities;

3.2.2.3. Transport of spare parts and provisions for ocean-going ships and aircraft;

3.2.2.4. Occasional carriage of goods to or from airports when flights are diverted;

3.2.2.5. Carriage of articles required for medical care in emergencies, e.g. for natural disasters;

- 3.2.2.6. Funeral transport;
- 3.2.2.7. Carriage of works of art for exhibition or for non-commercial purposes;
- 3.2.2.8. Carriage of articles and equipment used exclusively for advertising or information purposes;
- 3.2.2.9. Carriage of material, properties and animals to or from theatrical, musical or film performances, sporting events, circuses, exhibitions, or fairs, or to or from the making of radio or television broadcasts or films;
- 3.2.2.10. Carriage of mail;
- 3.2.2.11. Carriage of goods in vehicles the permissible laden weight of which, including that of trailers, does not exceed 6 tonnes or the permissible payload of which, including that of trailers, does not exceed 3.5 tonnes;
- 3.2.2.12. Movement of unladen vehicles preceding or following a goods transport operation;
- 3.2.2.13. Movement of towing vehicles, empty running of a goods transport vehicle intended to replace a vehicle that has broken down abroad, and return of a vehicle following repair after a breakdown, as well as transport of vehicles which have suffered damage or require breakdown assistance;
- 3.2.2.14. Carriage of goods for own account;
- 3.2.2.15. Cross-frontier goods transport within a zone extending for 25 km as the crow flies on either side of the frontier provided that the total length of haulage does not exceed 100 km as the crow flies.
- 3.2.2.16. Roll-on/roll-off transport on the section of road between the port of embarkation or disembarkation and the land frontier crossing point, where the distance between these two does not exceed 50 km;
- 3.2.2.17. Piggy-back transport on the section of road to or from the nearest suitable piggy-back terminal from or to the point of origin or destination of the transport operation.
- 3.2.3. Transport in third country traffic as defined in paragraph 3.1.8 above should be permitted if it is carried out under cover of a special authorization issued by the competent authorities of the countries concerned.
- 3.2.4. Governments should permit international household removal transport operations by road carried out by hauliers having special staff and equipment for the purpose of bilateral and third country traffic on a basis of reciprocity and not subject them either to a quota or to an authorization. If an authorization is required, the Government should issue it speedily and without quantitative restrictions.
- 3.2.5. In principle, cabotage as defined in paragraph 3.1.7 above is prohibited; it may, however, be permitted if it is carried out under cover of a special authorization issued by the competent authorities of the countries concerned. Governments should consider under which conditions progressive liberalization of cabotage could be introduced.
- 3.2.6. When international carriage is by means of a road train consisting of a tractor and trailer or semi-trailer, authorization should not be required for the trailer and semi-trailer separately; in such cases the nationality of the tractor should determine the nationality of the road train as a whole.
- 3.2.7. Governments should, in agreements on international goods transport by road, continue the

practice of delegating to the country of registration of the vehicle the power to issue authorizations for their account, where they are required.

3.2.8. Where international goods transport is subject to authorizations based on bilateral agreements, such authorizations should require, so far as possible, no more than the basic information shown in the standard form (annex 1), which is given as a model for such authorizations and should be used as follows:

3.2.8.1. The information should always be presented in the order shown, each entry being serially numbered;

3.2.8.2. Additional or supplementary information as considered necessary may be added, including space for customs stamps, if required;

3.2.8.3. Where mechanized systems or computers are to be used, the possibility might be considered of using other models and forms on condition that the numbering and sequence of information are preserved;

3.2.8.4. Authorization forms should be printed in the official language or languages of the country on whose territory the authorization is valid and of the country of registration of the vehicle, or any language or languages expressly agreed upon by the Parties concerned;

3.2.8.5. Authorization forms should be so printed as to make their forgery difficult.

3.2.8.6. The electronic transport authorization form should be gradually introduced as soon as it has been finalised by UN/ECE.

#### 4. Information

4.1. Governments should transmit to the ECE secretariat, for circulation to other Governments, information on any changes in their national laws and regulations, which may have an influence on the international carriage of goods by road.

4.2. Governments or responsible international organizations as appropriate should communicate to the ECE secretariat, for circulation to other Governments, the text of bilateral or multilateral agreements concerning road transport concluded amongst themselves.

4.3. Competent national administrations should make available in good time to interested trade organizations relevant information concerning the documentation and procedures required for operators engaged in international road transport, requesting these organizations to ensure that their members are made fully aware of the need for complete and accurate documentation and for compliance with regulations and procedures.

## II. MATTERS CONCERNING ROAD VEHICLES

#### 5. Insurance

5.1. Governments should request and facilitate the conclusion by insurers who cover the third party risks of motorists entering countries in which insurance against such risks is compulsory of agreements embodying the principles appearing in annex 2.

#### 6. Registration of vehicles

6.1. Governments should make the registration of vehicles subject to the principles set out in annex 3.

Annex 1

MODEL AUTHORIZATION FORM <sup>\*/</sup>

State on the territory of which the authorization is valid:

(Distinguishing sign of the State) (Competent authority of the issuing country)  
Journey authorization No.....  
No. of journeys authorized .....

Authorization for the international carriage of goods by road

between ..... and..... or in transit through.....  
1. by . . . (Name or trade name of carrier and full address ) <sup>\*\*/</sup> .....  
2. Validity: from ..... to .....  
3. Restrictions, if any:.....  
4. Additional information, if requested:.....  
4.1) .....  
4.2) .....  
4.3) .....  
Issued at ..... or .....

5. Signature and stamp of the issuing authority

GENERAL CONDITIONS

This authorization must be carried on the vehicle and be produced at the request of any authorized inspecting officer.

It authorizes only the international carriage of goods. It is not valid for national transport.

It is not transferable.

The carrier is required to comply, in the territory of ..... [State], with the laws, regulations and administrative provisions of that State, and in particular with those concerning transport and traffic.

(Verso of form)

Customs Office stamp(s) when required, and possible annotation.

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<sup>\*/</sup> The form should be printed on paper of the following dimensions: 210mm x 297mm (A4) or 148mm x 210mm (A5).

<sup>\*\*/</sup> Names and addresses should be entered in such a way that when the form is folded and placed in a window-envelope they may be read without difficulty.

Number of journeys completed

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Annex 2

**The International Motor Insurance Card system - (the AGreen Card System®)**

1. In each country insurers shall set up a single, central organization recognised by the Government of the country as its national Green Card Bureau. Membership of the Bureau shall include all insurers authorized to issue third party motor liability insurance policies in that country. Other organizations including insurers not authorized to issue third party motor liability insurance policies and motor claims handling companies shall not be members of the Bureau.
2. The Bureaux, set up in accordance with paragraph 1 above, shall join and support the international body, known as the ACouncil of Bureaux®. The Council of Bureaux is the managing organization of the International Motor Insurance Card System, (the AGreen Card System®), under the aegis of the Working Party on Road Transport of the United Nations Economic Commission for Europe. The Council provides facilities for the administration of the agreements between Bureaux and for the consideration of matters of mutual interest for participating Bureaux.
3. The Bureau shall provide its member insurers with certificates of insurance, the AInternational Motor Insurance Card® (Green Card), valid for one or more countries, which shall conform to one of the models referred to in Appendices 1 to 2 to this Annex, for issue by them to their insureds in respect of any motor vehicles insured by them against third party risks.
4. A Green Card valid for the country or countries visited certifies the existence of insurance cover in respect of third party liabilities, arising from road accidents caused by a visiting motorist, for which insurance is compulsory.
5. The acceptance of a Green Card by the insured authorises the Bureau, under the authority of which it was provided and the Bureaux of any countries to which such power is delegated to accept service of legal proceedings in respect of any relevant claim.
6. When a claim is made against a person holding a Green Card, the Bureau of the country in which the accident occurred, acting under the authority referred to in paragraph 5 above, shall accept service of proceedings against that person. That Bureau shall handle and if necessary settle, the claim on behalf of the Bureau which provided the Green Card.
7. However, in so far as the law permits, agreements shall be concluded by the Bureaux to permit an insurer authorized to carry out its activities in the country in which the accident occurred to handle claims against its own policy holders.
8. The Bureau of the country in which the accident occurred shall have regard, on request, to the conditions and limitations contained in the Policy of Insurance insofar as these are permitted under the law on compulsory third party motor insurance of that country.
9. Agreements between Bureaux shall provide for reimbursement in full of claims paid and for payment of any charges and fees that may be agreed.



10. Wherever possible, participating governments shall aim at eliminating the inspection of Green Cards at their frontiers by the conclusion by their respective Bureaux of specific agreements for that purpose. The Multilateral Guarantee Agreement, or a successor agreement drawn up by the Council of Bureaux, or similar agreements concluded bilaterally between Bureaux are examples of such agreements.
11. In each country the government of which has adopted this Recommendation, Green Cards established in conformity with any of the models referred to in paragraph 3 above shall be accepted, without any formality or cost