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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**GENERAL AGREEMENT ON ECONOMIC REGULATIONS
FOR INTERNATIONAL ROAD TRANSPORT**

UNITED NATIONS



NATIONS UNIES

COMMISSION ECONOMIQUE POUR L'EUROPE

COMITE DES TRANSPORTS INTERIEURS

**ACCORD GENERAL PORTANT REGLEMENTATION ECONOMIQUE
DES TRANSPORTS ROUTIERS INTERNATIONAUX**

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FOR INTERNATIONAL ROAD TRANSPORT

The General Agreement on Economic Regulations for International Road Transport, the text of which is reproduced below, was adopted by the Sub-Committee on Road Transport at its eleventh (special) session and signed at Geneva on 17 March 1954 by the representatives of Belgium, Denmark, France, Greece, Italy, Luxembourg, the Netherlands, Sweden, Switzerland, the United Kingdom and Northern Ireland and Yugoslavia. The Additional Protocol on the application of the General Agreement to the Western Zones of Germany and a Protocol of Signature containing the reservations made regarding certain provisions were signed at the same time. These two Protocols form an integral part of the Agreement.

COMMISSION ECONOMIQUE POUR L'EUROPE

COMITE DES TRANSPORTS INTERIEURS

ACCORD GENERAL PORTANT REGLEMENTATION ECONOMIQUE
DES TRANSPORTS ROUTIERS INTERNATIONAUX

L'Accord général portant réglementation économique des transports routiers internationaux, dont le texte, reproduit ci-après, a été adopté par le Sous-Comité des transports routiers au cours de sa onzième session (spéciale), a été signé à Genève le 17 mars 1954 par les représentants de la Belgique, du Danemark, de la France, de la Grèce, de l'Italie, du Luxembourg, des Pays-Bas, du Royaume-Uni et de l'Irlande du Nord, de la Suède, de la Suisse et de la Yougoslavie. Ont été signés à la même date un Protocole additionnel relatif à l'application de l'Accord général en ce qui concerne les Zones occidentales d'Allemagne et un Protocole de signature contenant les réserves faites sur certaines dispositions de l'Accord. Ces deux Protocoles font partie intégrante de l'Accord.

GENERAL AGREEMENT ON ECONOMIC REGULATIONS
FOR INTERNATIONAL ROAD TRANSPORT

The undersigned, duly authorized,

Being desirous of promoting the development and improvement of international transport of passengers and goods by road in Europe, to the full extent required by economic and social needs and by sound co-ordination of the various means of transport, account being taken of users' requirements,

Being of the opinion that for this purpose it is necessary to establish a general regulation of international transport by road, as a first step towards setting up a rational régime for international road transport in Europe,

Have agreed on the following provisions:

Article 1

I. The present General Agreement applies to international road transport listed below:

A. Passenger transport

1. International passenger transport shall be understood to mean any transport operated by means of passenger transport vehicles having more than 8 seats in addition to the driver's seat, subject to the condition that the route taken must cross at least one frontier between two countries.
2. Services providing such transport may be regular or occasional; they may be services of a special nature such as tourist and shuttle services and services which include a portion of the journey in transit. Definitions of the various categories of international passenger transport by road shall be set out in Annex I.
3. Transport is said to be "frontalier" as between two countries when the point of departure and point of destination of the route are respectively located in zones adjoining the common frontier and defined for the purpose of the application of the present Agreement as "frontalier" zones by the two countries concerned.

B. Goods transport

1. The international transport of goods is that operated by means of goods transport vehicles when the starting point and the destination are situated in two different countries.

2. Transport is said to be in transit in respect of a given country when it passes in the same vehicle through the territory of that country and the operation is performed by a single undertaking from the consignment point to the destination point of the goods, without transshipment at the frontier of that country.

3. Transport is said to be "frontalier" as between two countries when the consignment point and destination point of the goods are situated one on each side of the common frontier, in the zones contiguous to the frontier, defined, for the purpose of the application of the present Agreement, as "frontalier" zones by the two countries concerned.

II. For the application of the provisions of this Agreement:

- (a) goods means goods or burden of any description;
- (b) a vehicle means a motor vehicle, an articulated vehicle, a trailer or a semi-trailer as defined by Article 4 of the Convention on Road Traffic dated 19 September 1949.

Article 2

1. No Contracting Party shall allow international transport operations to be carried out except by undertakings fulfilling the conditions laid down in the Set of Rules annexed to the present Agreement and in the Annexes, which, together, form an integral part of it, provided that permission to carry out such operations has been obtained from the competent authority of the country in which the vehicle is registered, without prejudice to the application of agreements referred to in Article 5.

2. No Contracting Party shall require undertakings of other Contracting Parties, when engaging in an international transport operation, to observe - in addition to the relevant provisions of the Set of Rules and of its Annexes, of international

conventions and regulations, and of agreements relating to international transport concluded between governments or between the competent organizations and endorsed by their governments - the national regulations of countries entered, on matters covered by the Set of Rules, where those regulations are stricter.

Article 3

Any undertaking engaged in international road transport must be able to show on request that it, as well as the vehicles used for the transport operation, complies with the conditions laid down in the Set of Rules and that the undertaking is duly entitled to carry out the transport operation in question.

Article 4

1. Documents, issued by the competent authorities of a Contracting Party certifying that undertakings with head offices in its territory, or that vehicles registered in its country, comply with the conditions laid down in the Set of Rules, shall be recognized as valid by all other Contracting Parties. The competent authorities which have issued these documents are responsible for verifying that the circumstances which justified their issue still apply.

2. The Contracting Parties shall inform each other of the practical criteria adopted by each of them in the selection of undertakings and vehicles which fulfil the conditions laid down in the Set of Rules. They shall negotiate an agreement on the standardization of these criteria and of the documents referred to in the present article; this agreement shall form the subject of Annex II.

Article 5

In the absence of an agreement on the principles and procedure for the licensing of international road transport, the Contracting Parties shall endeavour to establish, by means of special bi- or multilateral agreements, a simplified system for issuing the licences necessary to enable international transport to operate on their territory.

Article 6

1. The Contracting Parties shall inform each other of the provisions they make for applying the measures provided for in Articles 8 and 17 of the Set of Rules

relating to sanctions and shall notify the other Contracting Parties concerned of measures taken in respect of undertakings in individual cases of breaches of the provisions of the said Set of Rules.

2. When requested by another Contracting Party, each Contracting Party shall take, within the framework of its national law, appropriate measures, in conformity with the Set of Rules, regarding undertakings subject to its jurisdiction which are proved not to have complied with clauses of the said Set of Rules.

Article 7

Subject to such guarantees and conditions as it shall determine, each Contracting Party may authorize one or more national organizations to perform, under the strict supervision of the competent authorities, the duties necessary for carrying out the provisions of this Agreement, and in particular:

- (a) to carry out technical inspections of vehicles and submit recommendations to the competent authorities on the issue of documents certifying that the vehicles comply with the provisions of the Set of Rules, or themselves to issue such documents;
- (b) to collect information and statistical data concerning the activities of international transport undertakings;
- (c) to ensure that the undertaking admitted to international transport complies in fact with the provisions of the Set of Rules;
- (d) to make enquiries in connection with undertakings seeking to be allowed to carry out international transport and to recommend to the competent authorities the issue of documents certifying that the undertakings in question comply with the conditions of the Set of Rules;
- (e) to issue the documents certifying that the undertakings in question comply with the conditions of the Set of Rules;
- (f) to make recommendations as to the issue of transport licences or to issue such licences.

Article 8

1. Countries participating in the work of the Economic Commission for Europe, and countries granted the right to do so by a resolution of the Commission, may become Parties to the present Agreement -

- (a) by signing it;
- (b) by ratifying it after signing it subject to ratification;
- (c) by acceding to it.

2. The Agreement shall be open for signature on this day's date and after that date shall be open for accession.

3. Ratification or accession shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 9

1. Any amendment to the present Agreement, to the Set of Rules, or to any of their Annexes proposed by any Contracting Party shall be communicated to the Secretary-General, who shall transmit it to each Contracting Party with a request that such Party shall inform him within four months whether it:

- (a) accepts the proposed amendment;
- (b) rejects the proposed amendment; or
- (c) desires that a meeting be convened to consider the proposed amendment.

The proposed amendment shall also be transmitted by the Secretary-General to all countries, other than Contracting Parties, referred to in paragraph 1 of Article 8.

2. Where the amendment relates to the Agreement or to the Set of Rules, if all the Contracting Parties inform the Secretary-General that they accept the amendment without a meeting being convened, notification of their decision shall be communicated by the Secretary-General to all the countries referred to in paragraph 1 of Article 8. The amendment shall come into force for all the Contracting Parties three months from the date of the Secretary-General's notification.

3. Where the amendment relates to an annex, if during a four months' period, no Contracting Party has informed the Secretary-General that it rejects the proposed amendment, or that it desires a meeting to be convened to consider it, the amendment shall be deemed to have been accepted. On the expiration of the four months' period, the Secretary-General will, if necessary, notify all the countries referred to in paragraph 1 of Article 8 of the acceptance of the amendment. The Secretary-General will determine the date on which the amendment will come into force and will notify it to the countries mentioned in paragraph 1 of Article 8.

4. If at the expiration of the four months' period a meeting of the Contracting Parties to consider the proposed amendment is requested by at least one-third of the Contracting Parties, the Secretary-General shall convene such a meeting. The Secretary-General shall also invite to that meeting all countries, other than Contracting Parties, referred to in paragraph 1 of Article 8.

5. Any amendment to the present Agreement, to the Set of Rules or to any of the Annexes thereto adopted by a majority vote of the Contracting Parties at the meeting referred to in the foregoing paragraph, shall be communicated by the Secretary-General to all the Contracting Parties and to the other countries referred to in paragraph 1 of Article 8.

6. Any amendment to the present Agreement or to the Set of Rules adopted and communicated in accordance with the provisions of paragraph 5 of this Article shall take effect three months after all the Contracting Parties have notified the Secretary-General of their acceptance thereof. The Secretary-General shall communicate the said notification to the other Contracting Parties and to the other countries referred to in paragraph 1 of Article 8 as and when he receives them as well as, where appropriate, the date of entry into force of the amendment.

7. Amendments to the Annexes adopted and communicated in accordance with the provisions of paragraph 5 of this Article shall be regarded as accepted unless, within four months from the date of the communication referred to in the said paragraph, a Contracting Party has informed the Secretary-General of its objection. The Secretary-General shall notify the countries mentioned in paragraph 1 of Article 8 of any

objections, as and when he received them, and, on the expiration of the four months' period, of the acceptance or rejection of the amendment. The Secretary-General shall fix the date of entry into force of any accepted amendment and notify it to the countries mentioned in paragraph 1 of Article 8.

8. The procedure referred to above will apply to the drawing up and to the coming into force of new Annexes if, after the coming into force of the Agreement, one of the Contracting Parties proposes that the Agreement or the Set of Rules be supplemented as regards one or several of the matters for which annexes are contemplated.

Article 10

1. The present Agreement shall come into force on the ninetieth day after five of the countries referred to in paragraph 1 of Article 8 have signed it without reservation of ratification, have ratified it or have acceded to it.
2. For any country ratifying or acceding to it after that date, the present Agreement shall enter into force on the ninetieth day after the said country has deposited its instrument of ratification or accession.
3. The present Agreement shall terminate if at any time the number of Contracting Parties thereto is less than five.

Article 11

The present Agreement may be denounced by any Contracting Party's giving six months' notice to the Secretary-General. After the expiration of the six months' period, the Agreement shall cease to be in force as regards the Contracting Party which has denounced it.

Article 12

1. The original of the present Agreement shall be deposited with the Secretary-General, who shall transmit a certified copy thereof to each of the countries referred to in paragraph 1 of Article 8.
2. In addition to the notifications provided for in Article 9, the Secretary-General shall notify the countries referred to in paragraph 1 of Article 8 of:
 - (a) ratifications and accessions under Article 8;
 - (b) denunciations under Article 11, and
 - (c) the date of entry into force or of termination of the Agreement pursuant to Article 10.

Done at Geneva, in a single copy,
in the English and French Languages, both
texts being equally authentic, this seven-
teenth day of March one thousand nine
hundred and fifty-four.

Fait à Genève, en un seul exemplaire,
en langues anglaise et française, les
deux textes faisant également foi, le
dix-sept mars mil neuf cent cinquante-
quatre.

For BELGIUM

Pour la BELGIQUE

Sous réserve de ratification

Leroy

For DENMARK

Pour le DANEMARK

Sous réserve de ratification

Sven Acker

For FRANCE

Pour la FRANCE

G. Clauzel

For GREECE

Pour la GRECE

Sous réserve de ratification

Hadji Vassiliou

For ITALY

Pour l'ITALIE

Sous réserve de ratification

Notarangeli

SET OF RULES

I. General Provisions

Article 1

1. The present Set of Rules is applicable to all international passenger and goods transport by road as set out in Article 1 of the General Agreement.
2. The Set of Rules shall not, however, apply, in whole or in part, to "frontalier" transport, if the governments concerned so agree.

Article 2

Supplementary provisions to this Set of Rules and the special conditions applicable to certain transport operations are set out in the following annexes:

- Annex A - conditions of employment;
- Annex B - passenger transport;
- Annex C - specialized goods transport;
- Annex D - transport contracts, consignment note and carrier's liability;
- Annex E - insurances;
- Annex F - transport tariffs;
- Annex G - documents for the enforcement of the provisions applicable to passenger transport;
- Annex H - documents for the enforcement of the provisions applicable to goods transport;
- Annex J - passenger transport other than transport for hire or reward.

II. Provisions applying to transport for hire or reward

Article 3

1. Only those undertakings recognized by the competent authorities in whose territory they have their head office as satisfying the conditions of this Set of Rules may be permitted to engage in international transport for hire or reward. Certification of such recognition shall be given in a document issued by the said authorities.

2. Undertakings when engaging in an international transport operation shall comply with the relevant provisions of this Set of Rules and of the Annexes listed in Article 2 above, of international conventions and regulations, and of agreements relating to international transport concluded between governments or between the competent trade organizations and endorsed by their governments. Each undertaking must possess a copy of the Set of Rules and its Annexes and must have taken cognisance of them.

3. Undertakings shall pay such fees and charges as are justified by the preparation and issue of the documents which may be required for international transport operations.

Article 4

1. Vehicles, whether for the conveyance of passengers or goods, shall be suitable to the transport operations to be performed, and maintained in sound general mechanical condition. In particular, vehicles engaged in the transport of passengers and those engaged in specialized goods transport shall fulfil the technical conditions which are or will be set out in Annexes B and C respectively to this Set of Rules.

2. No vehicle may be used in international transport unless it has been recognized by the competent authority of the country of registration as fulfilling the conditions of the Set of Rules. A document certifying this shall be carried on the vehicle.

3. Vehicles shall be produced for technical inspection by the competent authority at least once a year and whenever the authority so requires. The competent authority will enter on the document referred to in paragraph 2 above the date of inspection and the date on which the period of validity expires. In the case of passenger vehicles, however, the period of validity shall not exceed six months.

4. Vehicles shall not be subject to technical inspection in countries other than that of registration except in special cases, for example, when a vehicle has been involved in an accident.

5. No vehicle shall carry a heavier load than the maximum load as defined in the Convention of 1949 on Road Traffic, i.e. the weight of the load declared permissible by the competent authority of the country of registration. The permissible maximum weight as defined in the said Convention, and the unladen weight as well as the maximum load or the maximum number of passengers shall be indicated on the outside of the vehicle.

Article 5

The undertaking shall employ reliable and trustworthy drivers who are adequately experienced and able to perform the services required.

Article 6

1. At all times the undertaking must be of good standing and possess the technical, commercial and general competence necessary to ensure satisfactory performance of international transport operations.

2. The undertaking is required to record all its international transport operations and to hold these records for a period of at least two years at the disposal of the competent authority of the country of registration or of the trade organization approved by that authority.

3. Passenger transport operations shall be covered by a document as set out in Annex G. This document shall be carried on the vehicle and be produced during the journey at the request of official inspectors.

4. For goods transport operations a copy of the consignment note as set out in Annex D, or a document containing at least the entries specified in Annex H, shall be carried on the vehicle and be produced during the journey at the request of official inspectors. The entries on this document shall be numbered to correspond with those of the consignment note.

5. On completion of the transport operation the undertaking shall, if so requested, send the documents referred to in paragraphs 3 and 4 above to the competent authority of the country of registration or to the trade organization approved by that authority.

Article 7

The recognition of the fact that the undertaking complies with the conditions laid down in this Set of Rules is strictly personal to the undertaking and not transferable. In case of the carrier's death the competent authorities may take appropriate measures according to the circumstances.

Article 8

In addition to the sanctions which may be imposed under national law for breaches of the provisions of either the national laws or the present Set of Rules, any of the following measures may be taken by the competent authority:

- (a) a caution;
- (b) a warning that repetition of the infringement will entail action under (c);
- (c) suspension or revocation of both documents certifying that the undertaking and the vehicle used comply with the conditions laid down in the Set of Rules and, if applicable, of the document certifying that the undertaking is entitled to engage in an international transport operation or operations, or of any one of these documents.

III. Provisions applying only to passenger transport
for hire or reward

Article 9

1. Vehicles used for international passenger transport shall be suitably equipped for the service for which they are used. Their equipment shall comply with the requirements defined in Annex B which may provide for different categories of vehicles, each category having its appropriate transport tariff.

2. The above provision shall be without prejudice to the operation of vehicles complying with requirements additional to those set out in Annex B and having appropriate transport tariffs.

3. The category of vehicle determined in accordance with paragraph 1 or paragraph 2 above, shall be entered on the document referred to in paragraph 2 of Article 4, and shall be brought clearly to the notice of passengers.
4. The number of passengers to be carried in a vehicle operating a tourist service shall in no case exceed the number of seats available. This provision may, by agreement between the countries concerned, be extended to vehicles operating other services.
5. Unless otherwise stipulated in agreements between the countries concerned, the use of trailers for the conveyance of passengers is forbidden. Semi-trailers may be used unless prohibited by the laws of any country through which the vehicle passes.
6. Any display outside the vehicle of advertising matter not directly connected with the carrier's business is forbidden.

Article 10

An individual or collective ticket, as the case may be, shall be issued.

IV. Provisions applying to transport of goods on own account

Article 11

1. For the application of the provisions of the Set of Rules, transport of goods is said to be transport on own account when the transport operation is performed by a person (physical or corporate);
 - (a) for his own needs and for the transport
 - (i) of goods belonging to him, or
 - (ii) of goods not belonging to him but which he has bought, sold, borrowed or lent, loaned or hired, produced, processed or repaired, always provided that the transport constitutes only an ancillary operation;
 - (b) in vehicles belonging to or bought on instalments by him and driven by a member of his staff.

The operation referred to in the present paragraph shall not be deemed to constitute the transport of goods for hire or reward.

2. Bilateral or multilateral agreements may provide, under conditions laid down in these agreements, for the use of hired vehicles driven by the staff of the hirer or of the person or body from whom the vehicles are hired.

Article 12

The carrier on own account may not perform any transport operations for other parties, whatever the reason.

Article 13

1. Carriers on own account when engaging in an international transport operation shall comply with the relevant provisions of this Set of Rules and of the Annexes set out in Article 2 above, of international conventions and regulations, and of agreements relating to international transport concluded between governments, or between the competent organizations and endorsed by their governments. Each carrier must possess a copy of the Set of Rules and its Annexes and have taken cognisance of them.

2. Carriers on own account shall pay such fees and charges as are justified by the preparation and issue of the documents which may be required for international transport operations.

Article 14

1. Vehicles shall be suitable to the transport operations to be performed, and maintained in sound general mechanical condition. In particular, vehicles engaged in specialized goods transport shall fulfil the technical conditions which are or will be set out in Annex C to this Set of Rules.

2. No vehicle may be used in international transport unless it has been recognized by the competent authority of the country of registration as fulfilling the conditions of the Set of Rules. A document certifying this shall be carried on the vehicle.

3. Vehicles shall be produced for technical inspection by the competent authority at least once a year and whenever the authority so requires. The competent authority will enter on the document referred to in paragraph 2 above the date of inspection and the date on which the period of validity expires.

4. Vehicles shall not be subject to technical inspection in countries other than that of registration except in special cases, for example when a vehicle has been involved in an accident.

5. No vehicle shall carry a heavier load than the maximum load as defined in the 1949 Convention on Road Traffic, i.e. the weight of the load declared permissible by the competent authority of the country in which the vehicle is registered. The permissible maximum weight as defined in the said Convention, the unladen weight and the maximum load shall be indicated on the outside of the vehicle.

Article 15

Carriers on own account shall employ reliable and trustworthy drivers with adequate experience.

Article 16

1. Carriers on own account are required to record all their international transport operations and to hold these records for a period of at least two years at the disposal of the competent authority of the country of registration or of the organization approved by that authority.

2. All goods transport shall be covered by a document which shall contain at least the entries specified in Annex H. The document shall be carried on the vehicle and must be produced, during the journey, at the request of official inspectors. Entries on this document shall be numbered to correspond with those in the Annex.

3. On completion of the transport operation the carrier on own account shall, if so requested, send the documents referred to in paragraph 2 above to the competent authority of the country of registration or to the organization approved by that authority.

Article 17

In addition to the sanctions which may be imposed under the national law for breaches of the provisions of either the national laws or the present Set of Rules, any of the following measures may be taken by the competent authority:

- (a) a caution;
- (b) a warning that repetition of the infringement will entail action under (c);
- (c) suspension or revocation of the document certifying that the vehicle used complies with the conditions laid down in the Set of Rules and, if applicable, of the document certifying that the undertaking is entitled to engage in an international transport operation or operations, or of either of these documents.

V. Provisions applying to passenger transport other than that referred to in Chapter III

Article 18

The definition of, and provisions for the regulation of, passenger transport other than that referred to in Chapter III shall to such extent as may be necessary be set out in Annex J to this Set of Rules.

Annex A

CONDITIONS OF EMPLOYMENT

IN INTERNATIONAL ROAD TRANSPORT OPERATIONS.

Minimum age

1. No undertaking shall entrust the driving of a vehicle to any person under 21 years of age.

Physical fitness certificate

2. No undertaking shall entrust the driving of a vehicle to any person not holding a medical certificate attesting that he meets the necessary requirements relating to physical fitness. This certificate shall be signed by a physician approved by the competent national authority.

3. No undertaking shall permit a person to continue to drive a vehicle unless he is subjected to further medical examinations at intervals not exceeding five years and unless he is granted after every such further examination a medical certificate attesting his continued physical fitness.

Hours of work and overtime

4. Hours of work, overtime and overtime rates shall be not less favourable than those established in accordance with the provisions of national laws or regulations, arbitration awards or collective agreements for the class of work concerned in the district in which the worker is normally employed in his own country, provided that normal hours of work shall not exceed 48 hours per week calculated as an average.

Daily rest period

5. Every driver shall have at least ten consecutive hours for rest in any period of 24 hours, calculated from the commencement of any working day.

6. The rest period specified in paragraph 5 above may be reduced to eight consecutive hours :

- (a) once only in any period of seven days; or
- (b) if a vehicle is manned by two drivers and so equipped as to enable one of the drivers to stretch out at rest.

7. During the rest periods specified in paragraphs 5 and 6 above, the driver shall be completely off duty and shall not be bound to remain on or near the vehicle, it being understood that the driver will have previously taken all proper steps to ensure the safety of the vehicle and of its load.

Maximum driving periods

8. No person shall drive a vehicle continuously for more than five hours. The driving period shall be deemed to be continuous unless there is an uninterrupted break of at least 30 minutes.

9. The total driving time for any driver shall not exceed nine hours in any period of twenty-four hours. Where the transport operation requires a longer driving time, a relief driver shall be provided.

Exceptional cases

10. In cases of force majeure, unforeseen delays encountered on the road, and unforeseen events, and if compatible with road safety, the rest periods specified in paragraphs 5 and 6 above may be reduced, and the periods of driving specified in paragraphs 8 and 9 above increased, to the extent necessary to ensure the safety of the vehicle, its passengers or its load and to enable the driver to reach a suitable stopping place or, if circumstances permit, the end of his journey. Running schedules should, however, be established in such a manner as not normally to require recourse to this provision.

Weekly rest period

11. Every driver shall be granted 52 rest days in a calendar year; if possible, at the rate of one day per week. As a general rule, these weekly rest periods shall be granted at the driver's place of residence. The weekly rest period shall be of

24 consecutive hours and, as a general rule, it shall be immediately preceded by the daily rest period. The weekly rest period shall be granted whenever possible on Sunday or a public holiday.

Public holidays

12. Every driver shall be entitled each year, in addition to the weekly rest days, to as many days of rest with pay as there are recognized public holidays with pay in the country in which the vehicle is registered.

Wages

13. Wages, including allowances, shall be not less favourable than those established in accordance with the provisions of national laws and regulations, arbitration awards or collective agreements for the class of work concerned in the district in which the worker is normally employed in his own country.

Trailers

14. Any motor vehicle or any articulated vehicle, as defined in the 1949 Convention on Road Traffic, drawing a trailer the maximum permissible weight of which exceeds 2.5 tons shall carry either two drivers or a driver and an attendant. A combination of vehicles composed of a drawing (non-carrying) vehicle and of a trailer the maximum permissible weight of which does not exceed 10 tons need not have more than a driver on board.

Sickness and industrial accidents

15. When a driver, as a consequence of his work, is outside his country of residence, his employer shall be liable for the payment of -

- (a) any medical care which the driver may in fact require, in so far as these benefits are not granted to him under compulsory insurance against sickness or industrial accidents; and
- (b) Any other benefit to which the driver would have been entitled under the national laws or regulations which would have been applicable if the contingency had occurred in the country of his residence.

16. When a driver, as a consequence of his work, is outside his country of residence and is the victim of an industrial accident or suffers from a sickness attested by a medical certificate, he shall be provided at his employer's expense with -

(a) board and lodging until he is restored to health or his state of health enables him to return to his place of residence; and

(b) transport to his place of residence, in so far as the corresponding benefits are not granted to him under national laws or regulations or in virtue of an international agreement.

17. The liability of the employer for the payment of benefits under sub-paragraph 16 (a) above may be limited to six months in cases in which it is established that the driver's sickness resulted from a previous condition and would have occurred even if he had not left his country of residence.

First aid

18. Vehicles shall be provided with a first-aid box of a type approved by the authorities of the country in which the vehicle is registered.

Subsistence allowance

19. Every driver, while travelling on duty outside his country of residence, shall receive a subsistence allowance not less than that provided for under the collective agreement in force in the district in which the worker is normally employed in his own country. Where the existing collective agreement makes no provision for travel abroad, or where no collective agreement exists, the driver shall receive a subsistence allowance sufficient to enable him to cover the cost of three meals a day and lodging.

Return to place of residence

20. Should the journey be interrupted for a reason beyond the control of the driver, and should it be impossible for him to return to his place of residence in the vehicle under his charge, he shall be entitled to the return journey at his employer's expense, and in accordance with the latter's instructions.

Supervision of the application of the provision of this Annex

21. Every driver shall keep an individual control book containing for each operation a current record of his hours of work, driving periods and rest periods, and shall produce such record on the journey if requested by the competent authority concerned. On completion of the operation, a copy of the record must be delivered to the employer.

22. Every operator shall keep, for at least twelve months, such records concerning the matters dealt with in this Annex as may be required by the competent authority in order to ensure the observance of the provisions of this Annex.

Owner drivers

23. The provisions of the present Annex, with the exception of paragraphs 4, 7, 11, 12, 13, 15, 16, 17, 19 and 20, shall apply to owner drivers driving their own vehicles.

Attendants

24. The provisions of this Annex, with the exception of paragraphs 1, 2, 3, 8, 9 and 21 shall apply to attendants and to other members of the crew who are associated with actual transport operations

Safeguarding clause

25. Nothing in this Annex shall be deemed to prejudice any provision of any law or regulation, arbitration award, collective agreement or custom which ensures to the workers concerned conditions more favourable than those provided for in this Annex

Annex B.1

PASSENGER TRANSPORT

TECHNICAL CONDITIONS APPLICABLE TO VEHICLES

1. Every vehicle operating in an international passenger transport service must fulfil satisfactory standards of safety and comfort.
 2. The vehicle must be so constructed and equipped as not to present any hindrance to other traffic on account of its insufficient speed, particularly in hilly country.
 3. Means of protecting passengers from the sun, when necessary, must be provided.
 4. It must be possible for vehicles to be closed and covered. When the outside temperature makes it necessary, heating must be provided by a system offering every safeguard for health. Vehicles must be provided with a satisfactory ventilation system.
 5. Adequate interior lighting must be provided.
 6. The space allotted to each seat must be sufficient to provide passengers with proper comfort.
 7. Sufficient space, with full weather protection, must be reserved for luggage.
 8. Vehicles must be provided with a fire extinguisher in proper working order.
 9. In addition to the door used for regular access, vehicles must be provided with at least one emergency exit which should not be on the wall on which the door is placed
 10. Vehicles operating regular services must display on their sides, in letters at least 10 cm. high, their points of departure and arrival and at least one intermediate locality.
-

Annex D.1.

CONSIGNMENT NOTE (LETTRE DE VOITURE)

Article 1

1. The carrier shall be responsible for seeing that a consignment note is made out.
2. The consignment note shall be made out in three copies. The first shall be handed to the consignor, the second shall accompany the goods and the third shall be retained by the carrier. Additional copies of the consignment note may be prepared for the convenience of the consignor or the carrier.

Article 2

1. The consignment note shall contain the following particulars:
 - (1) the place and date of issue of the consignment note;
 - (2) the name and address of the consignor;
 - (3) the name and address of the carrier;
 - (4) the place where the goods are taken over and the place designated for delivery;
 - (5) the name and address of the consignee or other receiver;
 - (6) a description of the goods and the method of packing;
 - (7) the number of packages and their special marks and numbers;
 - (8) the gross weight of the goods or their quantity otherwise expressed;
 - (9) the transport charge and other charges;
 - (10) the requisite instructions for Customs and other formalities;
 - (11) a statement that the transport operation is subject, notwithstanding any clause to the contrary, to the provisions of Annexes D to the Set of Rules of the General Agreement on Economic Regulations for International Road Transport.
2. Where applicable, the consignment note shall contain the following particulars:
 - (12) a statement that no transloading is allowed;
 - (13) the charges for which the consignor would assume liability;
 - (14) the amount of cash to be collected on delivery of the goods;

- (15) a declaration of the value of the goods and a declaration of special interest in delivery;
 - (16) the consignor's instructions to the carrier regarding insurance of the goods;
 - (17) the agreed time-limit within which the transport operation must be completed^(*);
 - (18) a list of the documents handed to the carrier to accompany the second copy of the consignment note.
3. The parties may enter on the consignment note any other particulars they deem useful.
4. Where a copy of the consignment note is used as a control document under the terms of Article 6, paragraph 4 of the Set of Rules, it shall also contain, without prejudice to the relations between the parties to the transport-contract, the following particulars:
- (19) the type of body;
 - (20) the maximum load (Article 4, paragraph 5, of the Set of Rules);
 - (21) the registration number of the vehicle or, where that is not sufficient to identify the vehicle, the chassis number;
 - (22) the mileage charged for;
 - (23) the place of departure and the destination of the vehicle or vehicles performing an international transport operation (to be filled in only where the place of departure and/or of destination differs from the place where the goods are taken over and/or the place designated for delivery);
 - (24) the frontier crossing point(s).

(*) The absence of any entry under this item is equivalent to the entry:
"No pre-arranged time limit".

Annex E.1

INSURANCES TO BE TAKEN OUT BY CARRIERS FOR HIRE OR REWARD

1. Passenger transport

(a) The carrier must take out and keep up an insurance policy covering such liability as he may incur under the law in force in the countries traversed, for damage caused to the persons carried and to third parties. In this connexion due regard shall be paid to any limitations on the sum insured which are, or may be, in force in the countries in question.

(b) The obligation on the carrier to insure against liability for damage caused to the luggage of the persons carried, shall, however, continue to be governed by the national law of the countries traversed.

2. Goods transport

(a) The carrier must take out and keep up an insurance policy covering such liability as he may incur under the law in force in the countries traversed, for damage caused to third parties. In this connexion due regard shall be paid to any limitations on the sum insured which are, or may be, in force in the countries in question.

(b) The carrier must also take out and keep up an insurance policy covering his liability for total as well as partial loss of and damage to the goods carried.

3. Undertakings, such as public undertakings, considered capable of covering themselves the risks mentioned in paragraphs 1 and 2 above may be exempted by the competent authorities of the country of registration from the obligation to take out and keep up the insurance policies required under the said paragraphs. This power may in no case be delegated to a trade organization under the provisions of Article 7 of the General Agreement. As regards paragraphs 1 (a) and 2 (a), the present provision does not exempt the undertakings in question, when in countries other than the country in which the vehicle is registered, from complying with national or international regulations applying to foreign undertakings.

Annex E.2

INSURANCES TO BE TAKEN OUT BY CARRIERS OF GOODS ON OWN ACCOUNT

1. The carrier must take out and keep up an insurance policy covering such liability as he may incur under the law in force in the countries traversed for damage caused to third parties. In this connexion due regard shall be paid to any limitations on the sum insured which are, or may be, in force in the countries in question.
2. Undertakings, such as public undertakings, considered capable of covering themselves the risks mentioned in paragraph 1 above may be exempted by the competent authorities of the country of registration from the obligation to take out and keep up the insurance policies required under the said paragraph. This power may in no case be delegated to an organization under the provisions of Article 7 of the General Agreement. The present provision does not exempt the undertakings in question, when in countries other than the country in which the vehicle is registered, from complying with national or international regulations applying to foreign undertakings.

Annex H.1

ENTRIES TO BE MADE IN THE DOCUMENT

ACCOMPANYING TRANSPORT FOR HIRE OR REWARD (*)

- (1) The place and date of issue of the document;
 - (2) the name and address of the consignor;
 - (3) the name and address of the carrier;
 - (4) the place where the goods are taken over and the place designated for delivery;
 - (5) the name and address of the consignee or other receiver;
 - (6) a description of the goods;
 - (8) the gross weight of the goods or their quantity otherwise expressed;
 - (9) the transport charge and other charges;
-
- (19) the type of body;
 - (20) the maximum load (Article 4, paragraph 5, of the Set of Rules);
 - (21) the registration number of the vehicle or, where that is not sufficient to identify the vehicle, the chassis number;
 - (22) the mileage charged for;
 - (23) the place of departure and the destination of the vehicle or vehicles performing an international transport operation (to be filled in only where the place of departure and/or of destination differs from the place where the goods are taken over and/or the place designated for delivery);
 - (24) the frontier crossing point(s).
-
- (*) The numbering of the items is the same as for the particulars given in the consignment note reproduced in Annex D.1.

Annex H.2

**ENTRIES TO BE MADE IN THE DOCUMENT
ACCOMPANYING TRANSPORT ON OWN ACCOUNT**

- (1) The place and date of issue of the document;
- (2) the name, address and business of the carrier;
- (3) where appropriate, the name, address and business of the person or persons other than the carrier from whom the goods are taken over and/or to whom they are to be delivered;
- (4) the place(s) of loading;
- (5) the place(s) of unloading;
- (6) a description of the goods;
- (7) the gross weight of the goods or their quantity otherwise expressed;
- (8) the type of body;
- (9) the maximum load (Article 14, paragraph 5, of the Set of Rules);
- (10) the registration number of the vehicle or, where that is not sufficient to identify the vehicle, the chassis number;
- (11) the mileage;
- (12) the frontier crossing point(s).

ADDITIONAL PROTOCOL

TO THE GENERAL AGREEMENT ON ECONOMIC REGULATIONS
FOR INTERNATIONAL ROAD TRANSPORT

The undersigned, duly authorized, have agreed on the following:

(1) Any of the Allied Control Authorities in the Occupied Territories of Europe, who are in relationship with the Economic Commission for Europe in virtue of paragraph 10 of the terms of reference of the Commission, may notify the Secretary-General of the United Nations that the provisions of the General Agreement or of an annex drawn up at a later date have been introduced in the territories in question in domestic legislation and will be enacted in accordance with the constitutional provisions in these territories.

(2) Such notification has the following effects:

(a) The provisions of the General Agreement or of such an annex as mentioned in paragraph (1) above shall apply to relations between the Contracting Parties and the territories referred to in paragraph (1) above in respect of which this notification has been sent on the expiry of thirty days from the date of the receipt of such notification by the Secretary-General of the United Nations if the Agreement has entered into force, otherwise from the date of its entry into force.

(b) The Secretary-General of the United Nations shall inform the Contracting Parties as well as the territories in respect of which action has been taken in accordance with the procedure described in paragraph (1) above of the notifications received as well as of the date of their receipt.

(c) The territories in respect of which action has been taken in accordance with the procedure described in paragraph (1) above shall have in relation to the Contracting Parties the same rights and obligations as a Contracting Party.

(3) This Protocol shall enter into force on the date of its signature and shall be considered as an integral part of the General Agreement on the date of entry into force of this Agreement.

Done at Geneva, in a single copy,
in the English and French Languages,
both texts being equally authentic, the
seventeenth day of March one thousand
nine hundred and fifty-four.

Fait à Genève, en un seul exemplaire,
en langues anglaise et française, les
deux textes faisant également foi, le
dix-sept mars mil neuf cent cinquante-
quatre.

For BELGIUM

Pour la BELGIQUE

Sous réserve de ratification

Leroy

For DENMARK

Pour le DANEMARK

Sous réserve de ratification

Sven Acker

For FRANCE

Pour la FRANCE

G. Clauzel

For GREECE

Pour la GRECE

Sous réserve de ratification

Hadji Vassiliou

For ITALY

Pour l'ITALIE

Sous réserve de ratification

Notarangeli

PROTOCOL OF SIGNATURE

On proceeding to sign the General Agreement on Economic Regulations for International Road Transport, the undersigned, duly authorized, have agreed on the provisions of Articles 1, 2 and 3 hereafter and have noted the reservations made in Article 4:

Article 1

Annexes A, B.1, D.1, E.1, E.2, H.1 and H.2 to the Set of Rules are inserted in the General Agreement on the date of signature.

Article 2

Notwithstanding the provisions of paragraph 8 of Article 9 of the General Agreement, Annex C.1 shall be open, on 1 July 1954, for signature by countries which have by that date signed the General Agreement or acceded to it. It shall form an integral part of the General Agreement in so far as concerns countries which have accepted it by either signing it on the date stated above, subsequently acceding to it or acceding, without reservation to the General Agreement after 1 July 1954.

Article 3

For the purposes of this General Agreement, transport operations between

(a) the United Kingdom and the Republic of Ireland,

(b) Denmark, Finland, Norway and Sweden,

shall not be deemed to be international transport.

Article 4

ad Article 2 of the General Agreement and paragraph 1 of Annex A to the Set of Rules

The representative of Italy reserves for his country the right not to apply paragraph 1 of Annex A to the drivers of vehicles registered in countries not parties to the General Agreement.

ad Annex A to the Set of Rules

In the United Kingdom such matters as normal working hours, rest days, public holidays and subsistence allowances (paragraphs 4, 11, 12, 19 and 24) are determined by collective agreements, independent statutory bodies or arbitration awards; and the Government plays no part in their settlement. Hence the United Kingdom representative cannot undertake to ensure that the decisions so arrived at comply with the detailed requirements laid down in Annex A, provided that operators from the United Kingdom may be required by the law in countries Parties to the General Agreement through which they pass to comply with the relevant paragraphs of Annex A.

ad paragraph 1 of Annex A to the Set of Rules

With reference to the Additional Protocol to the General Agreement on Economic Regulations for International Road Transport the right is hereby reserved to the Western Zones of Germany to require drivers of passenger vehicles as defined in the General Agreement to be not less than 23 years of age.

The representative of Italy declared that he could accept this reservation only on condition that it did not prejudice the application of other international agreements.

ad paragraph 4 of Annex A to the Set of Rules

The representative of Switzerland reserves for his country the right not to apply paragraph 4 of Annex A on Swiss territory in view of the special provisions in force in Switzerland concerning wages and hours of work.

The representative of Turkey reserves for his country the right not fully to apply, at this stage, the provisions of paragraph 4 of Annex A in Turkish territory in view of the legislation concerning wages and hours of work in force in Turkey.

ad paragraph 6 of Annex A to the Set of Rules

The representative of Sweden reserves for his country the right not to apply paragraph 6 (b) of Annex A, as the Swedish regulations do not allow a shorter rest period than nine hours, except twice in any period of seven days for each driver.

ad paragraphs 8 and 9 of Annex A to the Set of Rules

The representative of Italy reserves for his country the right not to apply paragraphs 8 and 9 of Annex A on Italian territory.

ad paragraph 12 of Annex A to the Set of Rules

The representative of Austria reserved for his country the right to authorize undertakings to employ, on Austrian territory, drivers on public holidays without granting them compensatory leave, provided that the national regulations in force regarding payment for work of this kind were observed.

ad paragraph 14 of Annex A to the Set of Rules

The representative of Italy reserves for his country the right to require a second driver in all cases where a motor vehicle is accompanied by a trailer, without prejudice to the application of other international conventions. This reservation does not, however, apply to two-wheeled trailers used solely for the transport of luggage, tools, etc., provided that the technical conditions laid down by the competent authorities are complied with.

The representative of the United Kingdom reserves for his country the right to require, in the case of a combination of vehicles composed of a drawing (non-carrying) vehicle and a trailer, an attendant to be carried in the circumstances prescribed by the law in force in the United Kingdom.

ad Annex D to the Set of Rules

The representative of the United Kingdom makes the following reservation:

The provisions of Annex D shall not apply to traffic to or from the United Kingdom, provided that

- (a) traffic from the United Kingdom may be required by the law of any other country which is a Party to the General Agreement to be carried in accordance with the said Annex when in that country; and
- (b) the consignment note provided for in the said Annex shall not be required to be replaced by another document in respect of traffic entering the United Kingdom from any such country, and such traffic may be carried in the United Kingdom in accordance with the conditions of the said Annex.

The present Protocol will have the same force, effect and duration as the General Agreement, of which it is to be considered as an integral part.

Done at Geneva, in a single copy, in the English and French Languages, both texts being equally authentic, this seventeenth day of March one thousand nine hundred and fifty-four.

Le présent Protocole aura les mêmes force, valeur et durée que l'Accord général dont il doit être considéré comme faisant partie intégrante.

Fait à Genève, en un seul exemplaire, en langues anglaise et française, les deux textes faisant également foi, le dix-sept mars mil neuf cent cinquante-quatre.

For BELGIUM

Pour la BELGIQUE

Sous réserve de ratification

Leroy

For DENMARK

Pour le DANEMARK

Sous réserve de ratification

Sven Acker

For FRANCE

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For GREECE

Pour la GRECE

Sous réserve de ratification

Hadji Vassiliou

For ITALY

Pour l'ITALIE

Sous réserve de ratification

Notarangeli

For LUXEMBOURG

Pour le LUXEMBOURG

Sous réserve de ratification

R. Logelin

For the NETHERLANDS

Pour les PAYS-BAS

Sous réserve de ratification

K. Vonk

For SWEDEN

Pour la SUEDE

Sous réserve de ratification

Gösta Hall

For SWITZERLAND

Pour la SUISSE

Sous réserve de ratification

B. Tapernoux

For the UNITED KINGDOM of Great Britain
and NORTHERN IRELAND

Pour le ROYAUME-UNI de Grande-Bretagne
et d'IRLANDE DU NORD

Subject to ratification

Reading

For YUGOSLAVIA

Pour la YOUGOSLAVIE

Sous réserve de ratification

B. Crnobrnja

UNITED NATIONS
ECONOMIC
AND
SOCIAL COUNCIL



File in English

Distr.
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6 April 1954

Original: ENGLISH &
FRENCH

ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE

GENERAL AGREEMENT ON ECONOMIC REGULATIONS
FOR INTERNATIONAL ROAD TRANSPORT

Page 1 should read:

The General Agreement on Economic Regulations for International Road Transport, the text of which is reproduced below, was adopted by the Sub-Committee on Road Transport at its eleventh (special) session and signed at Geneva on 17 March 1954 by the representatives of Belgium, Denmark, France, Greece, Italy, Luxembourg, the Netherlands, Sweden, Switzerland, the United Kingdom and Northern Ireland and Yugoslavia. The Additional Protocol on the application of the General Agreement to the Zones of Germany and a Protocol of Signature containing the reservations made regarding certain provisions were signed at the same time. These two Protocols form an integral part of the Agreement.

COMMISSION ECONOMIQUE POUR L'EUROPE
COMITE DES TRANSPORTS INTERIEURS

ACCORD GENERAL PORTANT REGLEMENTATION ECONOMIQUE
DES TRANSPORTS ROUTIERS INTERNATIONAUX

Première page, lire comme il suit:

L'Accord général portant réglementation économique des transports routiers internationaux, dont le texte, reproduit ci-après, a été adopté par le Sous-Comité des transports routiers au cours de sa onzième session (spéciale), a été signé à Genève le 17 mars 1954 par les représentants de la Belgique, du Danemark, de la France, de la Grèce, de l'Italie, du Luxembourg, des Pays-Bas, du Royaume-Uni et de l'Irlande du Nord, de la Suède, de la Suisse et de la Yougoslavie. Ont été signés à la même date un Protocole additionnel relatif à l'application de l'Accord général en ce qui concerne les Zones d'Allemagne et un Protocole de signature contenant les réserves faites sur certaines dispositions de l'Accord. Ces deux Protocoles font partie intégrante de l'Accord.

UNITED NATIONS
ECONOMIC
AND
SOCIAL COUNCIL



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ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE

GENERAL AGREEMENT ON ECONOMIC REGULATIONS
FOR INTERNATIONAL ROAD TRANSPORT

Addendum 1 : PROTOCOL RELATING TO THE ADOPTION OF
ANNEX C.1 TO THE SET OF RULES
(TRANSPORT OF PERISHABLE FOODSTUFFS)

The Protocol relating to the adoption of Annex C.1 (dealing with the transport of perishable foodstuffs) to the Set of Rules annexed to the General Agreement on Economic Regulations for International Road Transport, signed on 17 March 1954, the text of which is reproduced below, was adopted at a special meeting held on 28 - 30 June and signed on 1 July 1954 by the representatives of Belgium (subject to ratification), France, Luxembourg (subject to ratification) and the Netherlands (subject to ratification). For those countries which have accepted it Annex C.1 forms an integral part of the General Agreement.

COMMISSION ECONOMIQUE POUR L'EUROPE
COMITE DES TRANSPORTS INTERIEURS

ACCORD GENERAL PORTANT REGLEMENTATION ECONOMIQUE
DES TRANSPORTS ROUTIERS INTERNATIONAUX

Addendum 1 : PROTOCOLE RELATIF A L'ADOPTION DE
L'ANNEXE C.1 AU CAHIER DES CHARGES
(TRANSPORT DES DENREES PERISSABLES)

Le Protocole relatif à l'adoption de l'annexe C.1 au Cahier des Charges, annexé à l'Accord général portant réglementation économique des transports routiers internationaux signé le 17 mars 1954 - annexe relative au transport des denrées périssables - dont le texte, reproduit ci-après, a été adopté au cours d'une Réunion spéciale tenue du 28 au 30 juin, a été signé le premier juillet 1954 par les représentants de la Belgique (sous réserve de ratification), de la France, du Luxembourg (sous réserve de ratification) et des Pays-Bas (sous réserve de ratification). Cette annexe C.1 fait partie intégrante de l'Accord général à l'égard des pays qui l'auront acceptée.

P R O T O C O L
RELATING TO THE ADOPTION OF ANNEX C.1
TO THE SET OF RULES ANNEXED TO THE GENERAL AGREEMENT
ON ECONOMIC REGULATIONS FOR INTERNATIONAL ROAD TRANSPORT.

In accordance with Article 2 of the Protocol of Signature of the General Agreement on Economic Regulations for International Road Transport, the undersigned, duly authorized, have agreed on the following provisions which, in so far as concerns the countries accepting them in accordance with the above mentioned Article 2, shall form an integral part of the General Agreement as Annex C.1 to the Set of Rules annexed to the General Agreement:

Annex C.1
TRANSPORT OF PERISHABLE FOODSTUFFS

Definitions

1. Perishable foodstuffs are those which, by reason of their fragility or susceptibility to changes in temperature, require special precautions in transport. The perishable foodstuffs to which the Set of Rules applies are those listed in Appendix 1.
2. The definitions and standards applicable to special equipment (lorries, trailers, semi-trailers, containers and other similar equipment) used for the transport of perishable foodstuffs by road, together with the provisions for testing the equipment, are given in Appendix 2.

Scope

3. The provisions of this Annex and the Appendices thereto apply from the time when the carrier for hire or reward takes over the goods until the time when he delivers them. With regard to transport on own account, these provisions apply from the time when the goods are loaded until they are unloaded.
4. The provisions of this Annex and the appendices thereto apply to all international transport of deep-frozen and frozen foodstuffs, whatever the transport time or distance.

5. International transport of the foodstuffs mentioned in paragraphs 6 and 7 in Appendix 1 is subject to the provisions of this Annex and the appendices thereto when the transport distance exceeds 250 km. or the transport time exceeds 6 hours. Only those provisions of Appendix 1 relating to temperatures apply to international transport of these foodstuffs when the transport distance is between 250 and 500 km. or the transport time is between 6 and 12 hours provided that the traffic is carried in one operation during a single night. Night is defined as the period extending from one hour before sunset to one hour after sunrise.

Initial temperatures of foodstuffs

6. The temperatures at which foodstuffs are accepted by carriers for hire or reward or loaded by carriers on own account hereafter called "initial temperatures" are those indicated in Appendix 1. They may be vouched for by a certificate issued by a cold storage depot or, in the case of transport for hire or reward, by a written statement of the consignor in the consignment note (lettre de voiture). The carrier's right to check the temperature is reserved in all cases.

Stowing of packages

7. When the carrier performs the loading operations, he must take steps to ensure that the goods are stowed in a manner which will ensure their stability and, except in the case of frozen or deep-frozen foodstuffs, adequate circulation of air among the packages.

Equipment used for transport

8. The equipment used for transport must conform to the definitions and standards contained in Appendix 2. The category and, where applicable, the class of vehicle must be shown on the document referred to in Article 4, paragraph 2, of the Set of Rules. Containers and similar equipment must be accompanied by the certificate prescribed in Appendix 2, which document must be produced to the responsible control officials on request during the journey.

Temperatures to be observed during the period specified in paragraph 3

9. The temperatures which must be observed for the foodstuffs during the period specified in paragraph 3 are those stipulated in Appendix 1.

3.

Sanitary regulations

10. The sanitary regulations of the countries concerned must be complied with during transport.

Appendix 1LIST OF PERISHABLE FOODSTUFFS THE TRANSPORT OF WHICH
IS GOVERNED BY THE SET OF RULESDeep-frozen foodstuffs

1. Foodstuffs subjected to a refrigeration process causing quick freezing, by reduction of their temperature to below -18°C .
2. The initial temperature of such foodstuffs must not exceed -18°C . The maximum temperature of the foodstuffs not to be exceeded during the period specified in paragraph 3 of Annex C.1. is -15°C .

Frozen foodstuffs

3. Foodstuffs subjected to a refrigeration process causing (slow or semi-quick) freezing, by a reduction of their temperature to -7°C or lower.
4. The initial temperatures of such foodstuffs must not exceed those shown in the following table, which also lays down the temperatures not to be exceeded by the foodstuffs during the period specified in paragraph 3 of Annex C.1.

Frozen Foodstuffs	Maximum initial temperature of foodstuffs (see paragraph 5 of Annex C.1)	Temperature which the foodstuffs must not exceed during the period specified in paragraph 3 of Annex C.1.
Red offal	- 12	- 10
Egg yolk	- 12	- 10
Other frozen foodstuffs	- 7	- 5

5. Notwithstanding the preceding provisions concerning the temperature not to be exceeded during the period specified in paragraph 3 of Annex C.1. and provided it is made clear when the foodstuffs are taken over by the carrier for hire or reward, or loaded by the carrier on own account, that they are not intended to be stored in a frozen state after delivery, the

temperature of the foodstuffs may be allowed to rise slowly during transport up to a level which will enable the goods to be marketed under the most satisfactory conditions. In such a case the consignment note provided for in Annex D.1. or the document specified in Annexes H.1 or H.2 to the Set of Rules should bear the following wording "Foodstuffs not intended to be stored in a frozen state after delivery".

Foodstuffs other than those which have been frozen or deep-frozen

6. The initial temperatures of foodstuffs must be in conformity with those set out in the following table. This table also lays down the temperatures not to be exceeded by foodstuffs during the period specified in paragraph 3 of Annex C.1.

Foodstuffs (when not frozen or deep-frozen)	Initial temperature of the foodstuffs (see paragraph 6, Annex C.1.)		Temperature not to be exceeded by the foodstuffs during the period specified in paragraph 3 of Annex C.1.	
	minimum	maximum	minimum	maximum
	(a)	(b)	(c)	(d)
Red offal	0	+ 5	0	+ 10
Butter	no minimum	+10	no minimum	+ 15
Game	0	+ 6	0	+ 10
Fresh milk carried in tanks	0	+ 4	0	+ 6
Fresh milk carried otherwise than in tanks	0	+ 5	0	+ 10
Fish *) (must al- ways be carried "iced")	0	+ 6	0	+ 6
Meat **) (except red offal)	0	+10	0	+ 12
Poultry and rabbits	0	+ 6	0	+ 10

*) Other than smoked, salted, dried or live fish.

**) The temperature conditions laid down in this table do not apply to fresh killed meat provided that the distance which it is carried does not exceed 500 km. and that the climatic conditions allow the transport to be effected without lowering the quality of the meat.

6.

7. For such foodstuffs the maximum temperatures not to be exceeded during the period specified in paragraph 3 of Annex C.1. relate:

- (a) to the warmest part of the goods; where the temperature of the goods is approximately uniform throughout the load, the maximum temperature not to be exceeded by foodstuffs must be reduced by 2°C;
 - (b) to periods not exceeding 24 hours; where the period exceeds 24 hours, the maximum temperature not to be exceeded by foodstuffs must be reduced by 1°C for every period of 48 hours in excess of 24 hours.
-

Appendix 2DEFINITIONS, STANDARDS AND TESTING OF SPECIAL EQUIPMENT^{*} USED FOR THE INTERNATIONAL ROAD TRANSPORT OF PERISHABLE FOODSTUFFS

1. Ventilated equipment : Closed equipment, but excluding sheeted equipment, of which the body, besides openings for access and loading, is provided either with vents for air intake and outlet or with forced ventilation appliances. The hourly flow of air through the vents or other ventilation appliances when the equipment is travelling at 35 km. per hour without any load must be at least 100 times the internal volume of the body. The ventilating system must be able to be shut off and regulated from the outside of the equipment.

2. Insulated equipment : Equipment of which the body is built with insulating walls, floor and roof, by which heat exchanges between the inside and outside can be limited without the use of refrigeration or heating.
 - (a) Normally insulated equipment (I_N) : The heat transfer factor (K factor **) of normally insulated equipment must not exceed 0.6 kilo/calorie*** per square metre of the geometric mean of the inside and outside surface areas, per hour and per °C of temperature difference between the inside and outside of the body.

 - (b) Heavily insulated equipment (I_H) : The heat transfer factor (K factor **) of heavily insulated equipment must not exceed 0.35 kilo/calorie per square metre of the geometric mean of the inside and outside surface areas, per hour and per °C of temperature difference between the inside and outside of the body.

3. Refrigerated equipment : Insulated equipment which, using a source of cold (natural ice, with or without the addition of salt; dry ice, with or without evaporation control; eutectic plates etc.) other than a mechanical unit or "absorption" plant, is capable of maintaining the

* Lorries, trailers, semi-trailers, containers and other similar equipment.

** "U" factor in certain countries, including the United Kingdom.

*** 1 kilogram/calorie (kcal) = 4,185 joules.

8.

temperature inside the body constantly below the maximum permitted for transport of the various foodstuffs listed in Appendix 1, with a mean outside temperature of up to 30°C for a period of 24 hours. Such equipment must be provided with one or more compartments for the refrigerant which can be loaded from the outside.

4. Mechanically refrigerated equipment : Insulated equipment which, using a refrigerating appliance (mechanical compressor set, absorption plant with or without eutectic plates etc.) permits the permanent maintenance, in the interior of the body, of practically constant temperatures, conforming to the standards set out below for the two classes of equipment :

(a) Class A : Equipment enabling any constant level of temperature desired between + 10°C and - 10°C inclusive to be maintained with a mean outside temperature of up to + 30°C for a period of 24 hours.

(b) Class B : Equipment enabling any constant level of temperature desired between + 10°C and - 20°C inclusive to be maintained with a mean outside temperature of up to + 30°C for a period of 24 hours.

5. Heated equipment : Insulated equipment which, using a heating system, is capable of maintaining permanently a temperature inside the body of at least + 12°C, with a mean outside temperature of down to - 25°C for a period of 24 hours.

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* *
*

6. Thermometers : Insulated, refrigerated, mechanically-refrigerated or heated equipment must be provided with a thermometer in proper working order which can be read from the outside. This thermometer must show the temperature :

(a) equipment which is insulated only
in the upper part of the body;

9.

- (b) refrigerated, mechanically-refrigerated or heated equipment
- (i) at the point furthest from the source of cold or source of heat in equipment ventilated by natural convection;
 - (ii) in the air return circuit, as near as possible to the source of cold or heat in equipment with forced ventilation.

In the case of containers or similar equipment, the thermometer need not be permanently fixed to the equipment provided that there is a device, which can be closed from the outside, allowing a check to be made by means of an approved thermometer.

Testing of the insulating capacity and the efficiency of thermal appliances of equipment

7. Apart from the technical inspection provided for in Article 14 of the Set of Rules, insulated vehicles, including refrigerated, mechanically-refrigerated or heated equipment, used for the international transport of perishable foodstuffs by road must undergo insulating capacity tests. Furthermore, the thermal appliances of refrigerated, mechanically-refrigerated or heated equipment used for the international transport of perishable foodstuffs must undergo efficiency tests.

8. Tests of the insulating capacity and thermal appliances of equipment shall take place in accordance with the requirements of the competent authority of the country in which the undertaking has its head office :

- (a) before the equipment is put into service;
- (b) periodically, at least once every six years;
- (c) whenever required by the competent authority.

9. For each insulated, refrigerated, mechanically-refrigerated or heated container or similar equipment approved the competent authority appointed by the public authorities of each country shall issue a certificate conforming to the annexed form.

Transitional provision

10. As a transitional measure well-built equipment in good condition may be included in the category "insulated" if the thickness of their insulating walls, including the floor and the roof, is at least 100 millimetres in the case of normally insulated equipment and 150 millimetres

10.

in the case of heavily insulated equipment, or, provided that the heat transfer factor (K factor), referred to in paragraph 2 of this Appendix, does not exceed 0.8, in the case of normally insulated equipment (I_N) and 0.5 in the case of heavily insulated equipment (I_H).

11. This transitional provision is valid for :

- (a) five years in the case of equipment in service when the Set of Rules came into force;
- (b) two years in the case of equipment placed in service after the coming into force of the Set of Rules.

12. In both cases the transitional period will run from the time when the Set of Rules comes into force.

CERTIFICATE OF APPROVAL

FORM FOR CERTIFICATE OF APPROVAL OF INSULATED, REFRIGERATED,
MECHANICALLY-REFRIGERATED OR HEATED CONTAINERS - OR SIMILAR
EQUIPMENT - USED FOR INTERNATIONAL TRANSPORT OF PERISHABLE FOODSTUFFS *

1. Issuing authority
-
2. Equipment **) submitted by
-
-
3. Maker's series of production
4. Tare weight Kg.
5. Maximum load Kg.
6. Loading capacity m³
7. Total capacity m³
8. Total floor area m²
9. Effective floor area m²
10. Total outside area m²
11. Total inside area m²
12. Description of body :
 - (a) - roof
 - (b) - floor
 - (c) - walls
13. No. under which equipment is recorded

*) The certificate shall be printed in the language of the country of issue and in French. The various headings shall be numbered as in this form to make the certificate comprehensible in other languages.

**) State type.