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LEAGUE OF NATIONS

COMMUNICATIONS AND TRANSIT ORGANISATION

EUROPEAN CONFERENCE

ON

ROAD TRAFFIC

**Preparatory Documents**

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## I. COMMERCIAL MOTOR TRANSPORT.

### DRAFT CONVENTION ON INTERNATIONAL COMMERCIAL MOTOR TRANSPORT.

[List of Heads of States.]

desiring to facilitate international transport by commercial motor vehicles, have appointed as their Plenipotentiaries:

[List of Plenipotentiaries.]

who, having produced their full powers, found in good and due form, have agreed upon the following provisions:

#### *Article 1.*

Commercial motor vehicles within the meaning of the present Convention are motor vehicles used permanently or temporarily for the transport of goods, and those used permanently or temporarily for the conveyance of passengers for payment.

#### *Article 2.*

Each of the High Contracting Parties undertake to accord freedom to travel in their territory to commercial motor vehicles registered in the territory of one of the other High Contracting Parties. These vehicles shall be authorised unconditionally to carry passengers or goods within the territory of the High Contracting Parties, except in the cases defined in Articles 3 and 10.

#### *Article 3.*

Each of the High Contracting Parties may render the operation of all passenger transport services taking up or setting down passengers within its territory subject to the conditions of authorisation or concession laid down in its laws, where such services are regarded as public services within the meaning of the said laws. Each of the High Contracting Parties undertakes, however, not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.

Each of the High Contracting Parties may render the operation of regular motor transport routes for goods loaded or unloaded within its territory subject to the conditions of authorisation or concession laid down in its laws. Motor transport shall be deemed to be effected by regular routes if it is open to the public and is carried on between fixed points under the terms of a published tariff of charges and in accordance with a time-table or at dates announced in advance. Each of the High Contracting Parties undertakes not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.

#### *Article 4.*

The stay in the territory of each of the High Contracting Parties of commercial motor vehicles admitted to such territory in virtue of the provisions of Articles 2 and 3 may not exceed the periods laid down in Article 5 of the present Convention. These vehicles shall benefit by the system of temporary Customs exemption, subject to furnishing a surety entitling the persons in question to an *acquit-à-caution*, a triptych, a *passavant*, or any other document, according to the Customs regulations of the country concerned.

#### *Article 5.*

The authorised length of stay shall be fixed by the Customs officials of the office of entry on the basis of the distance to be covered within the country and on the strength of the particulars supplied by the driver of the vehicle. This length of stay shall not be less than twenty-four hours per fifty kilometres, and mention shall be made thereof by the Customs officials on the paper (triptych, *acquit-à-caution*, *passavant*, etc.). It shall, if necessary, be extended by the officials of the office of exit, in the event of the vehicle being unavoidably held up, when this has been duly verified or of a change of route being made for reasons recognised as necessary.

#### *Article 6.*

The driver of any vehicle who has remained in the territory in question for longer than the period provided for under Article 5, or who has undertaken within the country transport of a kind prohibited in virtue of the provisions of either Article 3 or Article 10, shall be liable to the penalties provided by the law of the country.

#### *Article 7.*

In cases where the High Contracting Parties make a road traffic charge on commercial motor vehicles registered in their own territory, they may also levy a similar charge on commercial

motor vehicles plying in their territory and registered in the territory of one of the other High Contracting Parties. Such charge, which must be calculated per indivisible period of twenty-four hours, shall be fixed at a rate in proportion to the amount of similar charges levied on commercial motor vehicles registered in the territory of the High Contracting Party, regard being had, however, to the necessity, in the case of commercial motor vehicles registered abroad, of a particularly simple basis of taxation such as will allow of the rapid collection of the duties.

*Article 8.*

The High Contracting Parties shall grant freedom of transit to passengers and goods conveyed in commercial motor vehicles. Nevertheless, there may be levied dues intended solely to defray expenses of supervision and administration entailed by such transit. The rate of any such dues must correspond as nearly as possible with the expenses which they are intended to cover. In applying these dues no distinction shall be made, which is based on the nationality of persons, the country of registration of the vehicle, the place of origin, departure, entry, exit or destination, or on any other circumstances relating to the ownership of the goods or vehicles.

*Article 9.*

The present Convention does not lay down the technical conditions with which commercial motor vehicles or their drivers must comply before permission is granted to travel in the territory of the High Contracting Parties, as these conditions are determined in the manner provided in the international Conventions in force.

*Article 10.*

The present Convention shall not apply to the conveyance of passengers or goods from one point in the territory of one of the High Contracting Parties to another point in the same territory.

*Article 11.*

The provisions of the present Convention may be abrogated in exceptional circumstances, and for as short a period as possible, by any particular or general measures which any of the High Contracting Parties may be obliged to take in the event of serious occurrences affecting the safety or vital interests of the country, on the understanding that the principles of the present Convention must be observed as far as possible.

*Article 12.*

None of the High Contracting Parties shall be bound by this Convention to allow the transit of passengers whose admission into its territories is forbidden, or of goods of a kind of which the importation is prohibited either on grounds of public health or security or as a precaution against diseases of animals or plants. As regards traffic other than traffic in transit, none of the High Contracting Parties shall be bound by this Convention to allow the transport of passengers whose admission to its territory is prohibited or of goods of which the import or export is prohibited by its national laws.

Each High Contracting Party shall be entitled to take any necessary precautions to satisfy itself that the passengers and goods are actually in transit.

Each High Contracting Party shall be entitled to take the necessary precautionary measures in respect of the transport of dangerous goods or goods of a similar character, it being understood that such measures must not result in any discrimination contrary to the principles of the present Convention, and also to enforce general police measures, including police measures in connection with emigration traffic.

Nothing in this Convention shall affect any measures which one of the High Contracting Parties is or may feel called upon to take in pursuance of general international Conventions to which it is a party or which may be concluded hereafter, particularly Conventions concluded under the auspices of the League of Nations relating to the transit, export or import, of particular kinds of articles, such as opium or other dangerous drugs, arms, or the produce of fisheries, or in pursuance of general Conventions intended to prevent any infringement of industrial, literary or artistic property, or relating to false marks, false indications of origin, or other methods of unfair competition.

*Article 13.*

The present Convention does not prescribe the rights and duties of belligerents and neutrals in time of war. The Convention shall, however, continue in force in time of war so far as such rights and duties permit.

*Article 14.*

The present Convention does not entail in any way the withdrawal of facilities which are greater than those provided for in the Convention and which have been granted in commercial motor traffic under conditions consistent with its principles. This Convention also entails no prohibition of such grant of greater facilities in the future.



*Article 15.*

Any dispute which may arise as to the interpretation or application of this Convention and which is not settled directly between the High Contracting Parties themselves, shall be brought before the Permanent Court of International Justice, unless, under a special agreement or a general arbitration provision, steps are taken for the settlement of the dispute by arbitration or some other means.

Proceedings shall be opened in the manner laid down in Article 40 of the Statute of the Permanent Court of International Justice.

In order to settle such disputes, however, in a friendly way as far as possible, the High Contracting Parties undertake, before resorting to judicial proceedings, to submit such disputes for an opinion to the Advisory and Technical Committee for Communications and Transit of the League of Nations. In urgent cases, a preliminary opinion may recommend temporary measures intended in particular to restore to commercial motor traffic the facilities which existed before the act or occurrence which gave rise to the dispute.

*Article 16.*

Nothing in the preceding articles is to be construed as affecting in any way the rights or duties of any High Contracting Party as a Member of the League of Nations.

*Article 17.*

The present Convention, of which the English and French texts are both authentic, shall bear this day's date, and shall be open for signature by any Power desiring to become a Contracting Party thereto until.....

*Article 18.*

The present Convention shall be ratified. The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who shall notify their deposit to every signatory or acceding Power.

*Article 19.*

The present Convention shall be open for accession as from..... Such accession may be effected by instruments communicated to the Secretary-General of the League of Nations to be deposited in the archives of the Secretariat.

In conformity with the provisions of Article 18 of the Covenant of the League of Nations, the Secretary-General shall register the present Convention on the day of its entry into force.

*Article 20.*

The present Convention may be denounced by any Party thereto on the expiration of five years from the date when it came into force in respect of that Party. Denunciation shall be effected by notification in writing addressed to the Secretary-General of the League of Nations who shall forthwith transmit copies of such notification to all the other Parties, informing them of the date on which it was received.

The denunciation shall take effect one year after the date on which it was notified to the Secretary-General, and shall operate only in respect of the notifying Power.

*Article 21.*

A request for the revision of the present Convention may be made at any time by one-third of the High Contracting Parties.

IN FAITH WHEREOF the above-named Plenipotentiaries have signed the present Convention.

DONE at Geneva.....  
in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations.

PROTOCOL OF SIGNATURE.

It is understood that the provisions of the present Convention, providing for freedom of traffic for commercial motor vehicles, shall not be taken to imply, as regards those vehicles, exemption from any legal provisions entailing an obligation in respect of "civil responsibility" insurance.

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## II. ROAD SIGNALLING.

### DRAFT CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS.

The Governments [List of States],

desiring to increase the safety of road traffic and to facilitate international road traffic by a uniform system of road signalling, have appointed as their Plenipotentiaries:

(List of Plenipotentiaries.)

who, having produced their full powers, found in good and due form, have agreed upon the following provisions:

#### *Article 1.*

The Contracting Governments adopt the international system of road signalling described in the Annex to the present Convention and undertake to introduce, or arrange for their agents to introduce, this international system as soon as possible into their respective countries by adopting the signs therein mentioned as and when new signs are set up or those now in existence renewed. Signs which do not conform to the international system shall be completely replaced within a period not exceeding five years from the date of the coming into force of the present Convention in respect of each of the Contracting Governments.

#### *Article 2.*

The Contracting Governments undertake to replace, or arrange for their agents to replace as soon as the present Convention comes into force, signs which, although they have the distinguishing features of a sign in the international system, are used with a different meaning.

#### *Article 3.*

The signs described and illustrated in the Annex shall, as far as possible, be the only ones placed on the roads for the regulation of traffic. Should it appear necessary to introduce some other sign, this must conform to the classes mentioned in the Annex as regards its general shape and colour.

#### *Article 4.*

The present Convention, of which the French and English texts are both authentic, shall bear this day's date, and shall be open for signature by any Government desiring to become a Contracting Party thereto until .....

#### *Article 5.*

The Present Convention shall be ratified, and the instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who shall notify their deposit to all signatory or acceding Governments.

#### *Article 6.*

The present Convention shall be open for accession as from..... Such accession may be effected by instruments communicated to the Secretary-General of the League of Nations to be deposited in the archives of the Secretariat. The Secretary-General shall notify such deposit to all signatory or acceding Governments.

#### *Article 7.*

The present Convention shall not come into force until it has been ratified on behalf of five Governments. The date of its coming into force shall be the ninetieth day after the receipt by the Secretary-General of the League of Nations of the fifth ratification. Thereafter, the present Convention shall take effect in the case of each of the Contracting Governments ninety days after the receipt of its ratification or of the notification of its accession.

In conformity with the provisions of Article 18 of the Covenant of the League of Nations, the Secretary-General shall register the present Convention on the day of its entry into force.

#### *Article 8.*

Each Contracting Government may at any time propose the introduction, into the Annex to the present Convention, of any alterations or additions which it may consider necessary. Such proposals shall be communicated by the Secretary-General of the League of Nations to all other Contracting Governments, and if any such alteration or addition is accepted by all the Contracting Governments (including those having deposited ratifications or accessions which have not yet become operative), the Annex to the present Convention shall be amended accordingly.

*Article 9.*

The present Convention may be denounced by any of the Contracting Governments after the expiration of five years from the date when it came into force in respect of that Government. Denunciation shall be effected by notification in writing addressed to the Secretary-General of the League of Nations, who shall transmit copies of such notification to all the other Contracting Governments, informing them of the date on which it was received.

The denunciation shall take effect one year after the date on which it was notified to the Secretary-General, and shall operate only in respect of the notifying Government.

*Article 10.*

A request for the revision of the present Convention may be made at any time by one-third of the Contracting Governments.

IN FAITH WHEREOF the above-named Plenipotentiaries have signed the present Convention.

DONE at Geneva, .....  
in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations.

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**Annex.**

The international system of road-signalling includes the following classes of signs:

**I. DANGER SIGNS.**

Signs of this class are triangular.

Their purpose is to warn drivers of the approach of a danger-spot. They include:

(1) Signs established by the International Convention of April 24th, 1926, relating to Road Traffic (see figures 1 to 6, Table I).

(2) A sign for right of way (see figure 7, Table I). This sign informs the driver that he should give way to vehicles moving on the road into which he is about to turn.

Signs placed in the immediate vicinity of level-crossings (St. Andrew's cross, etc.), to which the clauses of the Convention do not refer, are not included in the preceding provisions.

**II. SPEED-LIMIT SIGNS.**

Signs of this class are rectangular.

They denote the speed-limit allowable at certain places (see Table II).

**III. SIGNS PROHIBITING PASSAGE.**

Signs of this class are circular.

"Road closed to all vehicles" is shown in red, and road closed to certain traffic " by a combination of red and white; the prohibition of waiting by vehicles is shown by a combination of red and blue.

(a) *Sign for "road closed to all vehicles".* — This sign denotes that traffic is prohibited for all classes of vehicle (see Figures 1 and 2, Table III).

(b) *Sign for one-way streets.* — This sign shows the direction in which traffic is prohibited (see Figures 3 and 4, Table III).

(c) *Signs for "road closed to certain classes of vehicles".* — Each of these signs shows by means of an appropriate illustration the class of vehicle affected by the prohibition (see Figures 5 to 12, Table III).

(d) *Sign prohibiting passage to vehicles exceeding a certain weight* (see Figures 13, 14 and 15, Table III).

(e) *Sign prohibiting waiting by vehicles.* — This sign denotes that waiting is prohibited on the side of the road where the sign is placed (see Figure 16, Table III).



#### IV. INFORMATIVE SIGNS.

Signs of this class are circular. The colours used will be a combination of blue and white.

(a) *Sign indicating direction.* — This sign shows by means of an arrow the direction to be followed by vehicles (see Figure 1, Table IV).

(b) *Sign indicating authorised parking-place.* — This sign shows the places where vehicles may be parked (see Figure 2, Table IV).

(c) *Sign for roads or tracks reserved for certain classes of vehicle* (see Figure 3, Table IV).

#### V. LIGHT SIGNALS FOR REGULATING TRAFFIC.

When light signals are used for regulating traffic, their colours will have the following significance:

(a) *Single-light system:* the red signal will denote "Passage Prohibited", the absence of a signal will denote "Passage Open".

(b) *Two-colour system:* the red signal will denote "Passage Prohibited"; the green signal "Passage Open",

(c) *Three-colour system:* the red signal will denote "Passage Prohibited"; the green signal "Passage Open"; the amber signal shown after the red signal will denote "Warning, traffic about to be released"; the amber signal shown after the green signal will denote "Warning, traffic about to be stopped".

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### III. OPERATION OF THE TRIPTYCH SYSTEM.

#### AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS.

The observations made by certain bodies interested in tourist traffic have shown that, while the triptych system, as administered in most countries, renders valuable services, nevertheless it gives rise to practical difficulties which should be removed. Thus, when a triptych is lost, or when, by some chance, it has not received the proper exit visa, the authorities usually insist on the production of a consular certificate before dealing with the triptych. It would be a great boon to motorists if the authorities would accept, instead of the consular certificate, a certificate from the Customs authority of the country of registration or of the country in which the triptych was issued. The Customs authorities of certain countries already accept this procedure. At the European Conference the Governments should consider the possibility of an agreement between their respective Customs authorities to bring this simplified procedure into general use.

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### IV. THE TAXATION OF FOREIGN MOTOR VEHICLES.

#### I. DRAFT INTERNATIONAL CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES.

[List of Heads of States.]

Being desirous of facilitating international motor traffic,

Considering that an exemption as wide as possible of foreign motor vehicles from taxation is of essential importance for this purpose,

Have appointed as their Plenipotentiaries the following:

[List of Plenipotentiaries.]

who, having produced their full powers, found in good and due form, have agreed upon the following provisions:

##### *Article I.*

The High Contracting Parties reciprocally agree that, when a motor vehicle registered in the territory of one of the Parties circulates temporarily in the territory of another High Contracting Party, it shall be exempted, under the conditions laid down in the following articles, from the taxes and charges levied on the circulation or possession of motor vehicles in the whole or part of the country visited.

The present Convention shall not, however apply to vehicles used for the public conveyance of passengers for payment, or for the transport of goods.

*Article 2.*

The exemption laid down in Article 1 shall be granted in each country for one or more periods of stay totalling not more than ninety days passed in that country, and expiring exactly one year as from the date of issue of the fiscal permit provided for in Article 3.

In computing taxes and charges payable for the part of the stay in excess of the period of exemption, the treatment shall not be less favourable than that accorded to vehicles registered in the country visited.

*Article 3.*

In order to claim in the territory of any of the High Contracting Parties the benefit of exemption, the vehicle must be provided with a fiscal permit issued by the competent authority of the country of registration and drawn up on the model given in the Annex<sup>1</sup> to the present Convention.

This fiscal permit shall be presented for endorsement at the frontier Customs offices on arrival in and departure from each country visited.

*Article 4.*

The fiscal permit shall be valid for one year from the date of issue. Should the vehicle pass into the hands of a new proprietor or possessor, the necessary modifications shall be made in the permit by the competent authority.

A new permit may not be issued for the same vehicle (even as a duplicate copy) before the expiration of the period of validity indicated above.

*Article 5.*

As regards tolls or other similar charges payable on the spot, the vehicles referred to in the first paragraph of Article 1 shall not be treated less favourably than vehicles registered in the country visited.

*Article 6.*

The present Convention, of which the French and English texts are both authentic, shall bear this day's date, and shall be open for signature by any Power desiring to become a Contracting Party thereto until .....

*Article 7.*

The present Convention shall be ratified. The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who shall notify their deposit to every signatory or acceding Power.

*Article 8.*

The present Convention shall be open for accession as from..... Such accession may be effected by instruments communicated to the Secretary-General of the League of Nations to be deposited in the archives of the Secretariat.

In conformity with the provisions of Article 18 of the Covenant of the League of Nations, the Secretary-General shall register the present Convention on the day of its entry into force.

*Article 9.*

The present Convention may be denounced by any Party thereto after the expiration of five years from the date when it came into force in respect of that Party. Denunciation shall be effected by notification in writing addressed to the Secretary-General of the League of Nations, who shall forthwith transmit copies of such notification to all other Parties, informing them of the date on which it was received.

The denunciation shall take effect one year after the date on which it was notified to the Secretary-General, and shall operate only in respect of the notifying Party.

*Article 10.*

A request for the revision of the present Convention may be made at any time by one-third of the High Contracting Parties.

IN FAITH WHEREOF the above-named Plenipotentiaries have signed the present Convention.

DONE at Geneva,..... in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations.

2. DRAFT OPTIONAL PROTOCOL.

*Article 1.*

The High Parties signatories of the present Protocol reciprocally undertake to extend to one year the period of exemption provided for in Article 2 of the Convention of to-day's date in respect of motor vehicles registered in their respective territories.

*Article 2, etc.*

[Formal clauses.]

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<sup>1</sup> See permit at end of volume.

3. EXPLANATORY REPORT BY THE MIXED COMMITTEE OF THE FISCAL COMMITTEE AND OF THE  
PERMANENT COMMITTEE ON ROAD TRAFFIC.

The Mixed Committee of the Fiscal Committee and of the Permanent Committee on Road Traffic, in adopting the Draft International Convention on the taxation of foreign motor vehicles which it wishes to be submitted to the Governments concerned, thinks it advisable to furnish explanations on certain points.

The Convention is based, first of all, on the idea that exemption will refer to the taxes and charges levied on the vehicle itself rather than on the person of the proprietor or possessor. It has not, however, been possible to eliminate the personal element altogether owing to the existence of taxes or charges based on the actual fact of the possession of a motor-car. Article 1 therefore mentions, in addition to the taxes or charges levied on the circulation of motor vehicles, those relating to their possession.

As regards the period of exemption of ninety days provided for in Article 2, the Committee considered whether it would not be advisable to insert in the text a definition of the term "day".

The Committee thought it preferable, however, to refrain from doing this in order not to complicate frontier supervision, but at the same time it recognised that the absence of a definition would in some cases involve the risk of considerably reducing the real duration of exemption in cases in which fractions of days were counted as whole days. Moreover, the absence of any definition permits of different interpretations from country to country. For these reasons, the Committee recommends the States concerned to consider the possibility of uniformly reckoning a day from midnight to midnight, any fraction counting as a whole day, but the day of entry not counting in calculating the length of stay. Moreover, this period should not include days during which the vehicle is detained, in particular by the Customs authorities.

The Committee thought it advisable to provide for the use of a fiscal permit rather than to utilise other existing documents, such as the international certificate for motor vehicles provided for in the 1926 Convention, since it is impossible to prohibit the issue of several of these certificates for the same vehicle during a period of twelve months, particularly in the case of loss of this certificate, whereas the prohibition to issue more than one fiscal permit during this period, which is laid down so as to facilitate control, has not such serious consequences for those concerned and is therefore genuinely practicable.

It is for each country to determine which authority is competent to issue the fiscal permit as well as the conditions of such issue.

It has not been thought necessary to introduce into the actual text of the Draft Convention any provisions concerning the details of control, as these details can be left to the decision of the Governments concerned.

It has, however, been thought desirable to point out to these Governments that the system provided by the Convention leaves them free to exercise any control they think desirable for the purpose, and it is therefore proposed to insert the following suggestions in the Protocol of the Conference:

"As regards countries where the control of registered national motor vehicles is centralised, it will not be difficult to stipulate that no fiscal permit may be issued unless the central authority has certified that no fiscal permit has been issued in the course of the last twelve months.

"As regards the countries which have no such centralised system of control and do not adopt such a system, the following procedure may be suggested:

"The authority issuing the fiscal permit shall stamp the applicant's national registration certificate. This stamp shall indicate the date of issue of the fiscal permit. No fiscal permit shall be issued unless the national registration certificate is produced. If the authority issuing the fiscal permit and applying the stamp is other than the authority which issued the national registration certificate, the former shall inform the latter that a fiscal permit has been issued and mention the date of its issue."

Article 3 says that fiscal permits will be endorsed at the frontier Customs offices. This does not mean that the officials entrusted with this duty must necessarily be Customs officials; but it was thought that, as motorists must in any case stop at these offices, they should be spared the necessity of having to comply with other formalities elsewhere before being allowed to travel freely in the territory of the country visited. In this connection, the Committee noted the special case of Great Britain, where vehicles arrive by sea and where motoring licences are issued by automobile clubs and touring clubs in places other than Customs offices. The Committee thought that, in this particular case, the practice offered no drawbacks and might be expressly authorised in a clause figuring in the Final Protocol of the Conference adopting the Convention.

Lastly, the Committee thinks it useful to draw the attention of the Governments concerned to the advisability of inserting in the Final Protocol of the Conference a declaration concerning the effects of the Convention on the relations between Contracting States and non-Contracting States in connection with the most-favoured-nation clause. It therefore proposes the insertion of a declaration worded as follows:

"As the High Contracting Parties accord each other the benefits provided by the Convention of to-day's date, *subject to reciprocity*, such benefits may not be claimed from any of the High Contracting Parties in application of the most-favoured-nation clause by any State not participating in this Convention, unless such State is prepared to grant to the said High Contracting Party benefits equivalent to those provided for under the Convention.

"The same shall be the case with regard to the Optional Protocol."



Table I.

DANGER SIGNS.





Table II.



Table IV.

INFORMATIVE SIGNS.

I



*Sign indicating  
direction to be followed*

2



*Sign indicating  
authorized Parking space*

3



Table III.  
SIGNS PROHIBITING PASSAGE.



Table III (continued)  
SIGNS PROHIBITING PASSAGE.

5



6



12





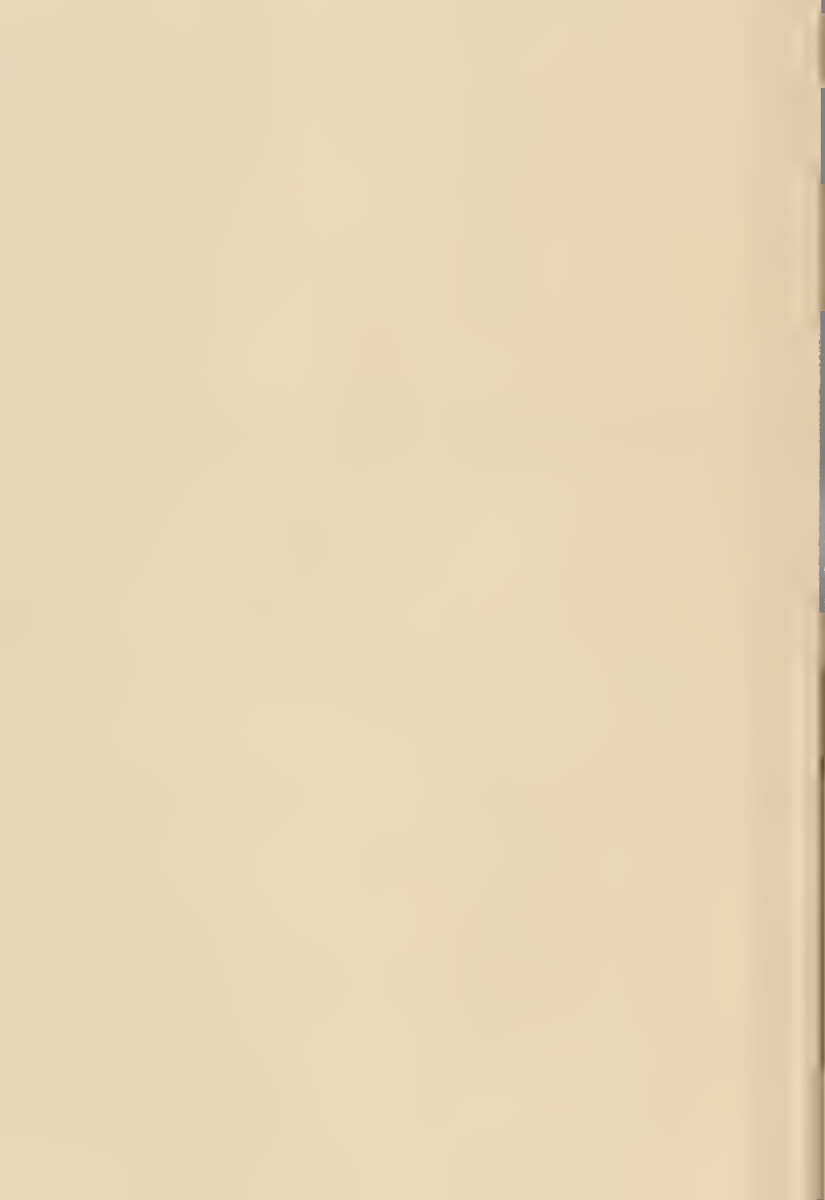


**Annex to the Draft International Convention  
on the Taxation of Foreign Motor Vehicles.**

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**MODEL FISCAL PERMIT.**

---



[Name of Country.]

## FISCAL PERMIT

No.....

INTERNATIONAL CONVENTION OF ..... 19...

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The present permit is issued with a view to the exemption from the taxes or charges on circulation or possession granted to motor vehicles for one or more periods of stay representing a total of not more than ninety days spent in the territory of each of the States parties to the said Convention (see page 2). This permit is only valid for one year as from the date of issue.

The present fiscal permit is issued to ..... \*

living at ..... \*\*

for the motor vehicle with the following description:

Type of vehicle ..... (1)

Type of chassis ..... (2)

Number of chassis..... (3)

Number of engine ..... (4)

Identification marks on the plates of the country  
issuing the permit ..... (5)

Place and date of issue.....

.....

[Signature of authority.]

|                          |
|--------------------------|
| Stamp<br>of<br>authority |
|--------------------------|

\* Christian names and surname of the owner or possessor.

\*\* Town, street, number.

(Page 2.)

The present permit is valid in the territory of all the States mentioned below for one year as from the date of issue. *Before the expiration of this period no fresh certificate can be issued for the same vehicle, even as a duplicate.*

**LIST OF STATES.**



CHANGE OF OWNER OR POSSESSOR.

M ..... \*

living at ..... \*\*

is entered as the  $\frac{\text{owner}}{\text{possessor}}$  of the vehicle for which the present permit has been issued.

Stamp  
of  
authority

(At) ..... (date) .....

.....  
[Signature of authority.]

M ..... \*

living at ..... \*\*

is entered as the  $\frac{\text{owner}}{\text{possessor}}$  of the vehicle for which the present permit has been issued.

Stamp  
of  
authority

(At) ..... (date) .....

.....  
[Signature of authority.]

M ..... \*

living at ..... \*\*

is entered as the  $\frac{\text{owner}}{\text{possessor}}$  of the vehicle for which the present permit has been issued.

Stamp  
of  
authority

(At) ..... (date) .....

.....  
[Signature of authority.]

\* Christian names and surname of the owner or possessor.

\*\* Town, street, number.

(Pages 4 and following.)

## ENTRANCE AND EXIT VISAS

..... [Name of country visited.]

[illegible]













