

N° 2505.

ALLEMAGNE, AUTRICHE,
BELGIQUE, BRÉSIL,
GRANDE-BRETAGNE ET
IRLANDE DU NORD, etc.

Convention internationale relative à
la circulation automobile. Signée à
Paris, le 24 avril 1926.

GERMANY,
AUSTRIA, BELGIUM, BRAZIL,
GREAT BRITAIN AND
NORTHERN IRELAND, etc.

International Convention relative to
Motor Traffic. Signed at Paris,
April 24, 1926.

¹ TRADUCTION. — TRANSLATION.No. 2505. — INTERNATIONAL CONVENTION ² RELATIVE TO MOTOR TRAFFIC. SIGNED ³ AT PARIS, APRIL 24, 1926.

French official text communicated by the Minister for Foreign Affairs of the French Republic, the Finnish Minister for Foreign Affairs, the Netherlands Minister at Berne and the Permanent Delegate of Denmark accredited to the League of Nations. The registration of this Convention took place October 24, 1930.

The undersigned, Plenipotentiaries of the Government of the States mentioned below, gathered in Conference in Paris, from the 20th to 24th April, 1926, in order to examine the modifications

¹ Traduction du Foreign Office de Sa Majesté britannique.

¹ Translation of His Britannic Majesty's Foreign Office.

² DEPOSIT OF RATIFICATIONS :

BELGIUM	} <i>October 24, 1929.</i>
BULGARIA	
SPAIN	
FINLAND	
FRANCE	
GREAT BRITAIN	
GREECE	
HUNGARY	
IRISH FREE STATE	
ITALY	
LUXEMBURG	
MOROCCO	
MONACO	
NORWAY	
THE NETHERLANDS (including Dutch Indies)	
POLAND	
PORTUGAL	

ROUMANIA	} <i>October 24, 1930.</i>
SAAR	
TUNIS	

The above twenty States were all bound, on April 24, 1926, by the previous Convention of October 11, 1909.

CUBA	} <i>October 24, 1929.</i>
EGYPT	
ESTONIA	
LATVIA	
SIAM	
UNION OF SOVIET SOCIALIST REPUBLICS	
URUGUAY	
YUGOSLAVIA	
DENMARK	

ACCESSIONS :

CHILE	} <i>October 24, 1929.</i>
SWEDEN	
FRENCH EQUATORIAL AFRICA.	
FRENCH WEST AFRICA	
CAMEROON	
FRENCH COAST OF SOMALILAND	
FRENCH SETTLEMENTS IN OCEANIA	
GUADELOUPE	
GUYANA	
FRENCH SETTLEMENTS IN INDIA	

INDOCHINA	} <i>October 24, 1929.</i>
MADAGASCAR	
MARTINIQUE	
NEW CALEDONIA	
REUNION	
TOGOLAND	} <i>October 28, 1929.</i>
BRITISH INDIA (excluding the Territories of Princes under the suzerainty of His Britannic Majesty)	
PALESTINE	} <i>December 4, 1929.</i>
MALTA	
GIBRALTAR	
IRAQ	

³ Came into force on October 24, 1930.

to be made in the International Convention¹ of the 11 October, 1909, relative to motor traffic, have agreed upon the following stipulations :

GENERAL PROVISIONS.

Article 1.

The Convention applies to road motor traffic in general irrespective of the object and nature of the transport, subject, however, to the special national regulations regarding public passenger transport services and public goods transport services.

Article 2.

All passenger and goods-carrying motor vehicles running on any road to which the public have access, other than vehicles running on rails, are regarded as motor-vehicles for the purposes of the present Convention.

CONDITIONS TO BE FULFILLED BY MOTOR VEHICLES IN ORDER THAT THEY MAY BE ADMITTED TO TRAVEL ON A ROAD TO WHICH THE PUBLIC HAVE ACCESS.

Article 3.

Every motor vehicle, in order to receive international authorisation to travel on any road to which the public have access, must either have been recognised as suitable for use on any road to which the public have access after an examination by the competent authority or by an association authorised by that authority or must conform to a type approved in the same manner. The vehicle must, in any case, fulfil the following conditions :

I. The motor vehicle must be equipped with the following :

(a) A strong steering apparatus which will allow the vehicle to be turned easily and with certainty.

(b) Either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.

(c) If the weight of the motor vehicle when empty exceeds 350 kilogrammes, a mechanism by means of which the vehicle can from the driver's seat be made to move backwards under its own power.

(d) When the combined weight of the empty motor vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilogrammes, a special mechanism, such as can prevent, in all circumstances, the vehicle from running backwards, and in addition a reflecting mirror.

The controls and steering apparatus must be so placed that the driver can manage them with certainty and at the same time have a clear view of the road.

The machinery must be such as to work with certainty and disposed in such a way as to avoid, as far as possible, all danger of fire or explosion ; as not to constitute any sort of danger to traffic and so as not to frighten or seriously inconvenience by noise, smoke or smell. The vehicle must be equipped with a silencer.

The wheels of motor vehicles and trailers drawn by them must be fitted with rubber tyres or with some other tyres of equivalent elasticity.

The distance between the ends of the hub-caps must not exceed the maximum width of the remainder of the vehicle.

¹ *British and Foreign State Papers*, Vol. 102, page 64.

II. The motor vehicle must carry :

(1) At the front and the back, marked on plates or on the vehicle itself, the registration number which has been allotted to it by the competent authority. The registration number placed at the back as well as the distinctive mark referred to in Article 5 must be lit up as soon as they cease to be visible by the light of day.

In the case of a vehicle followed by a trailer, the registration number and the distinctive mark referred to in Article 5 are repeated behind the trailer, and the regulation regarding the lighting of these marks applied to the trailer.

(2) In an easily accessible position and in a form easily legible, the following particulars :

Name of maker of chassis.
Maker's chassis number.
Maker's engine number.

III. Every motor vehicle must be fitted with an audible warning device of sufficient strength.

IV. Every motor vehicle travelling alone must, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the back, with a red light.

For motor bicycles unaccompanied by a side-car, the number of lights in front may be reduced to one.

V. Every motor vehicle must also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead unless the two white lights prescribed above already fulfil this condition.

If the vehicle is capable of proceeding at a speed greater than 30 kilogrammes an hour this distance must not be less than 100 metres.

VI. Lamps which may produce a dazzling effect must be provided with means for eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

VII. Motor vehicles drawing trailers are subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned ; the rear red light is to be carried on the back of the trailer.

VIII. In so far as the limits regarding weight and dimensions are concerned, motor vehicles and trailers must satisfy the general regulations in force in the countries in which they travel.

DELIVERY AND RECOGNITION OF INTERNATIONAL CERTIFICATES FOR MOTOR VEHICLES.

Article 4.

With the object of certifying that every motor vehicle which has received international authorisation to travel on a road to which the public have access fulfils the conditions laid down in Article 3 or is able to fulfil them, international certificates are delivered on the model and according to the remarks contained in Annexes A and B to the present Convention.

These certificates are valid for one year from the date of their delivery. The written particulars which they bear must always be written in Latin characters or in so-called English script.

The international certificates delivered by the authorities of one of the contracting States or by an association authorised by them with the counter-signature of the authority give the right to travel freely in all other contracting States and are recognised therein as valid without further examination. The right to use the international certificate may, however, be refused if it is clear that the conditions laid down in Article 3 are no longer being fulfilled.

DISTINGUISHING MARK.

Article 5.

Every motor vehicle, to receive international authorisation to travel on a road to which the public have access, must carry, in a visible position in the rear, a distinguishing mark consisting of from one to three letters written on a plate or on the vehicle itself.

For the purposes of the present Convention, the distinguishing mark corresponds either to a State or to a territory which constitutes a distinct unit from the point of view of the registration of motor vehicles.

The dimensions and colour of this sign, the letters, their dimensions and their colour are given in the table contained in Annex C of the present Convention.

CONDITIONS TO BE FULFILLED BY DRIVERS OF MOTOR VEHICLES BEFORE RECEIVING INTERNATIONAL AUTHORISATION TO DRIVE A MOTOR VEHICLE ON A PUBLIC ROAD.

Article 6.

The driver of a motor vehicle must possess qualifications which provide a reasonable guarantee of public safety.

In so far as international traffic is concerned, nobody may drive a motor vehicle without having received a special authorisation delivered by a competent authority or by an association authorised by it after giving proof of his competence.

This authorisation cannot be granted to persons of less than 18 years of age.

DELIVERY AND RECOGNITION OF INTERNATIONAL DRIVING PERMITS.

Article 7.

In order to certify, for international traffic, that the conditions laid down in the preceding article have been fulfilled, international driving permits are delivered on the model and according to the remarks contained in Annexes D and E of the present Convention.

These permits are valid for a year from the date of their delivery and for the categories of motor vehicles for which they have been delivered.

For the purposes of international traffic the following categories have been drawn up :

A. Motor vehicles of which the combined weight of the empty vehicle and the weight of the maximum load which it is officially declared to be capable of carrying does not exceed 3,500 kilogrammes ;

B. Motor vehicles of which the total weight, made up as above, exceeds 3,500 kilogrammes ;

C. Motor cycles with or without a side-car.

The written remarks on international permits are always written in Latin characters or in so-called English script.

International driving permits delivered by the authorities of a contracting State or by an association authorised by them with the counter-signature of the authority authorise the holder, in all other contracting States, to drive motor vehicles which come within the categories for which they have been delivered and are recognised as valid, without re-examination, in all the contracting States. The right to use the international driving permit may, however, be refused if it is evident that the conditions prescribed in the previous article have not been fulfilled.

OBSERVANCE OF NATIONAL LAWS AND REGULATIONS.

Article 8.

The driver of a motor vehicle travelling in a country is bound to conform to the laws and regulations regarding traffic which are in force in that country.

An extract from these laws and regulations may be given to motorists on entry into a country at the office at which the Customs formalities are carried out.

DANGER SIGNALS.

Article 9.

Each of the contracting States undertakes to see that, in so far as lies in its power, there shall be placed, along the roads, to give notice of dangerous places, only those signs which are given in Annex F to the present Convention.

These signs are inscribed on plates in the form of a triangle, each State undertaking, as far as possible, to reserve exclusively the triangular form for these signs and to forbid the use of that form in all cases in which it might cause confusion with the signs in question. The triangle is, in principle, equilateral, each side being at least 0 m. 70 in length.

When the atmospheric conditions are unfavourable to the use of solid signs, the triangular sign may be made hollow (open).

In this case it need not carry the sign indicating the nature of the obstacle, and its dimensions may be reduced to a minimum of 0 m. 46 for each side.

The signs are placed perpendicularly to the road and at a distance from the obstacle which must not be less than 100 m. nor more than 250 m. unless the nature of the ground renders this impracticable.

When the distance of the sign from the obstacle is substantially less than 150 m., special arrangements must be made.

Each of the contracting States will oppose, as far as possible within its power, the erection near the roads of any signs or notices which might be confused with the authorised signs or render it more difficult to observe them.

The system of triangular signs will be brought into force in each State as soon as the new signs are erected or the existing ones are renewed.

EXCHANGE OF INFORMATION.

Article 10.

The contracting States undertake to communicate to each other such information as will establish the identity of the persons holding international certificates or international driving permits when their motor vehicle has been involved in a serious accident or when they have been declared guilty of an infraction of the traffic regulations.

They further undertake to make known to the States which have delivered the certificates or international permits the names, Christian names and addresses of the persons whose right to make use of these certificates and permits has been withdrawn.

FINAL PROVISIONS.

Article 11.

The present Convention will be ratified.

A. Each Government will inform the French Government as soon as it is ready to deposit its ratifications. As soon as twenty States actually bound by the Convention of the 11 October, 1909, shall have declared themselves ready to effect this deposit, the deposit will be proceeded within the space of the month which follows the receipt of the last declaration by the French Government and on the day fixed by this Government.

The States, not parties to the Convention of the 11 October, 1909, which before the date thus fixed for the deposit of ratifications, shall have declared themselves ready to deposit the instrument of ratification of the present Convention, will participate in the deposit referred to above.

B. The ratifications will be deposited in the archives of the French Government.

C. The deposit of ratifications will be recorded in a *procès-verbal* signed by the representatives of the States which take part in it and by the Minister for Foreign Affairs of the French Republic.

D. The Governments which have not been able to deposit the instrument of their ratification in the conditions laid down in paragraph A of the present article, will be able to do it by means of a written notification addressed to the Government of the French Republic and accompanied by the instrument of ratification.

E. A certified exact copy of the *procès-verbal* of the first deposit of ratifications, of the notifications mentioned in the preceding paragraph and of the instruments of ratification which accompany them will be immediately transmitted, by the French Government, through the diplomatic channel, to the Governments which have signed the present Convention. In the cases mentioned in the preceding paragraph, the French Government will make known to them, at the same time, the date on which they have received the notification.

Article 12.

A. The contracting States are bound to apply the present Convention only in their metropolitan territories.

B. If a contracting State desires that it should be applicable in its colonies, possessions, protectorates, oversea territories or territories under its mandate, its intention will be mentioned in the instrument of ratification or will be the object of a special notification which shall be addressed in writing to the French Government and deposited in the archives of that Government. If the State making the declaration chooses the last method the French Government will immediately transmit to all the other contracting States a certified exact copy of the notification and will indicate the date on which they have received it.

Article 13.

A. Every State which is not signatory of the present Convention shall be able to accede to it at the moment of the deposit of the ratifications referred to in Article 11, paragraph A, or after this date.

B. The accession shall be made by the transmission to the French Government, through the diplomatic channel, of the act of accession which shall be deposited in the archives of that Government.

C. That Government will immediately transmit to all the contracting States a certified exact copy of the notification as well as of the act of accession and will indicate the date on which they have received the notification.

Article 14.

The present Convention will come into force for the contracting States, which shall have taken part in the first deposit of ratifications, one year after the date of this deposit, and, for the States which shall ratify it later or shall accede to it, as well as for the colonies, protectorates, oversea territories and territories under mandate, not mentioned in the instruments of ratification, one year after the date on which the notifications mentioned in Article 11, paragraph D, Article 12, paragraph B, and Article 13, paragraph B, have been received by the French Government.

Article 15.

Each contracting State, party to the Convention of the 11 October, 1909, undertakes to denounce that Convention at the moment of the deposit of the instrument of its ratification or of its accession to the present Convention.

The same procedure will be followed in the case of the declarations referred to in Article 12, paragraph B.

Article 16.

Should one of the contracting States denounce the present Convention, the denunciation will be notified in writing to the French Government, which will immediately communicate to all the other States a certified true copy of the notification, informing them of the date on which they have received it.

The denunciation will only be effective as regards the State which has notified it and one year after the receipt of the notification by the French Government.

The same provisions apply to the denunciation of the present Convention for the colonies, possessions, protectorates, oversea territories and territories under mandate.

Article 17.

The present Convention will be open until the 30 June, 1926, for signature by the States represented at the conference held in Paris from the 20 to the 24 April, 1926.

Done at Paris, the 24 April, 1926, in one copy, of which an exact copy will be delivered to each of the signatory Governments.

For Germany :

Dr. ECKARDT.

F. PFLUG.

Dr. WEGERT.

For Austria :

Ing. J. ALTMANN.

Dr. R. FRITZ.

For Belgium :

DE GAIFFIER D'HESTROY.

For Brazil :

F. GUIMARAES.

For Great Britain and Northern Ireland :

H. H. PIGGOTT.

For Bulgaria :

M. MILTCHEW.

For Cuba :

Pedro SANCHEZ ABREU.

R. HERNANDEZ PORTELA.

For Denmark :

L. MADSEN.

F. H. V. BENTSEN.

O. BILFELDT.

For Danzig :

Alexandre SZEMBEK.

For Egypt :

M. K. EL KHOLI.

HASSAN.

For Spain :

Francisco J. CERVANTES.

C. RESINES.

For Estonia :

C. R. PUSTA.

For Finland :

M. NORDBERG.

For France :

HARISMENDY.

WALCKENAER.

LORIEUX.

Edmond CHAIX.

P. LE GAVRIAN.

M. MIGETTE.

Henri DEFERT.

A. BEAU.

J. NOULENS.

For Guatemala :

F. A. FIGUEROA.

For Greece :

SARIYANNIS.

*For Hungary :*Dr. Coloman DE TOMCSANYI.
Eugène DE MARKHOT.*For the Irish Free State :*

Waughan B. DEMPSEY.

*For Italy :*G. SUMMONTE.
Ing. Henrico MELLINI.
Benedetti MAURO.
Avv. E. FALDELLA.*For Latvia :*

E. FELDMANS.

For Lithuania :

P. KLIMAS.

For Luxemburg :

LEGALLAIS.

For Morocco :

NACIVET.

For Mexico :

A. PANI.

For Monaco :

BUTAVAND.

For Norway :

S. BENTZON.

For the Netherlands :

J. F. SCHÖNFELD.
B. W. VAN WELDEREN RENGERS.
G. A. POS.

For Peru :

Emilio ORTIZ DE ZEVALLOS.

*For Persia :**ad referendum :*

Dr. HOSSEIN KHAN GHADIMY.
Ahmed KHAN ADEL.

For Poland :

Alexandre SZEMBEK.
Richard MINCHEJMER.

For Portugal :

Manoel ROLDAN Y PEGO.

For Roumania :

B. CANTACUZÈNE.
GHIKA.

For the Kingdom of the Serbs, Croats and Slovenes :

M. SPALAÏKOVITCH.

For Siam :

PHYA SARASASTRA.

For Switzerland :

DELAQUIS.

For Czechoslovakia :

Stefan OSUSKY.

For Tunis :

MOURGNOT.
BERTHON.

For Turkey :

NAFIZ ZIA.

For the Union of Soviet Socialist Republics :

J. DATVIAN.

ZIN SEDOY-LITWIN.

N. BRILING.

For Uruguay :

F. CAPURRO.

The delegates of the Governing Commission of the Saar Basin participating at the Conference have declared themselves able to sign the present Convention in the name of that Commission.

PIERROTET.

CENTNER.

ANNEX A.

The international certificate for motor vehicles as delivered in any of the contracting States will be drawn up in a language prescribed by the legislation of that State.

The final translation of the rubrics of the carnet in the different languages will be communicated to the Government of the French Republic by the other Governments, each one in the language which concerns it.

(NAME OF COUNTRY.)

ANNEX B.

International Motor Traffic.

INTERNATIONAL CERTIFICATE FOR MOTOR VEHICLES.

International Convention of April 24, 1926.

Issue of Certificate.

Place.....

Date

(1)



(1) Signature of authority.

or

Signature of the association empowered by the authority and " visa " of the latter.

[Dimensions : 10 x 5]

Page 2.

This certificate is valid, in the territory of all the under-mentioned contracting States, for the period of one year from the date of issue.

List of Contracting States.

Page 3.

Owner or Holder	{	Surname :	(1)
		Other names :	(2)
		Home address :	(3)
Class of vehicle :			(4)
Name and maker of chassis :			(5)
Type of chassis :			(6)
Serial number of type or maker's number of chassis }			(7)
Engine	{	Number of cylinders :	(8)
		Engine number :	(9)
		Stroke :	(10)
		Bore :	(11)
		Horse power :	(12)
Body	{	Shape :	(13)
		Colour :	(14)
		Number of seats :	(15)
Weight of vehicle unladen (in kilogrammes) :			(16)
Weight of vehicle fully laden (in kilogrammes) if exceeding 3,500 kilogrammes }			(17)
Identification mark on the plates :			(18)

ENTRANCE VISA

(1)

(2)

(3)

(4)

(5)

(6)

(7)

(8)

(9)

(10)

(11)

(12)

(13)

(14)

(15)

(16)

(17)

(18)

N. B. — Reproduced on pp. 4 et seq. the contents of p. 3 translated into as many languages as may be necessary to enable the international certificate to be used in all the contracting States mentioned on p. 2.

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(2)
(3)
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(12)
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(15)
(16)
(17)

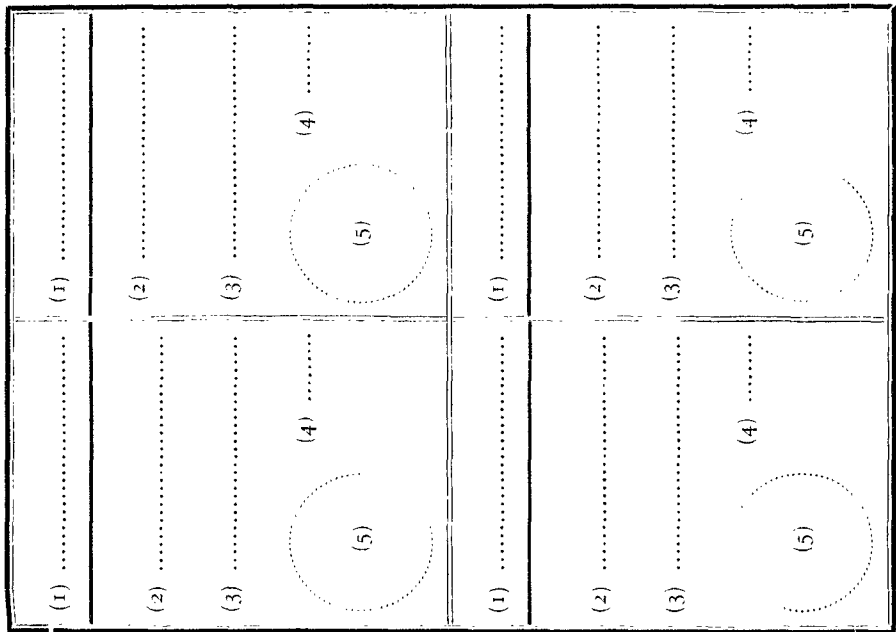
.....
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(1) Country
.....
(2) Place
.....
(3) Date
.....
(4) Signature
.....
(5) Cachet
.....
.....

(1)	(4)
(2)	(5)
(3)	

Page 16.

Pages II à 15.



- (1)
- (2)
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Page 16.

Pages 11 à 15.

(1)	(1)
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(3)	(3)
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(10)	(10)
(11)	(11)
(12)	(12)
(13)	(13)
(14)	(14)
(15)	(15)
(16)	(16)
(17)	(17)
(18)	(18)

ANNEX C.

The distinctive sign laid down in article 5 is formed of an oval plate 30 cms. wide by 18 cms high bearing from one to three letters painted in black on a white ground. The letters are formed of capital Latin characters. They are of a height of at least 10 cms. and their strokes are of a width of at least 15 mms.

In so far as concerns the motor cycles the distinctive sign provided for in article 5 will measure only 18 cms. horizontally and 12 cms. vertically. The letters will measure 8 cms. in height; the width of their strokes being 10 mms.

The distinctive letters for the different States and Territories are as follows :

Germany	D
United States of America	U S
Austria	A
Belgium	B
Brazil	B R
Great Britain and Northern Ireland	G B
Alderney	G B A
Gibraltar	G B Z
Guernsey	G B G
Jersey	G B J
Malta	G B Y
British India	B I
Bulgaria	B G
Chile	R C H
China	R C
Colombia	C O
Cuba	C
Denmark	D K
Danzig	D A
Egypt	E T
Ecuador	E Q
Spain	E
Estonia	E W
Finland	S F
France, Algeria and Tunis	F
French India	F
Guatemala	G
Greece	G R
Haiti	R H
Hungary	H
Irish Free State	S E
Italy	I
Latvia	L R
Liechtenstein	F L
Lithuania	L T
Luxemburg	L
Morocco	F
Mexico	M E X
Monaco	M C
Norway	N
Panama	P A
Paraguay	P Y
Netherlands	N L
Indies	I N
Peru	P E
Persia	P R
Poland	P L
Portugal	P
Roumania	R

Territory of the Saar	S A
Kingdom of Serbs, Croats and Slovenes	S H S
Siam	S M
Sweden	S
Switzerland	C H
Syria and Lebanon	L S A
Czechoslovakia	C S
Turkey	T R
Union of Soviet Socialist Republics	S U
Uruguay	U

ANNEX D.

The international driving permit (Annex E) as delivered in any of the contracting States will be drawn up in the language prescribed by the legislation of that State.

The final translation of the rubrics of the carnet in the different languages will be communicated to the Government of the French Republic by the other Governments, each one in the language which concerns it.

(NAME OF COUNTRY.)

ANNEX E.

International Motor Traffic.

INTERNATIONAL DRIVING PERMIT.

International Convention of April 24, 1926.

Issue of Permit.

Issued at

Date

(¹)



(¹) Signature of authority.

or

Signature of the association empowered by the authority and " visa " of the latter.

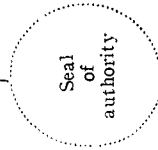
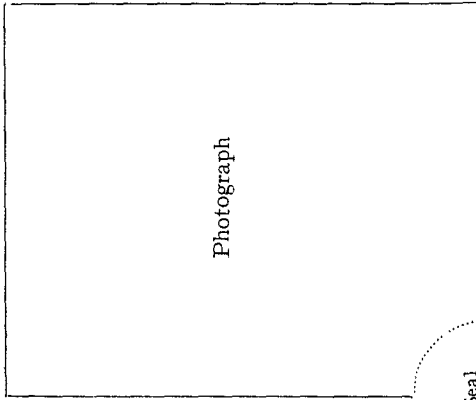
[Dimensions : 10 X 15.]

The present permit is valid in the territory of all the undermentioned contracting States for the period of one year from the date of issue for the driving of vehicles included in the category or categories mentioned on p. 12.

List of Contracting States.



Particulars concerning the Driver.



- Surname (1)
- Other names (2)
- Place of birth (3)
- Date of birth (4)
- Home address (5)

It is understood that this permit in no way diminishes the obligation of the holder to conform strictly to the laws and regulations relating to residence or to the exercise of a profession which are in force in each country through which he travels.

Pages 4 and 6.

Page 5.

(NAME OF COUNTRY.)

Particulars concerning the Driver.

Exclusion.

M. (surname and other names)
authorised as above by the authority of (country)
is deprived of the right to drive in (country)
by reason of.....



Place
Date

Signature.

For the photograph
see above (p. 3).

(NAME OF COUNTRY.)

Exclusion.

M. (surname and other names)
authorised as above by the authority of (country)
is deprived of the right to drive in (country)
by reason of.....



Place
Date

Signature.

- Name (1)
- Other Names (2)
- Place of birth (3)
- Date of birth (4)
- Home address (5)

Nota : Pages 5 and 6 should repeat the particulars given on p. 3 translated into as many languages as may be necessary to enable the International Permit to be used in all the contracting States mentioned on p. 2.




Page 11.

(¹) A. — Motor vehicles of which the laden weight (art. 7) does not exceed 3,500 kilogrammes.
(In all languages.)

(²) B. — Motor vehicles of which the laden weight (art. 7) exceeds 3,500 kilogrammes.
(In all languages.)

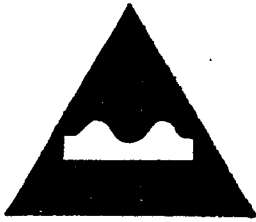
(¹) C. — Motor-cycles, with or without side-car.
(In all languages.)

Page 12.

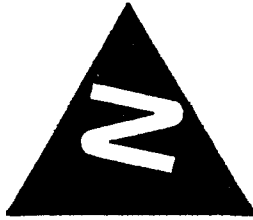
A (¹)	B (²)	C (³)
		

- (1)
- (2)
- (3)
- (4)
- (5)

ANNEX F.



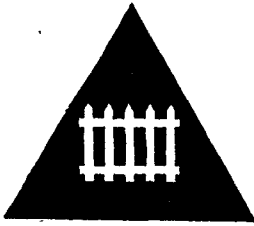
(Gutter.)



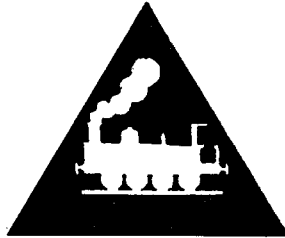
(Bend.)



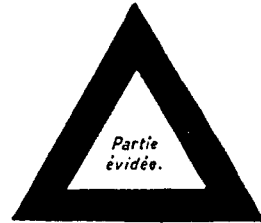
(Cross-roads.)



(Level crossing with barrier.)



(Level crossing, unguarded.)

(Hollow sign indicated
in 3rd and 4th paragraphs
of article 9.)