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WORKING PAPER I: DRAFT PROVISIONS FOR INSERTION IN
A CONVENTION ON ROAD AND MOTOR TRANSPORT PREPARED BY
THE SUB-COMMITTEE ON ROAD TRANSPORT OF THE INLAND
TRANSPORT COMMITTEE OF THE ECONOMIC COMMISSION
FOR EUROPE (Document E/CONF.8/3)

Proposals by the Delegation of the United States

/PRELIMINARY

PRELIMINARY UNITED STATES POSITION ON CERTAIN ITEMS OF PROPOSED AGENDA

The delegation of the United States of America to the United Nations Conference on Road and Motor Transport submits, for the consideration of the other governments represented, the following proposed revisions with respect to the draft Convention (E/CONF.8/3 dated March 3, 1949).

TITLE

Revise to read: "Convention on International Road and Motor Traffic." (The word "international" should be added to show that the Convention is legally applicable only to traffic crossing frontiers, not domestic traffic which remains within the boundaries of the home country. The word "traffic" is preferable to transport, since the latter is customarily taken to denote bus and truck operations.)

ARTICLE 1

(Present first paragraph should be numbered paragraph 1.)

Add new paragraph:

"2. The provisions of this Convention shall not apply to the carriage of persons for hire or reward or to the carriage of goods other than articles necessary for and appropriate to the purposes of the journey. These matters shall remain within the competence of domestic legislation subject to the application of other relevant international conventions or agreements."

(This provision is based upon the Protocol in the UN document. Since it is a basic concept, clearly limiting the applicability of the Convention, it is deemed essential to place it in the general provisions at the beginning of the Convention.)

ARTICLE 2

1. Revise to read: "The annexes to this Convention, as attached hereto and amended or supplemented from time to time in accordance with the procedure laid down in Article ____, shall be considered as integral parts of this Convention; it being understood, however, that a Contracting State may on signature or ratification of, or accession to this Convention or at any time thereafter, by declaration exclude one or more of these annexes from its application of this Convention."

(The purpose of this change is to make it clear that the annexes are integral parts of the Convention, and that each Contracting State must designate the annexes it desires to exclude, rather than those it wishes to adhere to.)

2. Strike.

/ARTICLE 3

ARTICLE 3

1. (b) Add second sentence as follows: "The provisions of this paragraph shall not apply, however, to advantages accorded by any Contracting State or subdivision thereof to any adjacent state or subdivision thereof in order to facilitate frontier traffic."

3. Revise to read: "For the fulfilment of the formalities laid down in this Convention the Contracting States will endeavour to keep open during the same hours Customs Offices and posts next to each other on the same international road."

ARTICLE 13

3. Revise to read: "In no case shall a vehicle show a red light or red reflector directed to the front; or, except for a back-up lamp, a white lamp or white reflector directed to the rear."

Add new paragraph:

- "6. Every motor vehicle shall conform to the provisions of Paragraph 4 of Annex 8."

ARTICLE 15

(See comments on Annex 4.)

ARTICLE 21

Revise second sentence to read: "However, on certain highways designated as main international traffic arteries in accordance with the provisions of Annex 9, the maximum permitted dimensions and weights shall be those set forth therein."

(The purpose of this revision is to assure that the dimensions and weights shown in Annex 9 are definite maximum (not minimum) limitations. In Contracting States which do not designate any highways as "main international traffic arteries," the provisions of Article 21 and Annex 9 would have in practice no applicability. However, for reasons of international uniformity in both the design of vehicles and the design and construction of highways and structures, fixed limits are desirable. The figures contained in the proposed revision of Annex 9 herein are in conformity with accepted practice in the United States -- where there are more than 4 million trucks and buses now in operation, of which 500 thousand have size and weight characteristics in the range of the maxima herein recommended.)

/ARTICLE 22

ARTICLE 22

1. Add opening phrase: "Subject to the provisions of paragraph 2 of this article,".
2. Revise to read: "A Contracting State or subdivision thereof may require that any foreign driver entering its territory shall carry an international driver's permit conforming to the model contained in Annex 13, especially in the case of a foreign driver coming from a country where a domestic driving permit is not required or where the domestic permit issued to him does not conform to the model contained in Annex 12."

ANNEX 4

The United States cannot accept this Annex since the signs and signals specified therein are based largely on the pictorial principle and do not conform to the standard practices in use in the United States. It would greatly facilitate the handling of both Article 15 and Annex 4 if they were incorporated in a Protocol. By this means, the United States and the numerous other countries which will be unable to adopt the European pictorial system of signs, would be relieved of the necessity of reproducing these lengthy provisions of the Convention in submitting the document to their national assemblies for approval and in their statutes.

ANNEX 9

DIMENSIONS AND WEIGHTS OF VEHICLES

Revise:

- "2. On main international traffic arteries, the maximum permissible dimensions and weights, unladen or with load, shall be as follows:

| | <u>Ft.</u> | <u>In.</u> | <u>Meters</u> |
|---|------------|------------|---------------|
| (a) <u>Over-all width</u> | 8 | - | 2.44 |
| (Except that a single vehicle with a total outside width of not exceeding 102 inches may be operated upon any designated highway having design characteristics and traffic volume which can safely accommodate such increased width.) | | | |

/(b) Over-all height

| | <u>Ft.</u> | <u>In.</u> | <u>Meters</u> |
|---|------------|------------|---------------|
| (b) <u>Over-all height</u> | 12 | 6 | 3.81 |
| (c) <u>Over-all length</u> | | | |
| Single vehicle | 35 | - | 10.67 |
| (Except that a motor bus having a maximum length of 40 feet or 12.20 meters may be operated on any designated highway) | | | |
| Articulated vehicle | 50 | - | 15.5 |
| Other combinations | 60 | - | 18.5 |
| (Except that no combination shall consist of more than one towing and one towed unit) | | | |

- (d) Maximum permissible weight
Per most heavily loaded axle -- 18,000 Pounds 8,200 Kilograms

Any group of axles
(single vehicle or combination
of vehicles) --

Distance between centres
of first and last axles
of group

| | | <u>WEIGHT</u> | |
|-------------|---------------|---------------|------------------|
| <u>FEET</u> | <u>METERS</u> | <u>POUNDS</u> | <u>KILOGRAMS</u> |
| 4 | 1.219 | 32,000 | 14,515 |
| 5 | 1.524 | 32,000 | 14,515 |
| 6 | 1.829 | 32,000 | 14,515 |
| 7 | 2.134 | 32,000 | 14,515 |
| 8 | 2.438 | 32,610 | 14,792 |
| 9 | 2.743 | 33,580 | 15,232 |
| 10 | 3.048 | 34,550 | 15,672 |
| 11 | 3.353 | 35,510 | 16,107 |
| 12 | 3.658 | 36,470 | 16,543 |
| 13 | 3.962 | 37,420 | 16,973 |
| 14 | 4.267 | 38,360 | 17,400 |
| 15 | 4.572 | 39,300 | 17,826 |
| 16 | 4.877 | 40,230 | 18,248 |
| 17 | 5.182 | 41,160 | 18,670 |
| 18 | 5.486 | 42,080 | 19,087 |
| 19 | 5.791 | 42,990 | 19,500 |
| 20 | 6.096 | 43,900 | 19,913 |
| 21 | 6.401 | 44,800 | 20,321 |
| 22 | 6.706 | 45,700 | 20,729 |
| 23 | 7.010 | 46,590 | 21,133 |
| 24 | 7.315 | 47,470 | 21,532 |
| 25 | 7.620 | 48,350 | 21,931 |
| 26 | 7.925 | 49,220 | 22,326 |
| 27 | 8.230 | 50,090 | 22,720 |
| 28 | 8.534 | 50,950 | 23,111 |
| 29 | 8.839 | 51,800 | 23,496 |
| 30 | 9.144 | 52,650 | 23,882 |

/Distance

Distance between centres
of first and last axles
of group

WEIGHT

| FEET | METERS | POUNDS | KILOGRAMS |
|------|--------|--------|-----------|
| 31 | 9.449 | 53,490 | 24,263 |
| 32 | 9.754 | 54,330 | 24,644 |
| 33 | 10.058 | 55,160 | 25,020 |
| 34 | 10.363 | 55,980 | 25,392 |
| 35 | 10.668 | 56,800 | 25,764 |
| 36 | 10.973 | 57,610 | 26,131 |
| 37 | 11.278 | 58,420 | 26,499 |
| 38 | 11.582 | 59,220 | 26,862 |
| 39 | 11.887 | 60,010 | 27,220 |
| 40 | 12.192 | 60,800 | 27,578 |
| 41 | 12.497 | 61,580 | 27,932 |
| 42 | 12.802 | 62,360 | 28,286 |
| 43 | 13.106 | 63,130 | 28,635 |
| 44 | 13.411 | 63,890 | 28,980 |
| 45 | 13.716 | 64,650 | 29,325 |
| 46 | 14.021 | 65,400 | 29,665 |
| 47 | 14.326 | 66,150 | 30,005 |
| 48 | 14.630 | 66,890 | 30,341 |
| 49 | 14.935 | 67,620 | 30,672 |
| 50 | 15.240 | 68,350 | 31,003 |
| 51 | 15.545 | 69,070 | 31,330 |
| 52 | 15.850 | 69,790 | 31,656 |
| 53 | 16.154 | 70,500 | 31,978 |
| 54 | 16.459 | 71,200 | 32,296 |
| 55 | 16.764 | 71,900 | 32,613 |
| 56 | 17.069 | 72,590 | 32,926 |
| 57 | 17.374 | 73,280 | 33,239 |

3. Strike.

Add three new paragraphs:

- "5. Special permits for vehicles or combinations of vehicles exceeding these limits may be issued by the Contracting State or subdivision thereof."
- "6. The provisions of this Annex shall not apply to a Contracting State or subdivision thereof which may permit maximum dimensions or weights in excess of those specified herein."
- "7. Any Contracting State or subdivision thereof may prohibit the operation of motor vehicles upon any main international artery or impose restrictions as to the weight of vehicles to be operated upon any such highway for a total period of not to exceed 90 days in any one calendar year, whenever any such highway by reason of deterioration, rain, snow, or other climatic conditions will be seriously damaged or destroyed unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced."