

**DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES  
OFFICE OF GENERAL COUNSEL**

February 25, 2013

TO: Stephen D. Hurm  
General Counsel

FROM: Michael J. Alderman   
Deputy General Counsel

SUBJECT: Requirement for International Driving Permit  
Section 322.04, Florida Statutes  
Docket Number: 2013-0007611

**QUESTION PRESENTED**

Prior to January 1, 2013, Section 322.04, Florida Statutes, allowed a resident of a foreign country to operate a vehicle on the roads of this state if the driver possessed a valid driver's license issued by the driver's country of residence. Effective January 1, 2013, this statute has been amended to require that the foreign resident also possess an International Driving Permit (IDP) in addition to the valid foreign driver's license. The question has arisen whether the requirement for an IDP conflicts with any treaties to which the United States is a party, and is thus invalid.

**CONCLUSION**

Under the Convention on Road Traffic (1949), T.I.A.S. No. 2487, 3 U.S.T. 3008, 1952 WL 44658 (U.S. Treaty) and the Convention on the Regulation of Inter-American Automotive Traffic (1943), T.I.A.S., No. 1567, 61 Stat. 1129, 1946 WL 25469 (U.S. Treaty) drivers from countries that are members of either Convention may operate vehicles in the United States using only driver's licenses issued by their home countries. Thus, the requirement in the amended version of section 322.04 that these drivers also possess an IDP is invalid.

## **DISCUSSION**

Treaties entered into by the United States are the supreme law of the land. Article VI, United States Constitution; State of Missouri v. Holland, 252 U.S. 416, 40 S.Ct. 382 (U.S.1920). See also, Nielsen v. Johnson, 279 U.S. 47, 52, 49 S.Ct. 223, 224 (U.S. 1929) (“... the treaty-making power is independent of and superior to the legislative power of the states...”). Regarding the the Convention on Road Traffic (1949), see, Busby v. State, 40 P.3d 807, 809 (Alaska App. 2002) (“The United States has signed the Convention on Road Traffic. The Convention is therefore part of our federal law, and the provisions of the Convention supersede any contrary state law.”) Thus, if the requirement for an IDP conflicts with a treaty entered into by the United States, it is invalid.

In general, all persons operating vehicles on the public roads of Florida must possess a valid driver’s license issued by the state of Florida. Section 322.03(1), Florida Statutes. Section 322.04, Florida Statutes, has for many years provided an exemption for foreign drivers that allowed them to drive using their valid licenses issue by their home countries. Effective January 1, 2013, subsection (1)(c)2 of section 322.04 was amended to require that such drivers possess “[a]n International Driving Permit issued in his or her name in his or her country of residence and a valid license issued in that country.” (emphasis supplied).

The United States is a party to two treaties regarding roads and transit; the Convention on Road Traffic (1949), T.I.A.S. No. 2487, 3 U.S.T. 3008, 1952 WL 44658 (U.S. Treaty) and the Convention on the Regulation of Inter-American Automotive Traffic (1943), T.I.A.S, No. 1567, 61 Stat. 1129, 1946 WL 25469 (U.S. Treaty).<sup>1</sup> These agreements have substantially similar provisions governing the documents a contracting state may require of foreign drivers operating vehicles on its roads. Essentially, a contracting state may require a foreign driver to possess a valid driver’s license issued by his home country or under its authority. In addition, the contracting state may require the driver to possess an international driving permit. The specific sections are set forth below.

Article 24 of the Convention on Road Traffic (1949) provides in relevant part:

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<sup>1</sup> The United States is not a party to the Convention on Road Traffic (1968).

1. Each Contracting State shall allow any driver admitted to its territory who fulfils the conditions which are set out in annex 8 and who holds a valid driving permit issued to him, after he has given proof of his competence, by the competent authority of another Contracting State or subdivision thereof, or by an association duly empowered by such authority, to drive on its roads without further examination motor vehicles of the category or categories defined in annexes 9 and 10 for which the permit has been issued.

2. A Contracting State may however require that any driver admitted to its territory shall carry an international driving permit conforming to the model contained in annex 10, especially in the case of a 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 9.

Article VI of the Convention on the Regulation of Inter-American Automotive Traffic (1943) states:

Every motor vehicle operator before admission to international traffic shall have such driving license as may be required by the laws of his State or such as may be issued by any political subdivision thereof having legal authority to issue driving licenses. In the event that no such driving license is required by his State or any political subdivision thereof, a special international driving license such as specified in Article XIII shall be valid. No operator shall be admitted to international travel who is less than 18 years of age.

Article XIII of the same Convention provides:

A special international driving license may be required for each operator admitted to circulation in any individual State party to this Convention, if the State so elects. Such a license shall be required for each operator who does not possess a domestic driving license as required in Article VI. Provision for the issuance of such international driving license shall be made by each Contracting State, and such document shall be issued by the State, or by any authorized

political subdivision thereof, or by an association duly empowered by such authorities, or by an authorized representative of either the Contracting State or one of its political subdivisions having legal authority to issue driving licenses. The validity of such special international driving licenses shall be recognized by all officials having regulatory powers over automotive traffic. The license shall be in the form, of the size, and contain the information prescribed in Annex B to this Convention, and shall be valid for one year from the date of issuance.

The international driving license issued in accordance with the International Convention of 1926 shall be deemed to meet the requirements of this Article.

I have attached lists of the member states of the two Conventions.<sup>2</sup>

Although both of these treaties allow a contracting state to require an IDP, I can find no evidence that the United States has exercised this option. In fact, three pieces of Federal legislation contain identical language indicating that the United States only requires a driver's license under these two treaties, stating that each respective act

...will continue to grant reciprocal recognition of vehicle registration and drivers' licenses in accordance with the provisions of the Convention for the Regulation of Inter-American Automotive Traffic, which was opened for signature at the Pan American Union in Washington on December 15, 1943, and to which such country and the United States are parties, or of any other treaty or international convention establishing similar reciprocal recognition...

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<sup>2</sup> The list for the Inter-American Convention includes only members who did not sign the Convention on Road Traffic. See Article 30 of the Convention on Road Traffic (1949) which states:

This Convention shall terminate and replace, in relations between the Contracting States, the International Convention relative to Motor Traffic and the International Convention relative to Road Traffic signed at Paris on 24 April 1926, and the Convention on the Regulation of Inter-American Automotive Traffic opened for signature at Washington on 15 December 1943.

See the American Energy and Infrastructure Jobs Act of 2012, H. R. 112-397; the Intermodal Surface Transportation Efficiency Act of 1997, P. L. 105-178; and, the Intermodal Surface Transportation Efficiency Act of 1991, P. L. 102-240.

Based on the foregoing, I must conclude that the requirement in the amended version of section 322.04 that a foreign driver possess an IDP in addition to a driver's license issued by the driver's home country is invalid with regard to drivers from member states of the Convention on Road Traffic (1949) and the Convention on the Regulation of Inter-American Automotive Traffic (1943).

Please refer to the above docket number when submitting future inquiries concerning this matter.

MJA:pld  
Attachments

cc: Julie Jones, Executive Director  
Colonel David Brierton  
Boyd Walden

## B. Road Traffic

### 1. CONVENTION ON ROAD TRAFFIC

*Geneva, 19 September 1949*

**ENTRY INTO FORCE**

**REGISTRATION:**

**STATUS:**

**TEXT:**

26 March 1952, in accordance with article 29.

26 March 1952, No. 1671.

Signatories: 19. Parties: 95.

United Nations, *Treaty Series*, vol. 125, p. 3.<sup>1</sup>

*Note:* The Convention was prepared and opened for signature by the United Nations Conference on Road and Motor Transport held at Geneva from 23 August to 19 September 1949. It was convened by the Secretary-General of the United Nations pursuant to resolution 147 B (VII)<sup>2</sup> of the Economic and Social Council of the United Nations, adopted on 28 August 1948. The Conference also prepared and opened for signature the Protocol concerning countries or territories at present occupied and the Protocol on Road Signs and Signals and reached certain other decisions which are recorded in the Final Act of the Conference. For the text of the said Final Act, see United Nations, *Treaty Series*, vol. 125, p. 3.

<i>Participant</i> <sup>3,4,5,6</sup>	<i>Signature</i>	<i>Accession(a), Succession(d), Ratification</i>	<i>Participant</i> <sup>3,4,5,6</sup>	<i>Signature</i>	<i>Accession(a), Succession(d), Ratification</i>
Albania.....		1 Oct 1969 a	Finland.....		24 Sep 1958 a
Algeria.....		16 May 1963 a	France.....	19 Sep 1949	15 Sep 1950
Argentina.....		25 Nov 1960 a	Georgia.....		23 Jul 1993 a
Australia.....		7 Dec 1954 a	Ghana.....		6 Jan 1959 a
Austria.....	19 Sep 1949	2 Nov 1955	Greece.....		1 Jul 1952 a
Bangladesh.....		6 Dec 1978 a	Guatemala.....		10 Jan 1962 a
Barbados.....		5 Mar 1971 d	Haiti.....		12 Feb 1958 a
Belgium.....	19 Sep 1949	23 Apr 1954	Holy See.....		5 Oct 1953 a
Benin.....		5 Dec 1961 d	Hungary.....		30 Jul 1962 a
Botswana.....		3 Jan 1967 a	Iceland.....		22 Jul 1983 a
Bulgaria.....		13 Feb 1963 a	India.....	19 Sep 1949	9 Mar 1962
Burkina Faso.....		31 Aug 2009 a	Ireland.....		31 May 1962 a
Cambodia.....		14 Mar 1956 a	Israel.....	19 Sep 1949	6 Jan 1955
Canada.....		23 Dec 1965 a	Italy.....	19 Sep 1949	15 Dec 1952
Central African Republic.....		4 Sep 1962 d	Jamaica.....		9 Aug 1963 d
Chile.....		10 Aug 1960 a	Japan.....		7 Aug 1964 a
Congo.....		15 May 1962 a	Jordan.....		14 Jan 1960 a
Côte d'Ivoire.....		8 Dec 1961 d	Kyrgyzstan.....		22 Mar 1994 a
Cuba.....		1 Oct 1952 a	Lao People's Democratic Republic.....		6 Mar 1959 a
Cyprus.....		6 Jul 1962 d	Lebanon.....	19 Sep 1949	2 Aug 1963
Czech Republic <sup>7</sup> .....		2 Jun 1993 d	Lesotho.....		27 Sep 1973 a
Democratic Republic of the Congo.....		6 Mar 1961 d	Luxembourg.....	19 Sep 1949	17 Oct 1952
Denmark.....	19 Sep 1949	3 Feb 1956	Madagascar.....		27 Jun 1962 d
Dominican Republic.....	19 Sep 1949	15 Aug 1957	Malawi.....		17 Feb 1965 d
Ecuador.....		26 Sep 1962 a	Malaysia.....		10 Sep 1958 a
Egypt.....	19 Sep 1949	28 May 1957	Mali.....		19 Nov 1962 d
Fiji.....		31 Oct 1972 d	Malta.....		3 Jan 1966 d

<i>Participant</i> <sup>3,4,5,6</sup>	<i>Signature</i>	<i>Accession(a), Succession(d), Ratification</i>	<i>Participant</i> <sup>3,4,5,6</sup>	<i>Signature</i>	<i>Accession(a), Succession(d), Ratification</i>
Monaco .....		3 Aug 1951 a	Singapore .....		29 Nov 1972 d
Montenegro <sup>8</sup> .....		23 Oct 2006 d	Slovakia <sup>7</sup> .....		1 Feb 1993 d
Morocco .....		7 Nov 1956 d	South Africa .....	19 Sep 1949	9 Jul 1952 a
Namibia .....		13 Oct 1993 d	Spain .....		13 Feb 1958 a
Netherlands <sup>9</sup> .....	19 Sep 1949	19 Sep 1952	Sri Lanka .....		26 Jul 1957 a
New Zealand <sup>10</sup> .....		12 Feb 1958 a	Sweden .....	19 Sep 1949	25 Feb 1952
Niger .....		25 Aug 1961 d	Switzerland .....	19 Sep 1949	
Nigeria .....		3 Feb 2011 a	Syrian Arab Republic....		11 Dec 1953 a
Norway .....	19 Sep 1949	11 Apr 1957	Thailand .....		15 Aug 1962 a
Papua New Guinea.....		12 Feb 1981 a	Togo .....		27 Feb 1962 d
Paraguay .....		18 Oct 1965 a	Trinidad and Tobago....		8 Jul 1964 a
Peru .....		9 Jul 1957 a	Tunisia .....		8 Nov 1957 a
Philippines.....	19 Sep 1949	15 Sep 1952	Turkey .....		17 Jan 1956 a
Poland .....		29 Oct 1958 a	Uganda .....		15 Apr 1965 a
Portugal .....		28 Dec 1955 a	United Arab Emirates ...		10 Jan 2007 a
Republic of Korea <sup>11</sup> .....		14 Jun 1971 d	United Kingdom of Great Britain and Northern Ireland .....	19 Sep 1949	8 Jul 1957
Romania .....		26 Jan 1961 a	United States of America .....	19 Sep 1949	30 Aug 1950
Russian Federation .....		17 Aug 1959 a	Venezuela (Bolivarian Republic of).....		11 May 1962 a
Rwanda .....		5 Aug 1964 d	Zimbabwe .....		1 Dec 1998 d
San Marino .....		19 Mar 1962 a			
Senegal .....		13 Jul 1962 d			
Serbia <sup>12</sup> .....		12 Mar 2001 d			
Sierra Leone .....		13 Mar 1962 d			

#### **Declarations and Reservations**

*(Unless otherwise indicated, the declarations and reservations were made upon ratification, accession or succession.)*

##### **ALBANIA**

The Government of the People's Republic of Albania does not consider itself bound by the provisions of article 33 of the Convention, which lays down that disputes between Contracting States concerning the interpretation or application of the Convention may be referred to the International Court of Justice by application from one of the parties to the dispute. The Government of the People's Republic of Albania declares, as it has done hitherto, that in each separate case the agreement of all the parties to the dispute is required for the submission of any dispute for arbitration.

##### **AUSTRALIA**

"Excluding, in accordance with article 2, paragraph 1 of this Convention, annexes 1 and 2."

##### **BARBADOS<sup>13</sup>**

In the notification of succession, the Government of Barbados declared that it wished to maintain the declarations and reservations subject to which the Convention was extended to Barbados by the Government of the United Kingdom of Great Britain and Northern

Ireland and which were the same as those made by that Government in its own instrument of ratification.

##### **BOTSWANA**

"Excluding annexes 1 and 2."

##### **BULGARIA<sup>14,15</sup>**

*With reservations to the following provisions:*

- (a) .....
- (b) Annex 1 to the Convention on Road Traffic, which provides that cycles fitted with an auxiliary internal combustion engine having a maximum cylinder capacity of 50 cm<sup>3</sup> (3.05 cu.in.) shall not be considered as motor vehicles, provided that they retain all the normal characteristics of cycles with respect to their structure.
- (c) Section II, paragraph (c) second sentence, of annex 6 to the Convention on Road Traffic, which stipulates: "However, motor cycles with an engine of a maximum cylinder capacity of 50 cm<sup>3</sup> (3.05 cu.in.) may be excluded from this obligation."

#### CHILE

Excluding, in accordance with article 2, paragraph 1 of this Convention, annex 1 from the application of the Convention.

#### CYPRUS

##### *Reservations:*

"(1) In connexion with article 24 of the said Convention, the Government of Cyprus reserve the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in Cyprus, if (i) the vehicle is used for the carriage of persons for hire or reward or for the carriage of goods and (ii) the driver of such vehicle would by the domestic legislation of Cyprus be required to have a special vocational licence.

"(2) In connexion with article 26 of the said Convention, cycles in international traffic admitted to Cyprus shall, from nightfall and during the night or whenever atmospheric conditions render it necessary, show only a white light to the front, and to show to the rear a red light or a red reflex reflector in accordance with the domestic legislation of Cyprus."

##### *Declarations:*

"(1) In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Cyprus excludes annexes 1 and 2 from its application of the Convention.

"(2) In accordance with section IV (b) of annex 6 to the Convention, the Government of Cyprus will only permit that one trailer be drawn by a vehicle, it will not permit an articulated vehicle to draw a trailer and it will not permit articulated vehicles to be used for transport of passengers for hire or reward."

#### CZECH REPUBLIC<sup>7</sup>

#### DENMARK

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.

#### DOMINICAN REPUBLIC

[The Dominican Republic declares] excluding, in accordance with article 2, paragraph 1 of this Convention, annexes 1 and 2 from the application of the Convention and renewing the reservation concerning paragraph 2 of article 1 of the Convention already made in plenary meeting.

#### FIJI<sup>13</sup>

In its notification of succession, the Government of Fiji declared that it wished to maintain the declarations and reservations made on behalf of Fiji when the Convention was extended to Fiji by the Government of the United Kingdom on 16 December 1965.

#### FINLAND

Excluding, in accordance with article 2, paragraph 1 of this Convention, annex 1.

With reference to annex 6, section IV (b), the Government of Finland declare that they will permit only one trailer to be drawn by a vehicle and that they will not permit an articulate vehicle to draw a trailer.

#### FRANCE

With reference to annex 6, section IV (b), the French Government declares that it will only permit that one trailer be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer.

#### GHANA

##### *Reservations:*

"(i) Cycles in international traffic admitted to Ghana shall from nightfall and during the night or whenever atmospheric conditions render it necessary show only a white light to the front and show to the rear a red light, a reflex reflector and a white surface with regard to article 26 of the Convention.

"(ii) In accordance with paragraph 1 of article 2 of this Convention, annexes 1 and 2 should be excluded."

#### GUATEMALA

Article 33 of the Convention shall apply without prejudice to the provisions of article 149, item 3, of the Constitution of the Republic.

26 September 1962

In accordance with paragraph 1 of article 2 and paragraph IV (b) of Annex 6 of the Convention, respectively, the Government of Guatemala:

1. Excludes annex 1 from its application of the Convention.

2. Will only permit that one trailer be drawn by a vehicle and will not permit articulated vehicles for the transport of passengers.

#### HUNGARY<sup>14,16</sup>

#### ICELAND

##### *Declaration:*

"The Government of Iceland excludes, in accordance with article 2, paragraph 1, of the Convention, annex 1 from the application of the Convention."

#### INDIA

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annexes 1 and 2 from its application of the Convention."

#### IRELAND

"1. Annexes 1 and 2 are excluded from Ireland's application of the Convention.

"2. In relation to annex 6, the number of trailers drawn by a mechanically propelled vehicle may not exceed that permitted under Irish legislation."

#### ISRAEL

"Excluding, in accordance with article 2, paragraph 1 of this Convention, annex 1."

#### JAMAICA

"(a) In connexion with article 24 of the said Convention, the Government of Jamaica reserve the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in Jamaica, if (i) the vehicle is used for the carriage of persons for hire or reward or for the carriage of goods and (ii) the driver of such vehicle would, by the domestic legislation of Jamaica, be required to have a special vocational licence.

"(b) In accordance with the provisions of paragraph 1 of article 2 of the said Convention, annexes 1 and 2 shall be excluded from Jamaica's application of the Convention.

"(c) In accordance with the provisions of paragraph (b) of section IV of annex 6 to the said Convention, the Jamaica Government will permit only one trailer to be drawn by a vehicle, will not permit an articulated vehicle

to draw a trailer and will not permit articulated vehicles to be used for the transport of passengers for hire or reward."

#### JAPAN

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention."

#### MALAWI

"Excluding annexes 1 and 2 from the application of the Convention."

#### MALAYSIA

"Excluding, in accordance with article 2, paragraph 1, of this Convention, annexes 1 and 2."

#### MALTA

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Malta excludes annex 1 from its application of the Convention."

#### MONACO

With reference to annex 6, section IV (b), the Government of the Principality of Monaco indicates that it will permit only one trailer to be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer.

#### NETHERLANDS

Excluding, in accordance with article 2, paragraph 1 of this Convention, annex 2.

#### NEW ZEALAND

"Excluding, in accordance with article 2, paragraph 1, of this Convention, annexes 1 and 2."

#### NORWAY

Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention.

#### PAPUA NEW GUINEA

"1) Excluding, in accordance with article 2 paragraph 1 of the Convention, annexes 1 and 2.

2) In connection with article 24 of the Convention, the Government of Papua New Guinea reserves the right not to permit a person to drive a vehicle, other than one brought into and only temporarily, in Papua New Guinea if:

(i) the vehicle is used for the carriage of persons for hire or reward, and

(ii) the driver of such vehicle would, by the domestic legislation of Papua New Guinea, be required to have a special vocational licence.

3) In accordance with section IV (b) of annex 6 of the Convention, the Government of Papua New Guinea will only permit that one trailer be drawn by a vehicle. It will not permit an articulated vehicle to draw a trailer and it will not permit articulated vehicles to be used for transport of passengers for hire or reward."

#### PHILIPPINES

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention."

#### PORTUGAL

In accordance with section IV (b) of annex 6, the Government of Portugal has indicated that it will only permit one trailer to be drawn by a vehicle and that it will not permit an articulated vehicle to draw a trailer, and that it will not permit articulated vehicles for the transport of passengers.

#### ROMANIA<sup>14,17</sup>

The Romanian People's Republic does not consider itself bound by the provisions of article 33, under which any dispute concerning the interpretation or application of the Convention may be referred to the International Court of Justice for decision by application from any of the States concerned. The position of the Romanian People's Republic is that the agreement of all the parties in dispute is required in each case for the submission of any dispute to the International Court of Justice for decision.

#### RUSSIAN FEDERATION<sup>14,18</sup>

The Government of the Union of Soviet Socialist Republics does not consider itself bound by the provisions of article 33 of the Convention on Road Traffic, which lays down that disputes between Contracting States concerning the interpretation or application of this Convention may be referred to the International Court of Justice for decision by application from any of the States concerned, and declares that the agreement of all the States in dispute is required in each separate case for the submission of any dispute to the International Court of Justice for decision.

#### SAN MARINO

Excluding, in accordance with paragraph 1 of article 2, annex 1.

#### SENEGAL

Excluding, in accordance with article 2, paragraph 1 of the Convention, annex 1.

#### SIERRA LEONE

##### Reservations:

"(1) In connexion with article 24 of the said Convention, the Government of Sierra Leone reserve the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in Sierra Leone if (i) the vehicle is used for the carriage of persons for hire or reward, and (ii) the driver of such vehicle would, by the domestic legislation of Sierra Leone, be required to have a special vocational licence.

"(2) In connexion with article 26 of the Convention, cycles in international traffic admitted to Sierra Leone shall, from night fall and during the night or whenever atmospheric conditions render it necessary, show only a white light to the front and show to the rear a red light in accordance with the domestic legislation of the territory."

##### Declarations:

"(1) In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Sierra Leone excludes annexes 1 and 2 from its application of the Convention.

"(2) In accordance with section IV (b) of annex 6 of the Convention, the Government of Sierra Leone will only permit that one trailer be drawn by a vehicle, it will not permit an articulated vehicle to draw a trailer and it will not permit articulated vehicles to be used for transport of passenger for hire or reward."

#### SINGAPORE

The Government of Singapore does not wish to maintain the reservation made by the Government of the United Kingdom at the time of notification of territorial application of the Convention to Singapore.

#### SLOVAKIA<sup>7</sup>

#### SOUTH AFRICA

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annexes 1 and 2 from its application of the Convention."

#### SWEDEN

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annex 1 from its application of the Convention."

#### TRINIDAD AND TOBAGO

"Subject to the exclusion of annexes 1 and 2."

#### UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND<sup>19</sup>

"Subject to the following reservations:

"(1) In connexion with article 24 of the said Convention, the Government of the United Kingdom of Great Britain and Northern Ireland reserve the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in the United Kingdom of Great Britain and Northern Ireland, if (i) the vehicle is used for the carriage of persons for hire or reward or for the carriage of goods and (ii) the driver of such vehicle would, by the domestic legislation of the United Kingdom of Great Britain and Northern Ireland, be required to have a special vocational licence.

"(2) In connexion with article 26 of the said Convention, cycles in international traffic admitted to the

United Kingdom of Great Britain and Northern Ireland, shall, from nightfall and during the night or whenever atmospheric conditions render it necessary, show only a white light to the front, and show to the rear a red light and a red reflex reflector in accordance with the domestic legislation of the United Kingdom of Great Britain and Northern Ireland.

"(3) The Government of the United Kingdom of Great Britain and Northern Ireland reserve the right, in applying the said Convention to any of the other territories for whose international relations they are responsible, to apply it subject to reservations similar to those set out above.

"Furthermore, the Government of the United Kingdom of Great Britain and Northern Ireland declare:

"(1) That, in accordance with the provisions of paragraph 1 of article 2 of the said Convention, they exclude annexes 1 and 2 from their application of the Convention.

"(2) In accordance with section IV (b) of annex 6 to the said Convention, they will only permit that one trailer be drawn by a vehicle, that they will not permit an articulated vehicle to draw a trailer and that they will not permit articulated vehicles to be used for the transport of passengers for hire or reward."

#### VENEZUELA (BOLIVARIAN REPUBLIC OF)<sup>14,20</sup>

##### Article 31:

Amendments to the Convention shall not enter into force with respect to the Republic of Venezuela until the relevant constitutional requirements have been complied with.

##### Article 33:

The Republic shall be bound by the terms of Article 36 of the Statute of the International Court of Justice. That is to say, no case may be submitted to the International Court of Justice except by agreement between the Parties.

### *Territorial Application*

<i>Participant</i>	<i>Date of receipt of the notification</i>	<i>Territories</i>
Australia	3 May 1961	Papua and Trust Territory of New Guinea
Belgium	23 Apr 1954	Belgian Congo and Trust Territory of Ruanda-Urundi
France	29 Oct 1952	French Protectorates of Morocco and Tunisia, all French Overseas Territories and Togoland and the Cameroons under French Mandate
	19 Jan 1953	Principality of Andorra
Japan <sup>21</sup>	7 Aug 1964	Okinawa
Netherlands <sup>9</sup>	19 Jan 1955	Netherlands New Guinea and Suriname
	9 May 1957	Netherlands Antilles
New Zealand <sup>10</sup>	29 Nov 1961	Trust Territory of Western Samoa
Portugal <sup>4</sup>	19 Jan 1956	All Overseas Provinces-excluding Macau
South Africa	9 Jul 1952	South West Africa
Spain	13 Feb 1958	African localities and provinces
United Kingdom of Great Britain and Northern	22 Jan 1958	Isle of Man

<i>Participant</i>	<i>Date of receipt of the notification</i>	<i>Territories</i>
Ireland <sup>5,22,23,24</sup>	28 May 1958	Guernsey and Bailiwick of Jersey
	27 Aug 1958	British Guiana, British Honduras, Colony of Aden, Cyprus, Gibraltar, Seychelles and Uganda
	25 Mar 1959	Gambia
	13 May 1959	Singapore
	13 May 1959	Mauritius
	20 Nov 1959	Northern Rhodesia, Nyasaland and Southern Rhodesia
	23 Nov 1959	Malta
	8 Feb 1960	Zanzibar
	25 Mar 1960	Federation of Rhodesia and Nyasaland
	22 Apr 1960	Sierra Leone
	22 Apr 1960	North Borneo
	22 Apr 1960	St. Vincent
	27 Sep 1960	Barbados
	12 Jan 1961	Hong Kong
	3 Aug 1961	Bahamas
United States of America	14 Jul 1965	Grenada and Swaziland
	16 Dec 1965	Fiji
	30 Aug 1950	All the territories for the international relations of which the United States of America is responsible

### ***Declarations and Reservations***

***(Unless otherwise indicated the declarations and reservations were made upon notification of territorial application.)***

#### **NETHERLANDS<sup>9</sup>**

**Netherlands New Guinea**  
Excluding annexes 1 and 2.

**Netherlands Antilles**  
Excluding annexes 1 and 2.

#### **NEW ZEALAND**

**Trust Territory of Western Samoa**  
"Excluding annexes 1 and 2."

#### **PORTUGAL<sup>4</sup>**

**Portuguese Overseas Provinces (excluding Macao)**  
Subject to the declaration made on accession by the Government of Portugal.

#### **UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND<sup>5,22,23,24</sup>**

##### **Isle of Man**

The Convention is applied to the Isle of Man subject to declarations and reservations the terms of which are identical to those of the United Kingdom set out under Nos. 1 and 2 above.

##### **Bailiwick of Guernsey**

The declarations made by the Insular Authorities of the Bailiwick of Guernsey are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

**Reservations:**

"(1) The provisions of the said Convention concerning motor vehicles shall not apply in the Island of Sark, in which Island the use of motor vehicles, except motor tractors for use for certain limited purposes, is prohibited.

"(2) In connexion with article 24 of the said Convention, the Insular Authorities of the Bailiwick of Guernsey reserve the right not to permit a person to drive a vehicle, other than one brought into and only temporarily in the Bailiwick if (i) the vehicle is used for the carriage of persons for hire or reward and (ii) the driver of such vehicle would, by domestic legislation of the Bailiwick, be required to have a special vocational licence.

"(3) In connexion with article 26 of the said Convention, cycles in international traffic admitted to the Bailiwick of Guernsey shall, from nightfall and during the night or whenever atmospheric conditions render it necessary, show only a white light to the front and show to the rear a red reflex reflector, in accordance with the domestic legislation of the Bailiwick."

##### **States of Jersey**

The declarations made by the States of Jersey are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

##### **Reservations:**

*[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under Nos. 2 and 3.]*

##### **Aden Colony, British Guiana, and Seychelles**

The declarations made by the Governments of Aden Colony, British Guiana and Seychelles are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

*Reservations:*  
[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under Nos. 2 and 3.]

**Cyprus**

[With the same declarations and reservations as those made on behalf of the Governments of Aden Colony, British Guiana, and Seychelles; see above.]

**Gibraltar**

The declarations made by the Government of Gibraltar are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

*Reservation:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under No. 2.]

**British Honduras**

*Reservations:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under Nos. 2 and 3.]

**Uganda**

*Reservation:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under No. 2.]

**Jamaica**

*Reservation:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under No. 2.]

**St. Lucia and Trinidad**

The declarations made by the Governments of St. Lucia and Trinidad are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

*Reservations:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under Nos. 2 and 3.]

**Mauritius**

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Mauritius excludes annex 2 from its application of the Convention.

*Reservations:*

"(1) In accordance with the provisions of paragraph (b) of section IV of annex 6, the Government of Mauritius will only permit that one trailer be drawn by a vehicle, will not permit an articulated vehicle to draw a trailer or that articulated vehicles shall be used for the transport of passengers for hire or reward.

"(2) The Government of Mauritius reserves the right not to apply the provisions of paragraph 1 of annex 8 of the said Convention whereby the minimum age for driving a motor vehicle under the conditions set out in article 24 of the Convention shall be eighteen years."

**Singapore**

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Singapore excludes annexes 1 and 2 from its application of the Convention."

**Malta**

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of Malta excludes annex 1 from its application of the Convention."

**Federation of Rhodesia and Nyasaland**

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of the Federation of Rhodesia and Nyasaland exclude annexes 1 and 2 from their application of the Convention."

**St. Vincent**

The declarations made by the Government of St. Vincent are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

*Reservations:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under Nos. 2 and 3.]

**North Borneo**

*Reservations:*

[Same, mutatis mutandis, as those made for the Bailiwick of Guernsey, under No. 2.]

**Sierra Leone**

[Same, mutatis mutandis, as those made for St. Vincent.]

**Barbados**

"The declarations and reservations relating to Barbados are the same as those made by the United Kingdom in its instrument of ratification."

**Hong Kong**

The declarations made by the Government of Hong Kong are identical to those made by the United Kingdom upon signature and on deposit of its instrument of ratification.

*Reservations:*

"(1) In connexion with article 26 of the said Convention, cycles in international traffic admitted to the territory shall, from nightfall and during the night or whenever atmospheric conditions render it necessary, show only a white light to the front, and show to the rear a red light and a red reflex reflector in accordance with the domestic legislation of Hong Kong.

"(2) In connexion with paragraph (b) of Section II of Annex 6-Lighting, Hong Kong legislation stipulates that every motor vehicle, other than a motor cycle with or without a sidecar, shall be equipped with direction indicators of one of the types described in that paragraph."

**Bahamas**

"In accordance with the provisions of paragraph 1 of article 2 of the Convention, the Government of the Bahamas exclude annexes 1 and 2 from their application of the Convention."

**Swaziland and Grenada**

"Subject to the reservations contained in the United Kingdom instrument of ratification."

**Fiji**

"Subject to the same reservations and declarations made in respect of the United Kingdom on ratification."

***Distinguishing Sign of Vehicles in International Traffic (Distinctive letters notified to the Secretary-General)***

***Participant***

Aden .....	ADN
Albania .....	AL
Alderney .....	GBA
Algeria .....	DZ
Andorra .....	AND
Argentina .....	RA
Australia .....	AUS

***Participant***

Austria .....	A
Bahamas .....	BS
Bailiwick of Jersey .....	GBJ
Bangladesh .....	BD
Barbados <sup>25</sup> .....	BDS
Belgium .....	B
Benin .....	DY
Botswana <sup>26</sup> .....	BW
Brazil .....	BR
British Honduras.....	BH
Brunei .....	BRU
Bulgaria .....	BG
Cambodia <sup>27</sup> .....	KH
Canada.....	CDN
Central African Republic.....	RCA
Chile .....	RCH
China <sup>6</sup> .....	RC
Congo .....	RCB
Costa Rica.....	CR
Côte d'Ivoire .....	CI
Cyprus .....	CY
Democratic Republic of the Congo ...	CGO
Denmark .....	DK
Dominican Republic.....	DOM
Ecuador.....	EC
Egypt .....	ET
Faroe Islands <sup>28</sup> .....	FO
Fiji .....	FJI
Finland.....	SF
France <sup>29</sup> .....	F
Gambia <sup>25</sup> .....	WAG
Georgia .....	GE
Ghana.....	GH
Gibraltar.....	GBZ
Greece.....	GR
Grenada .....	WG
Guatemala.....	GCA
Guernsey.....	GBG
Haiti .....	RH
Holy See .....	V
Hong Kong <sup>5</sup> .....	HK
Hungary .....	H
Iceland .....	IS
India.....	IND
Indonesia .....	RI
Iran (Islamic Republic of).....	IR

**Participant**

Ireland.....	IRL
Isle of Man.....	GBM
Israel.....	IL
Italy.....	I
Jamaica.....	JA
Japan.....	J
Jordan.....	HKJ
Kenya <sup>25</sup> .....	EAK
Kyrgyzstan.....	KS
Lao People's Democratic Republic....	LAO
Lebanon.....	RL
Lesotho <sup>25</sup> .....	LS
Luxembourg.....	L
Madagascar.....	RM
Malawi.....	MW
Malaysia.....	MAL
Mali.....	RMM
Malta.....	M
Mauritius <sup>25</sup> .....	MS
Mexico.....	MEX
Monaco.....	MC
Morocco.....	MA
Myanmar.....	BUR
Namibia.....	NAM
Netherlands.....	NL
Netherlands Antilles <sup>9</sup> .....	NA
New Zealand.....	NZ
Nicaragua.....	NIC
Niger.....	NIG
Nigeria <sup>25</sup> .....	WAN
Norway.....	N
Pakistan.....	PAK
Papua New Guinea.....	PNG
Paraguay.....	PY
Peru.....	PE
Philippines.....	PI
Poland.....	PL
Portugal.....	P
Republic of Korea.....	ROK
Romania.....	R
Russian Federation.....	SU
Rwanda.....	RWA
Samoa <sup>25</sup> .....	WS
San Marino.....	RSM
Senegal.....	SN
Seychelles.....	SY

**Participant**

Sierra Leone .....	WAL
Singapore.....	SGP
Slovakia <sup>7</sup> .....	SK
South Africa .....	ZA
Southern Rhodesia.....	RSR
Spain <sup>30</sup> .....	E
Sri Lanka .....	CL
St. Lucia.....	WL
St. Vincent.....	WV
Suriname.....	SME
Swaziland .....	SD
Sweden .....	S
Switzerland.....	CH
Syrian Arab Republic .....	SYR
Tanganyika <sup>25</sup> .....	EAT
Thailand.....	T
Togo .....	TG
Trinidad and Tobago .....	TT
Tunisia.....	TN
Turkey .....	TR
Uganda.....	EAU
United Kingdom of Great Britain and Northern Ireland.....	GB
United States of America.....	USA
Uruguay .....	U
Venezuela (Bolivarian Republic of) ..	YV
Zambia <sup>25</sup> .....	RNR
Zanzibar.....	EAZ
Zimbabwe.....	ZW

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**Notes:**

<sup>1</sup> Amendments to the Convention were proposed by the Governments of Austria (communicated by circular letter 8 October 1962) and France (communicated by circular letter of 11 March 1964). The proposed amendments were not put into effect since the conditions set forth in article 31 of the Convention were not met.

<sup>2</sup> Resolutions adopted by the Economic and Social Council, during its seventh session (E/1065), p. 8.

<sup>3</sup> The Republic of Viet-Nam had acceded to the Convention on 2 November 1953 notifying VN as a distinguishing sign of vehicles in international traffic. See also note 1 under "Viet Nam" in the "Historical Information" section in the front matter of this volume.

<sup>4</sup> On 24 September 1999, the Government of Portugal

informed the Secretary-General that the Convention will apply to Macau.

In a communication received on 1 November 1999, the Government of Portugal notified the Secretary-General that "...in accordance with the section IV (b) of annex 6 of the Convention, in Macau it will only be permitted one trailer to be drawn by a vehicle and it will not be permitted an articulated vehicle to draw a trailer, and it will not be permitted articulated vehicles for the transport of passengers."

Subsequently, on 9 and 15 December 1999, the Secretary-General received communications regarding the status of Macao from China and Portugal (see also note 3 under "China" and note 1 under "Portugal" in the "Historical Information" section in the front matter of this volume). Upon resuming the exercise of sovereignty over Macao, China notified the Secretary-General

that the Convention will also apply to the Macao Special Administrative Region.

<sup>5</sup> On 6 and 10 June 1997, respectively, Secretary-General received communications regarding the status of Hong Kong from China and the United Kingdom of Great Britain and Northern Ireland (see also note 2 under "China" and note 2 under "United Kingdom of Great Britain and Northern Ireland" in the "Historical Information" section in the front matter of this volume). Upon resuming the exercise of sovereignty over Hong Kong, China notified the Secretary-General that the Convention will also apply to the Hong Kong Special Administrative Region.

In addition, the notification made by the Government of China contained the following declaration:

1. In accordance with paragraph 1 of article 2 of the Convention, annexes 1 and 2 to the Convention are excluded from application in the Hong Kong Special Administrative Region.

2. In accordance with section IV (b) of annex 6 to the Convention, in the Hong Kong Special Administrative Region an articulated vehicle is neither permitted to draw a trailer nor to be used for the transport of passengers.

3. In connection with article 26 (c) of the Convention cycles in international traffic admitted to the Hong Kong Special Administrative Region shall, from nightfall and during the night or whenever atmospheric conditions render it necessary, show only a white light in front and show to the rear both a red light and a red reflex reflector.

4. In connection with section II of annex 6, in the Hong Kong Special Administrative Region every motor vehicle other than a motor cycle with or without a sidecar, shall be equipped with direction indicators of one of the types described in paragraph (1) of section II.

5. The Government of the People's Republic of China has reservation to article 33 of the Convention.

6. The accession by the Taiwan authorities on 27 June 1957 by usurping the name of "China" to the Convention is illegal and therefore null and void.

<sup>6</sup> Accession on behalf of the Republic of China on 27 June 1957. See note concerning signatures, ratifications, accessions, etc. on behalf of China (note 1 under "China" in the "Historical Information" section in the front matter of this volume).

In communications addressed to the Secretary-General, with reference to the above-mentioned accession, communications have been addressed to the Secretary-General by the Governments of Poland, the Union of Soviet Socialist Republics and Yugoslavia stating that, since their Governments did not recognize the Nationalist Chinese authorities as the Government of China, they could not regard the said accession as valid. The Permanent Missions of the Union of Soviet Socialist Republics further stated that the sole authorities entitled to act for China and the Chinese people in the United Nations and in international relations, and to sign, ratify, accede or denounce treaties, conventions and agreements on behalf of China, were the Government of the People's Republic of China and its duly appointed representatives.

In a note addressed to the Secretary-General, the Permanent Mission of China to the United Nations stated that the Government of the Republic of China was the only legal Government which represented China and the Chinese people in international relations and that, therefore, the allegations made in the above-mentioned communications as to the lack of validity of the signature or ratification in question had no legal foundation whatever.

<sup>7</sup> Czechoslovakia had signed and ratified the Convention on 28 December 1949 and 3 November 1950, respectively, choosing the letters "CS" as distinguishing sign and with a reservation. For the text of the reservation, see United Nations, *Treaty Series*, vol. 125, p. 53. See also note 1 under "Czech Republic" and note 1 under "Slovakia" in the "Historical Information" section in the front matter of this volume.

It should also be noted that, upon succession, the Government of Slovakia had selected the distinctive letters "SQ" in application of paragraph 3 of annex 4. Subsequently, on 14 April 1993, the Government of Slovakia notified the Secretary-General that it had replaced those letters by "SK".

<sup>8</sup> See note 1 under "Montenegro" in the "Historical Information" section in the front matter of this volume.

<sup>9</sup> See note 1 under "Netherlands" regarding Aruba/Netherlands Antillies in the "Historical Information" section in the front matter of this volume

<sup>10</sup> See note 1 under "New Zealand" regarding Tokelau in the "Historical Information" section in the front matter of this volume.

<sup>11</sup> In communications addressed to the Secretary-General with reference to the accession by the Republic of Korea, the Permanent Representatives of the Permanent Missions to the United Nations of Bulgaria, Mongolia and Romania stated that their Governments considered the said accession as null and void since the authorities of South Korea had no right or competence whatsoever to speak on behalf of Korea.

<sup>12</sup> The former Yugoslavia had signed and ratified the Convention on 19 September 1949 and 8 October 1956, respectively, adopting the letters "YU" as Distinguishing sign of vehicles in International Traffic. See also note 1 under "Bosnia and Herzegovina", "Croatia", "former Yugoslavia", "Slovenia", "The Former Yugoslav Republic of Macedonia" and "Yugoslavia" in the "Historical Information" section in the front matter of this volume.

<sup>13</sup> See under "*Declarations and Reservations made upon notification of territorial application*".

<sup>14</sup> The Government of the United Kingdom has informed the Secretary-General that it is unable to accept [the reservation to article 33 of the Convention] because in its view it is not of the kind which intending parties to the Convention have the right to make.

<sup>15</sup> Subsequently, in a notification received on 6 May 1994, the Government of Bulgaria notified the Secretary-General that it had decided to withdraw the reservation made upon accession with regard to article 33. For the text of the reservation, see United Nations, *Treaty Series*, vol. 453, p. 354.

<sup>16</sup> In a communication received on 8 December 1989, the Government of Hungary notified the Secretary-General that it had decided to withdraw its reservation to article 33 of the Convention made upon accession. For the text of the reservation see United Nations, *Treaty Series*, vol. 434, p. 288.

<sup>17</sup> The Government of the United States of America has informed the Secretary-General that it has no objection to this reservation, but "considers that it may and hereby states that it will apply this reservation reciprocally with respect to Romania".

<sup>18</sup> The Government of the United States of America has informed the Secretary-General that it has no objection to this reservation, but "considers that it may and hereby states that it will apply this reservation reciprocally with respect to the Soviet Union".

The Governments of Greece and of the Netherlands informed the Secretary-General that they do not consider themselves bound by the provisions to which the reservation is made, as far as the Soviet Union is concerned.

<sup>19</sup> At the 1949 United Nations Conference on Road and Motor Transport, the Conference placed on record that there would be no objection to a reservation by the United Kingdom in respect of article 26 of the Convention. In the letter transmitting the instrument of ratification of the Convention, the Permanent Representative of the United Kingdom drew the attention of the Secretary-General to the fact that "... the reservation made in respect of article 26 of the Convention omits the phrase 'and a white surface' between the words 'a red reflex reflector' and the words 'in accordance with the domestic legislation of the United Kingdom,' which were included in the text of the reservation set out in sub-paragraph (d) of paragraph 7 of the Final Act of the United Nations Conference on Road and Motor Transport, 1949. This omission is occasioned by the fact that the white surface requirement has since been repealed by United Kingdom legislation."

<sup>20</sup> The Government of the Republic of Viet-Nam had informed the Secretary-General that it objects to the reservation made to article 33 of the Convention. (See also note 1 under "Viet Nam" in the "Historical Information" section in the front matter of this volume.

<sup>21</sup> In a communication received by the Secretary-General on 12 June 1972, the Permanent Representative of Japan to the United Nations, upon instructions from his Government, made the following statement:

"Japan has assumed as of May 15, 1972 full responsibility and authority for the exercise of all and any powers of administration, legislation and jurisdiction over "Okinawa" in

accordance with the Agreement between Japan and the United States of America concerning the Ryukyu Islands and the Daito Islands signed on June 17, 1971. Under the United States administration, all vehicles were required to keep to the right side of the road in Okinawa. Upon reversion of Okinawa to Japan, the Government of Japan began to take the measures, in conformity with Article 9, paragraph 1 of the Convention on Road Traffic, necessary for shifting the side to which vehicles are required to keep in Okinawa from the right to the left so that there shall be uniformity with the rest of Japan. It is estimated that it will take at least three years before the changes may be smoothly carried out."

Subsequently, in a communication received on 21 August 1978, the Government of Japan informed the Secretary-General that "the said change was completed as of July 30, 1978, there being now the uniformity in Okinawa with the rest of Japan in conformity with article 9, paragraph 1 of the said Convention".

<sup>22</sup> See note 1 under "United Kingdom of Great Britain and Northern Ireland" in the "Historical Information" section in the front matter of this volume.

<sup>23</sup> For declarations and reservations made by these territories upon accession or notification of succession after attaining statehood, see under "*Declarations and Reservations*".

<sup>24</sup> In a communication received on 11 May 1971, the Government of the United Kingdom informed the Secretary-General of the following:

"At the time of the notification of the extension of this Convention to Jamaica in 1959, the Cayman Islands were a dependency of Jamaica, and the extension of the Convention to Jamaica therefore extended it automatically to the Cayman Islands.

"The Convention continued to apply and still applies to the Cayman Islands, which, when Jamaica became independent remained a territory for whose international relations the United Kingdom is responsible."

<sup>25</sup> Distinctive letters notified to the Secretary-General, prior to the independence of that country, by the Government responsible for its international relations.

<sup>26</sup> As from 15 May 2003. Previously: "RB".

<sup>27</sup> As from 18 November 2009. Previously: "K".

<sup>28</sup> From 1 July 1976 to 1 January 1996: "FR".

<sup>29</sup> Including French overseas territories.

<sup>30</sup> Including African localities and provinces.

**Members of the Convention on the Regulation of Inter-American Automotive Traffic (1943) not also members of the Convention on Road Traffic (1949)**

Bolivia

Brazil

Colombia

Costa Rica

El Salvador

Honduras

Mexico

Nicaragua

St. Kitts and Nevis

Uruguay