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NORWAY



Treaty Series No. 21 (1971)

Agreement

between the Government of the
United Kingdom of Great Britain and Northern Ireland
and the Government of the Kingdom of Norway

on the International Carriage of Goods by Road

Oslo, 11 June 1970

[The Agreement entered into force on 18 February 1971]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
April 1971*

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**AGREEMENT
BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM
OF GREAT BRITAIN AND NORTHERN IRELAND AND THE
GOVERNMENT OF THE KINGDOM OF NORWAY ON THE
INTERNATIONAL CARRIAGE OF GOODS BY ROAD**

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Kingdom of Norway;

Desiring to facilitate the international carriage of goods by road between their two countries and in transit through their territories;

Have agreed as follows:

ARTICLE 1

Definitions

For the purposes of this Agreement:

- (a) the term “carrier” shall mean any person who, in either the United Kingdom or Norway, is authorised in accordance with the relevant national laws and regulations to carry and carries goods by road for hire or reward or on his own account, and references to a carrier of a Contracting Party shall be construed accordingly;
- (b) the term “goods vehicle” shall mean any mechanically propelled road vehicle which is:
 - (i) constructed or adapted for use and used on the roads for the carriage of goods;
 - (ii) registered in the territory of one Contracting Party;
 - (iii) temporarily imported into the territory of the other Contracting Party for the purpose of the international carriage of goods for delivery at or collection from any point in that territory or in transit through that territory; and
 - (iv) owned or operated by or on behalf of any carrier authorised in the territory in which the vehicle is registered to carry goods;
or any trailer or semi-trailer for coupling to any vehicle which fulfils conditions (i) to (iv) of this sub-paragraph;
- (c) the term “territory” in relation to the United Kingdom shall mean England, Wales, Scotland and Northern Ireland;
- (d) the competent authorities shall be:
 - (i) in the United Kingdom, the Ministry of Transport in London; and
 - (ii) in the Kingdom of Norway, the Ministry of Transport and Communications in Oslo.

ARTICLE 2

Exemption from Licensing Requirements

A carrier of one Contracting Party shall be permitted, without being required to obtain a licence for that purpose in accordance with the laws of the other Contracting Party, to import an empty or laden goods vehicle temporarily into the territory of that other Contracting Party for the purpose of the carriage of goods, including return loads :

- (a) between any point in the territory of one Contracting Party and any point in the territory of the other Contracting Party;
- (b) in transit across the territory of that other Contracting Party; and
- (c) between any point in the territory of that other Contracting Party and any point in a third country, provided that such carriage does not contravene the provisions of any road haulage agreement for the time being in force between either Contracting Party and that third country.

ARTICLE 3

Exclusion of Cabotage

Nothing in this Agreement shall be held to permit a carrier of one Contracting Party to pick up goods at a point in the territory of the other Contracting Party for delivery at another point in that territory.

ARTICLE 4

Compliance with National Law

Subject to the provisions of this Agreement a carrier of one Contracting Party shall, when in the territory of the other Contracting Party, comply with the laws and regulations in force in that territory concerning road transport and road traffic.

ARTICLE 5

Infringements

(1) In the event of an infringement of the provisions of this Agreement by a goods vehicle, or by a driver of such a vehicle, the competent authority of the Contracting Party in whose territory the infringement occurred may notify the infringement to the competent authority of the other Contracting Party which may take any steps provided by its national law.

(2) The competent authority receiving any such notification shall as soon as reasonably practicable inform the competent authority of the other Contracting Party of the action taken.

(3) The provisions of this Article shall be without prejudice to any lawful sanctions which may be applied by the courts or enforcement authorities of the Contracting Party in whose territory the infringement occurred.

ARTICLE 6

Review of Operation

(1) At the request of one competent authority the other shall provide all relevant information which can reasonably be made available concerning the manner in which traffic covered by this Agreement has developed.

(2) At the request of either competent authority representatives of both shall meet at a mutually convenient time as a Joint Committee to review the operation of this Agreement.

ARTICLE 7

Entry into Force and Duration

(1) This Agreement shall enter into force on the thirtieth day⁽¹⁾ following the date the Contracting Parties have informed each other in writing that the measures necessary to give effect to the Agreement in their respective territories have been taken.

(2) The Agreement shall remain in force for a period of one year after its entry into force. Thereafter it shall continue in force unless it is terminated by one Contracting Party giving six months' notice thereof in writing to the other Contracting Party.

In witness whereof the undersigned, being duly authorised thereto by their respective Governments, have signed this Agreement.

Done in duplicate at Oslo, this eleventh day of June, 1970 in the English language.

For the Government of the United Kingdom of Great Britain and Northern Ireland: For the Government of the Kingdom of Norway:

T. F. BRENCHELY

SVENN STRAY

(¹) The Agreement entered into force on 18 February, 1971.