



Treaty Series No. 90 (1968)

## Agreement

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

### on the International Carriage of Goods by Road

Stockholm, 21 November 1967

[Instruments of ratification were exchanged on 6 August 1968 and the Agreement  
entered into force on 5 September 1968]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
October 1968*

LONDON

HER MAJESTY'S STATIONERY OFFICE

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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 SWEDEN 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 SWEDEN;

DESIRING to facilitate the international carriage of goods by road between their countries;

HAVE AGREED as follows:

**ARTICLE 1**

**Definitions**

(1) For the purpose of this Agreement, the term "Swedish carrier" shall mean a goods vehicle operator who is authorised or permitted in accordance with Swedish law to carry goods for hire or reward or on own account, and the term "British carrier" shall mean a goods vehicle operator who is authorised or permitted in accordance with the laws of the United Kingdom to carry goods for hire or reward or on own account, and references to carriers of either country shall be construed accordingly.

(2) The terms "Swedish vehicle" and "British vehicle" shall mean any mechanically propelled road vehicle which is constructed or adapted for use and used on the roads for the carriage of goods, and is owned or operated by or on behalf of any Swedish or British carrier respectively.

**ARTICLE 2**

**Traffic between Sweden and the United Kingdom**

Swedish carriers shall be permitted, without being required to be licensed for that purpose in accordance with the law of the United Kingdom, and British carriers shall be permitted, without being required to be licensed for that purpose in accordance with the law of Sweden to import their vehicles temporarily into the other country for the purpose of the carriage of goods:

- (a) between any point in either country and any point in the other, and
- (b) in transit across the territory of that other country.

**ARTICLE 3**

**Third-Country Traffic**

Nothing in this Agreement shall be held to prevent the carriage of goods by carriers of either Contracting Party between any point in the territory of the other Contracting Party and any point in a third country, provided that such carriage is performed in accordance with the terms and conditions of this Agreement.

## ARTICLE 4

### **Prohibition of Cabotage**

Nothing in this Agreement shall be held to permit

- (a) Swedish carriers to carry goods which are loaded at any point in the territory of the United Kingdom of Great Britain and Northern Ireland to any other point in that territory, or
- (b) British carriers to carry goods which are loaded at any point in the territory of the Kingdom of Sweden to any other point in that territory.

## ARTICLE 5

### **Northern Ireland**

(1) With respect to the United Kingdom of Great Britain and Northern Ireland, the provisions of this Agreement shall not have effect in the territory of Northern Ireland until a date to be notified by the Government of the United Kingdom of Great Britain and Northern Ireland to the Government of the Kingdom of Sweden.

(2) Nevertheless, the provisions of Article 4 of this Agreement shall extend to transport operations by Swedish carriers between any two points in the territory of Great Britain and Northern Ireland.

## ARTICLE 6

### **Compliance with Laws concerning Vehicles and Their Use on the Roads**

Subject to the provisions of this Agreement, carriers of either country shall, when in the territory of the other, be bound to comply with the laws and regulations concerning road transport and road traffic and hours of work and maximum driving periods which are in force in the country in which they are.

## ARTICLE 7

### **Infringements**

In the event of any infringement of the provisions of this Agreement or of the laws of either Contracting Party by vehicles of the other, or by the drivers of such vehicles, the Contracting Party in whose territory the infringement occurred may notify the other Contracting Party, which may take such steps as are provided by its national laws.

## ARTICLE 8

### Review of Operation

At the request of the competent Authority of either country, the competent Authority of the other shall provide any relevant information which can reasonably be made available concerning the manner in which traffic covered by this Agreement has developed. At the request of either, representatives of both Authorities will meet at a mutually convenient time to review the operation of the Agreement.

## ARTICLE 9

### Entry into Force and Duration

(1) This Agreement shall be ratified. The exchange of instruments of ratification shall take place at London. The Agreement shall enter into force thirty days after the date on which the instruments are exchanged.<sup>(1)</sup>

(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 either Contracting Party giving six months' notice thereof 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 Stockholm, this 21st day of November, 1967 in the English language.

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

ARCHIBALD ROSS

For the Government of the Kingdom of Sweden:

TORSTEN NILSSON

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(<sup>1</sup>) The Agreement entered into force on 5 September, 1968.