

No. 30895

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**ESTONIA
and
POLAND**

**Treaty on international road transport. Signed at Tallinn on
9 September 1992**

Authentic texts: Estonian and Polish.

Registered by Estonia on 18 April 1994.

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et
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**Accord relatif au transport routier international. Signé à
Tallinn le 9 septembre 1992**

Textes authentiques : estonien et polonais.

Enregistré par l'Estonie le 18 avril 1994.

[TRANSLATION — TRADUCTION]

TREATY¹ BETWEEN THE GOVERNMENT OF THE REPUBLIC OF ESTONIA AND THE GOVERNMENT OF THE REPUBLIC OF POLAND ON INTERNATIONAL ROAD TRANSPORT

The Government of the Republic of Estonia and the Government of the Republic of Poland, desiring to facilitate, and to contribute to, the development of the road transport of passengers and freight between the two States and in transit through their territory, have agreed as follows:

Article 1

SCOPE OF APPLICATION

1. The provisions of this Treaty shall apply to the transport, by vehicles registered in the territory of one of the Contracting Parties, of passengers and freight coming from or destined for the territory of either Contracting Party, in transit through that territory and between a third State and the territory of the other Contracting Party and back.

2. No provision of this Treaty shall authorize a carrier of one Contracting Party to engage in the transport of passengers or freight between two locations situated in the territory of the other Contracting Party.

Article 2

DEFINITIONS

1. The expression “carrier” means an individual or body corporate who is resident or which has its headquarters either in the Republic of Estonia or in the Republic of Poland and who or which is entitled to carry out international road transport in accordance with the domestic legislation in force in his or its State.

2. The expression “vehicle” means:

(a) A mechanically driven road vehicle which is constructed or adapted, from the point of view of its exploitation, for engaging in the road transport of freight or for pulling vehicles intended for such transport;

(b) A set of vehicles connected with a vehicle which satisfies the conditions referred to in subparagraph (a) of this paragraph and with a trailer or an attachment;

(c) A mechanically driven road vehicle equipped with a special apparatus which is permanently installed and constitutes an integral part of the road vehicle and is not regarded as freight;

(d) A vehicle intended for transporting more than nine persons, including the driver.

¹ Came into force provisionally on 9 September 1992, the date of signature, and definitively on 29 October 1993, the date established by an exchange of diplomatic notes confirming its acceptance, in accordance with article 16 (1).

Article 3

REGULAR TRANSPORT OF PASSENGERS

1. Carriers of either Contracting Party may engage in the regular transport of passengers by means of motor coaches between the territories of the two Contracting Parties and in transit through their territories, after obtaining an authorization in advance.

2. The expression “regular transport of passengers” means the transport of passengers on a specified route, in accordance with a time-table and on the basis of tariffs established and agreed upon in advance.

3. The competent authority of each Contracting Party shall issue permits for that part of the carriage which takes place in its territory.

4. The competent authorities of the Contracting Parties shall specify in the Implementation Protocol to the Treaty the methods and conditions for the issuance and utilization of permits.

5. Shuttle transport shall be treated in the same manner as regular transport.

Article 4

IRREGULAR TRANSPORT OF PASSENGERS

Transport by motor coach other than regular transport shall not be subject to the requirement of obtaining a permit in advance from the competent authorities of the Contracting Parties, provided that:

(a) The vehicle carries the same group of passengers over the entire route, without exchanging or discharging any passengers in the course of the trip;

(b) The trip carrying the passengers is in one direction and the motor coach runs empty in the opposite direction, and vice versa.

Article 5

TRANSPORT OF FREIGHT

1. Carriers of each Contracting Party may engage in the transport of freight and make trips in the empty state:

(a) Between a place situated in the territory of one Contracting Party and a place situated in the territory of the other Contracting Party;

(b) In transit through the territory of the other Contracting Party;

(c) Between a place situated in the territory of one of the Contracting Parties and a place situated in the territory of a third State, and conversely.

2. Carriers of either Contracting Party shall have the right to take on a return load in the territory of the other Contracting Party.

Article 6

PERMITS

1. With the exception of the types of transport specified in article 7, the transport of freight which is referred to in article 5 may be carried out only on the basis