

AGREEMENT
BETWEEN THE GOVERNMENT OF THE UNION OF SOVIET
Socialist Republics and the Government of Turkish
REPUBLIC on international road transport

(Ankara, 20 June 1988)

The Government of the Union of Soviet Socialist Republics and the Government of the Turkish Republic, hereinafter referred to as "the Contracting Parties",

Desiring to implement the provisions of the Final Act of the Conference on Security and Cooperation in Europe, signed in Helsinki on 1 August 1975, in particular, relating to the development of transport,

Desiring to develop on the basis of reciprocity, passenger and cargo traffic between the two countries and in transit through their territories, and desiring to facilitate this message

Have agreed as follows:

Article 1

In accordance with this Agreement shall operate scheduled and non-scheduled transport of passengers, including tourists and goods between the two countries and in transit through their territories, on roads open to international motor, motor vehicles registered in the Union of Soviet Socialist Republics and the Republic of Turkey.

Definitions

Article 2

In terms of this Agreement:

1. The term "carrier" means any natural or legal person authorized in accordance with the domestic law of the Contracting Parties to carry out international transport.

2. The term "motor (motor)" means:

a) the transport of cargo - truck, trailer truck, road tractor or road tractor with semi-trailer;
b) the carriage of passengers - the bus, ie motor vehicle designed for the carriage of passengers and having no less than eight seats, excluding the driver's seat, and a trailer to transport passengers' luggage.

3. The term "resolution" ("document for travel") means a document authorizing the entry and exit of the vehicle of one of the Contracting Parties to / from the territory of the other Contracting Party, or giving a right to transit through the territory of the other Contracting Party.

It is understood that the term "resolution" in the Soviet text of the Agreement corresponds to the term "document for travel" in the Turkish text of the Agreement.

4. The term "quota" means the number of permits, which is coordinated annually by the competent authorities of the Contracting Parties.

5. The term "regular passenger transport" means the carriage of passengers carried motor vehicles of the Contracting Parties on a pre-agreed route, schedule and fare, where the initial and terminal points and stopping points.

6. The term "non-scheduled transport of passengers" means all other traffic, except as provided in paragraph 5 of this Article.

7. The term "transportation in private" (tourist traffic) means carriage of passengers of the same composition on the same motor vehicle, do not accept and drop off passengers, from the point of landing to the point of return, both of these points are located on the territory of the country in which the vehicle is registered.

8. The term "transit" means the transportation of passengers and goods through the territory of one Contracting Party in which the points of departure and destination are located outside the territory of that Contracting Party.

Transit traffic can be carried out in the following variants:

a) the vehicle is registered in one of the Contracting Parties shall transport of goods to the destination through the territory of the other Contracting Party;

b) the vehicle is registered in one of the Contracting Parties shall freight in a trailer or semi-trailer to the border or to a certain point in the territory of the other Contracting Party with the subsequent transfer of the trailer or semi-trailer for further towing vehicles registered in another Contracting Party;

c) the vehicle is registered in one of the Contracting Parties shall shipping up to a certain point in the territory of the other Contracting Party, followed by an overload of cargo on vehicles registered in that Contracting Party.

It is understood that the transit of goods will be carried out for all three options, the number of flights (there and back), each of which will be governed by protocols or annual exchange of letters between the competent authorities of the Contracting Parties on the basis of reciprocity.

Transportation of passengers

Article 3

1. Regular passenger buses arranged by agreement between the competent authorities of the Contracting Parties.

2. Proposals for the organization of such transportation shall be passed to each other by the competent authorities of the Contracting Parties. These proposals should include information concerning the name of the carrier (the company) route, timetables, tariffs, stopping points at which the carrier will embark and disembark passengers, as well as the intended period and frequency of shipments.

Article 4

1. To carry out occasional transport of passengers by bus between the two countries or in transit through their territories, with the exception of transport referred to in Article 5 of this Agreement, you must have on a form issued by the competent authorities of the Contracting Parties

2. The competent authorities of the Contracting Parties shall issue a permit for that portion of the road that passes through their territory.

3. At each irregular transport of passengers by bus must be issued a separate permit, which gives the right to make one round trip, unless otherwise specified in the permit.

4. The competent authorities of the Contracting Parties shall send each year a mutually agreed number of blank permits for occasional transport of passengers. These forms must bear the stamp and signature of the competent authority which issued the permit.

5. The competent authorities of the Contracting Parties shall agree between themselves the method of sharing permission forms.

Article 5

1. Permits for non-scheduled transport of passengers by buses, when a group of passengers of the same composition is transported on the same bus during the entire trip, not required in the following cases:

a) if the trip is done on a "carriage behind closed doors"

b) If the journey begins on the territory of the Contracting Party where the coach is registered and ends on the territory of the other Contracting Party, provided that the bus leaves the area blank.

2. A permit is not required when replacing the territories of the Contracting Parties to the faulty bus another bus with the appropriate acknowledgment.

3. With the transport operations referred to in paragraph 1 of this Article, the bus driver must have a list of passengers.

Carriage of Goods

Article 6

1. Transport of goods between the two countries or in transit through their territories, with the exception of transport referred to in Article 7 of this Agreement shall be trucks with or without trailers or tractors with trailers on the basis of permits issued by the competent authorities of the Contracting Parties.

2. For each transportation of goods must be issued a separate permit, which gives the right to make one round trip, unless otherwise specified in the permit.

3. The competent authorities of the Contracting Parties shall send each year a mutually agreed number (contingent) permit forms for the transport of goods. These forms must bear the stamp and signature of the competent authority which issued the permit.

4. The competent authorities of the Contracting Parties shall agree between themselves the method of sharing permission forms.

Article 7

1. The authorizations referred to in Article 6 of this Agreement shall not be required for the transportation of:

- a) exhibits, equipment and materials for fairs and exhibitions;
- b) vehicles, animals, and equipment and property intended for sporting events;
- b) theatrical scenery and props, musical instruments, equipment and accessories for filming, and radio and television broadcasts;
- g) the bodies or ashes of the dead;
- d) address.

2. Permits shall not be required for entry into the territory of the Contracting Parties to the faulty motor vehicle car service centers with the appropriate acknowledgment.

3. The exceptions provided for in paragraphs "a", "b" and "c" of paragraph 1 and paragraph 2 of this Article shall apply only if the goods are to be returned to the country in which the vehicle is registered, or if the goods will be transported to the territory of a third country.

General Terms

Article 8

1. When the size or weight of the vehicle, the next empty or with a load that exceeds the established in the territory of the other Contracting Party rules, as well as the transport of dangerous goods carrier must obtain a special permit from the competent authorities of the other Contracting Party.

2. If referred to in paragraph 1 of this Article provides for the movement of the vehicle on a certain route, the transportation must be carried out on this route.

3. Carrier shall not be permitted to transport passengers or cargo between two points within the territory of the other Contracting Party.

4. Carrier may carry traffic from the territory of the other Contracting Party in the territory of a third country, as well as the territory of a third country to the territory of the other Contracting Party, where he received a special authorization from the competent authority of the other

Contracting Party.

Article 9

Prohibited in between the Contracting Parties, as well as transit through their territories of arms, ammunition, military equipment, explosives and other hazardous and noxious substances banned by the domestic law of the Parties.

Article 10

Transportation of passengers and goods on the territory of the Contracting Parties on the basis of this Agreement, motor vehicles, including cars, performing such services are exempt from taxes and fees associated with obtaining the permits provided for in this Agreement, as well as to the use or maintenance of roads, for except for payment of toll roads and bridges and fees on goods vehicles in transit.

Article 11

1. When the traffic on the basis of this Agreement mutually exempt from customs duties and taxes are imported into the territory of the other Contracting Party:
 - a) Fuel contained in the specified for each model of vehicle tanks, technologically and structurally related to the power supply system;
 - b) lubricants in quantities required for use during the transport;
 - c) spare parts and tools for repair of the vehicle, providing international services.
2. Unused spare parts shall be re-exported and replaced parts must be re-exported or destroyed or handed over to the procedure established in the territory of the Contracting Party.

Article 12

Transportation of passengers and freight on the basis of this Agreement shall be subject to compulsory insurance of civil liability of the carrier for damage caused to third parties. The carrier is obliged to advance to insure each vehicle that performs the said transport.

Article 13

With respect to the border, customs and sanitary controls will apply the provisions of international treaties to which both Contracting Parties, and in matters not regulated by these instruments will apply the domestic law of each Contracting Party.

Article 14

1. Carriers of the Contracting Parties are required to comply with the traffic rules and other laws and regulations of the country in whose territory the vehicle.
2. In case of violation of one of the Contracting Parties to the carrier of traffic rules and other laws and regulations governing road transport on the territory of the other Contracting Party to the violator of the measures prescribed by the domestic law of the country where the offense occurred, as informed by the other Contracting Party.

Article 15

In order to ensure the implementation of this Agreement, the competent authorities of the Contracting Parties shall carry (directly and / or through diplomatic) contacts, hold on a proposal from one of the Contracting Parties meeting on issues related to the system of permits for the transportation of passengers and cargo, as well as exchange of experience and information permits issued.

Article 16

Issues not covered by this Agreement, as well as international treaties to which both Contracting Parties shall, subject to the domestic laws of each Contracting Party.

Article 17

The Contracting Parties shall settle all disputes that may arise in connection with the application of this Agreement through negotiations and consultations.

Article 18

This Agreement shall not affect the rights and obligations of the Contracting Parties under other international agreements concluded by them.

Article 19

1. This Agreement shall enter into force 30 days after the date on which the Contracting Parties have notified each other through diplomatic channels that the legal procedures necessary for its entry into force have been met in each country.

2. This Agreement is concluded for an indefinite period and remain in force until the expiration of 90 days from the date on which one of the Contracting Parties through diplomatic channels to inform the other Contracting Party of its desire to terminate it.

This Agreement signed in Ankara on 20 June 1988 in two copies, each in the Russian and Turkish languages, both texts being equally authentic.

(Signatures)

PROTOCOL
THE APPLICATION OF THE AGREEMENT BETWEEN
THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST
Republic and the Turkish Republic
On international road transport

(Ankara, 20 June 1988)

As regards the application of the Agreement between the Government of the Union of Soviet Socialist Republics and the Government of the Republic of Turkey on international road transport, signed in Ankara on 20 June 1988, an agreement was reached on the following:

1. In terms of the Agreement, the competent authorities should be understood:

a) On the Soviet side:

Articles 2, 3, 4, 6 and 15 - Ministry of Road Transport of the Russian Soviet Federative Socialist Republic;

under Article 8 - The Ministry of Road Transport of the Russian Soviet Federative Socialist Republic, the Ministry of Internal Affairs and the competent authorities of the union republics road;

b) On the Turkish side:

The Ministry of Transport and Communications, the General Directorate of Road Transport.

2. Each permit referred to in Articles 4 and 6 of the Agreement is valid without exception, for bilateral and transit transport there and back.

Permits provided for in Articles 6 and 8 of the Agreement does not exempt carriers and cargo owners from the obligation to obtain necessary in accordance with the domestic legislation of each country's customs permit goods for transit of goods and the performance of other customs formalities.

3. With reference to paragraph 2 of Article 5 and 7 of the Agreement, the term "appropriate confirmation" means a documented fact damage the vehicle.

4. Motor vehicles in international traffic shall display the registration and the international distinctive sign of their country.

Trailers and semi-trailers may have registration and decals of other countries, provided that the trucks or road tractors will have a registration and the international distinctive sign of the Union of Soviet Socialist Republics and the Republic of Turkey.

5. The driver of a bus or truck should have a national or international driving license corresponding to the category of the vehicle to them, and registration papers for the vehicle.

National or international driver's license must comply with the model established by the International Convention on Road Traffic.

6. Each Contracting Party shall promote the timely receipt of visas for drivers of vehicles engaged in transportation, as well as other members of the crew.

7. The provisions of paragraph 1, "a" of Article 11 of the Treaty applies only to Fuel contained in the tanks fitted factory - for tractors and motor vehicles, as well as the Fuel contained in the tanks, mounted on trailers and semi-trailers used for work refrigeration refrigerators .

8. Article 13 of the Agreement, the term "health inspection" means health, veterinary and phytosanitary control.

9. Border, customs and sanitary control of transportation of critically ill, regular transport of passengers by bus, as well as the transport of animals and perishable goods will be out of the lineup.

This Protocol, which is an integral part of the Agreement, signed in Ankara on 20 June 1988 in two copies, each in the Russian and Turkish languages, both texts being equally authentic.

(Signatures)
