

G.O. Reference No. 22964/1.

*Revoked - 5/58*

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R.

*(Motor Vehicles  
(International  
Circulation)  
Order, 1958)*

## The Motor Car (International Circulation)

Act, 1931.

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### ORDER.

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His Excellency the Lieutenant Governor has, under Section 2 of the Motor Car (International Circulation) Act, 1931, made an Order, dated the 1st day of December, 1931, and entitled "The Motor Car (International Circulation) Order, 1931," a copy of which is appended, for facilitating the international circulation of motor cars.

The Order was approved by Tynwald on the 8th day of December, 1931, on which date it came into operation.

By Order,

B. E. SARGEAUNT,

Government Secretary.

Government Office,  
Isle of Man,

8th December, 1931.

ISLE OF MAN  
TO WIT.

By His Excellency Sir Claude Hamilton Archer Hill, K.C.S.I., C.I.E.,  
Lieutenant Governor of the said Isle, Etc., Etc. Etc.

WHEREAS by Section 2 of the Motor Car (International Circulation) Act, 1931, it is enacted as follows:—

(1) The Governor may by Order for the purpose of giving effect to any convention for facilitating the international circulation of motor cars provide

- (a) for the grant and authentication of any travelling passes, certificates, or authorities which may be of use to persons resident in the Isle of Man when temporarily taking their motor cars abroad, or to drivers when proceeding abroad for the purpose of driving motor cars; and
- (b) for modifying the provisions of any act relating to the registration of motor cars and the licensing of motor car drivers in the case of motor cars brought temporarily into the Isle of Man by persons resident abroad and intending to make only a temporary stay in the Isle of Man, and of drivers entering the Isle of Man for the purpose of driving such cars.

(2) any modifications of any enactment made by an Order under this section shall have effect as if they were contained in such enactment.

(3) Any Order under this Act may be varied or revoked by any subsequent Order under this Act.

(4) An Order under this Act shall not come into operation until the same has been approved by resolution of Tynwald.

AND WHEREAS on the 24th day of April, 1926, a Convention (hereinafter referred to as "the Convention") with respect to the International circulation of motor cars was held at Paris between the following countries, that is to say: Germany, Austria, Belgium, Brazil, Great Britain, and Northern Ireland, Bulgaria, Cuba, Denmark, Danzig, Egypt, Spain, Estonia, Finland, France, Guatemala, Greece, Hungary, The Irish Free State, Italy, Latvia, Lithuania, Luxemburg, Morocco, Mexico, Monaco, Norway, The Netherlands, Peru, Persia, Poland, Portugal, Roumania, The Kingdom of the Serbs, Croats and Slovenes, Siam, Switzerland, Czecho-slovakia, Tunis, Turkey, The Union of Soviet Socialist Republics and Uruguay:

AND WHEREAS His Majesty and certain of the aforesaid foreign countries have ratified the Convention and have notified their denunciation of the Convention with respect to the International Circulation of Motor Cars of the 11th October, 1909:

AND WHEREAS Articles 3, 4, 6 and 7 of the Convention are in the terms set out in the Schedule to this Order

NOW, THEREFORE, I, the said Lieutenant-Governor, DO hereby order as follows:—

**PART I.—General.**

ARTICLE 1. This Order may be cited as "The Motor Car (International Circulation) Order, 1931," and shall come into operation on the 8th day of December, 1931.

**PART II.—Isle of Man Cars and Drivers Going Abroad.**

ARTICLE 2. The Highway Board shall be the competent authority referred to in Article 3 and in Article 6 of the Convention, and the Board is hereby empowered to carry out in accordance with and subject to the provisions of this Order the following duties, that is to say:—

- (a) To examine any motor car registered in any part of the Isle of Man under the provisions of the Highway Acts, which is submitted for examination, and, if satisfied after such examination that the motor car is suitable for use on the highway in a foreign country and that it fulfils the conditions specified in Article 3 of the Convention, to issue an International Certificate for Motor Vehicles on the model of that contained in Annex B to the Convention.
- (b) To examine any person submitting himself for examination, and, if upon examination he is found to be competent, to issue to him an International Driving Permit on the model of that contained in Annex E to the Convention: Provided that an International Driving Permit shall not be granted to any person who is under eighteen years of age.

ARTICLE 3. There shall be chargeable on the issue of:

An International Certificate for Motor Vehicles a fee of ... 10s 6d.

An International Driving Permit a fee of ..... 10s 6d.

In the case of a motor cycle or motor cycle and sidecar, only half of the foregoing fees shall be payable.

### **PART III.—Foreign Drivers arriving in the Isle of Man.**

ARTICLE 4. Any person resident abroad and intending to make only a temporary stay in the Isle of Man may, on production of his International Driving Permit, make application to the Highway Board for the issue to him of a licence to drive in the Isle of Man a motor car or motor cars of the type or types specified in his International Driving Permit, in manner prescribed by and subject to Regulations made from time to time by the Highway Board, and it shall be the duty of the Highway Board to make provision accordingly.

Section 60 of the Highway Act, 1927 (as amended by the Highway Amendment Act, 1930), and the Motor Vehicles Temporary Registration and Licensing Order, 1931) shall not apply to a person to whom an International Driving Permit has been issued.

### **PART IV.—Foreign Cars arriving in the Isle of Man.**

ARTICLE 5. Any person in charge of a motor vehicle, not registered in any part of the Isle of Man under the provisions of the Highway Acts and landed in a port in the Isle of Man, may make application to the Highway Board for the registration of the vehicle and the issue to him of an International Circulation Permit in accordance with and subject to Regulations to be made by the Highway Board, and it shall be the duty of the Highway Board to make provision accordingly.

ARTICLE 6. The Highway Board may, subject to such conditions as they think fit, authorise by Order one or more Associations to perform all or any of the duties specified in Articles 2, 4 and 5 hereof, and may at any time revoke all or any part of such authorisation.

Section 57 of the Highway Act, 1927 (as amended by the Highway Amendment Act, 1930) shall not apply to a light locomotive in respect of which an International Circulation Permit has been issued.

GIVEN under my hand this 1st day of December, 1931.

CLAUDE H. HILL,  
Lieutenant Governor.

## SCHEDULE.

Conditions to be fulfilled by Motor Vehicles in order that they may be admitted to travel on a Road to which the Public have Access.

### Article 3.

Every motor vehicle, in order to receive international authorisation to travel on any road to which the public have access, must either have been recognised as suitable for use on any road to which the public have access after an examination by the competent authority or by an association authorised by that authority or must conform to a type approved in the same manner. The vehicle must, in any case, fulfil the following conditions:—

#### I. The motor vehicle must be equipped with the following:—

- (a) A strong steering apparatus which will allow the vehicle to be turned easily and with certainty.
- (b) Either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.
- (c) If the weight of the motor vehicle when empty exceeds 350 kilog., a mechanism by means of which the vehicle can from the driver's seat be made to move backwards under its own power.
- (d) When the combined weight of the empty motor vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilog., a special mechanism, such as can prevent, in all circumstances, the vehicle from running backwards, and in addition a reflecting mirror.

The controls and steering apparatus must be so placed that the driver can manage them with certainty and at the same time have a clear view of the road.

The machinery must be such as to work with certainty and disposed in such a way as to avoid, as far as possible, all danger of fire or explosion; as not to constitute any sort of danger to traffic and so as not to frighten or seriously inconvenience by noise, smoke or smell. The vehicle must be equipped with a silencer.

The wheels of motor vehicles and trailers drawn by them must be fitted with rubber tyres or with some other tyres of equivalent elasticity.

The distance between the ends of the hub-caps must not exceed the maximum width of the remainder of the vehicle.

#### II. The motor vehicle must carry:—

1. At the front and the back, marked on plates or on the vehicle itself, the registration number which has been allotted to it by the competent authority. The registration number placed at the back as well as the distinctive mark referred to in Article 5 must be lit up as soon as they cease to be visible by the light of day.

In the case of a vehicle followed by a trailer the registration number and the distinctive mark referred to in Article 5 are repeated behind the trailer, and the regulation regarding the lighting of these marks applies to the trailer.

2. In an easily accessible position and in a form easily legible, the following particulars:—

Name of maker of chassis.  
Maker's chassis number.  
Maker's engine number.

#### III. Every motor vehicle must be fitted with an audible warning device of sufficient strength.

IV. Every motor vehicle travelling alone must, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the back, with a red light.

For motor bicycles unaccompanied by a side-car, the number of lights in front may be reduced to one.

V. Every motor vehicle must also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead unless the two white lights prescribed above already fulfil this condition.

If the vehicle is capable of proceeding at a speed greater than 30 kilom. an hour this distance must not be less than 100 metres.

VI.—Lamps which may produce a dazzling effect must be provided with means for eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

VII. Motor vehicles drawing trailers are subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned; the rear red light is to be carried on the back of the trailer.

VIII. In so far as the limits regarding weight and dimensions are concerned motor vehicles and trailers must satisfy the general regulations in force in the countries in which they travel.

#### Delivery and Recognition of International Certificates for Motor Vehicles.

##### Article 4.

With the object of certifying that every motor vehicle which has received international authorisation to travel on a road to which the public have access fulfils the conditions laid down in Article 3 or is able to fulfil them, international certificates are delivered on the model and according to the remarks contained in Annexes A and B to the present Convention.

These certificates are valid for one year from the date of their delivery. The written particulars which they bear must always be written in Latin characters or in so-called English script.

The international certificates delivered by the authorities of one of the contracting States or by an association authorised by them with the counter-signature of the authority give the right to travel freely in all other contracting States and are recognised therein as valid without further examination. The right to use the international certificate may, however, be refused if it is clear that the conditions laid down in Article 3 are no longer being fulfilled.

#### Conditions to be fulfilled by drivers of Motor Vehicles before receiving International Authorisation to drive a Motor Vehicle on a Public Road.

##### Article 6.

The driver of a motor vehicle must possess qualifications which provide a reasonable guarantee of public safety.

In so far as international traffic is concerned, nobody may drive a motor vehicle without having received a special authorisation delivered by a competent authority or by an association authorised by it after giving proof of his competence.

This authorisation cannot be granted to persons of less than 18 years of age.

#### Delivery and Recognition of International Driving Permits.

##### Article 7.

In order to certify, for international traffic, that the conditions laid down in the preceding Article have been fulfilled, international driving permits are delivered on the model and according to the remarks contained in Annexes D and E of the present Convention.

These permits are valid for a year from the date of their delivery and for the categories of motor vehicles for which they have been delivered.

For the purposes of international traffic the following categories have been drawn up:—

- A. Motor vehicles of which the combined weight of the empty vehicle and the weight of the maximum load which it is officially declared to be capable of carrying does not exceed 3,500 kilog.;
- B. Motor vehicles of which the total weight, made up as above, exceeds 3,500 kilog.;
- C. Motor cycles with or without a side-car.

The written remarks on international permits are always written in Latin characters or in so-called English script.

International driving permits delivered by the authorities of a contracting State or by an association authorised by them with the counter-signature of the authority authorise the holder, in all other contracting States, to drive motor vehicles which come within the categories for which they have been delivered and are recognised as valid, without re-examination, in all the contracting States. The right to use the international driving permit may, however, be refused if it is evident that the conditions prescribed in the previous article have not been fulfilled.