

LEAGUE OF NATIONS.

1. List of Multilateral Conventions, Agreements, etc., relating to Communications Questions. (C.53.M.53.1945.VIII.) (1945.VIII.1.) 38 pp.
2. dto (Corrigendum and Addendum to the above.) 1 p.
3. Transport Problems which arose from the War of 1914 - 1919 and the Work of Restoration undertaken in this Field by the League of Nations. (C.29(1) M.29(1) 1944.VIII:) (1945.VIII.2.) 52 pp.

FORM 'A'

Declaration to be signed by every member.

I hereby declare that I have become a member of the Provident Fund styled as 'GOKHALE INSTITUTE PROVIDENT FUND' and I agree to be bound by these Rules and Regulations and any subsequent additions and alterations in the same as also by any new Rules and Regulations that may be brought into force at any time hereinafter or by any subsequent additions to or alteration in the same.

Date _____

Full Name _____

Date of Birth _____

Nature of Appointment _____

Date of joining service _____

Salary _____

Witness _____

(Signature).

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Date _____

Full Name _____

Date of Birth _____

Nature of Appointment _____

Date of joining service _____

Salary _____

Witness _____

(Signature).

FORM 'B'

GOKHALE INSTITUTE PROVIDENT FUND.

Form of Declaration

Pursuant to Rule 10 of the above Fund.

I, _____
a member of the Fund hereby nominate in the event of my death, the person/persons named in paragraph No. 1 below to receive payment of the amount to my credit in the above Fund at the time of my death (in the proportions noted against their names in paragraph No. 4 below:

I also request that the amount payable as above to the minors be paid to the person/persons named in paragraph No. 5 below:

1. Name & Address of the Nominee:
2. Relationship to the subscriber:
3. Whether major or minor, if minor state age:
4. Share of amount payable:
5. Name and address of the person to whom minor's share is to be paid on behalf of Minor:
6. Sex and Parentage of person referred to in paragraph No. 5:

(Two witnesses to signature,
& Address)

(1) _____

(2) _____

(Signature)

State whether
married or unmarried.

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3. Whether major or minor, if minor state age:
4. Share of amount payable:
5. Name and address of the person to whom minor's share is to be paid on behalf of Minor:
6. Sex and Parentage of person referred to in paragraph No. 5:

(Two witnesses to signature,
& Address)

- (1) _____

- (2) _____

(Signature)

State whether
married or unmarried.

[Communicated to the Council
and the Members of the League.]

Official No.: **C. 53. M. 53.** 1945. VIII.

Geneva, March 1945.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

LIST

OF

MULTILATERAL CONVENTIONS, AGREEMENTS, ETC.,

RELATING TO

COMMUNICATIONS QUESTIONS

Series of League of Nations Publications

VIII. TRANSIT
1945. VII. 1.

NOTE BY THE ACTING SECRETARY-GENERAL

The purpose of the present document, which has been prepared by the Secretariat on the basis of the material at its disposal, is to give a comprehensive survey of the many international obligations existing in the field of communications, in the form of multilateral conventions, agreements, etc. A considerable number of these instruments, which are also dealt with in this paper, were concluded under the auspices of the League of Nations itself — by its Organisation for Communications and Transit as well as by the International Labour Organisation. Finally, in order to make the document more complete in a retrospective way, an Annex indicates all the clauses relating to various communications questions embodied in the Peace Treaties concluded at the end of the first world war.

This document is communicated to the Governments of the States Members of the League of Nations, as it may be of interest to Departments dealing with communications problems, as well as to the bodies concerned with questions of international reorganisation in the field of communications after the present war.

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INTRODUCTION

The establishment of organised international collaboration between countries upon new bases, as contemplated by the United Nations, will probably — once the general principles of the new international organisation have been laid down — entail also the review of existing obligations in the various fields of inter-State co-operation, including, *inter alia*, those relating to international communications, with which the present document is concerned.

Indeed, having regard to the profound changes in international relations which will ensue from the present war, it is probable that many previously existing contractual obligations in this domain also will have to be revised and, if need be, adapted to the new situation.

It has accordingly seemed desirable to prepare the present document, which may be of some assistance to those to whom it falls to undertake this review in so far as concerns the field of communications. It constitutes what may be described as an inventory of the principal international obligations in this particular sphere — obligations which are very numerous and some of which have already been in existence for a long period of time.

In this connection, it should be recalled that inter-State collaboration in the field of international communications is now more than a century old and that, even before the first World War, it extended to most branches of international communications, one form it took being that of conventions and agreements, many of which — in some cases revised in the meantime — have remained in force up to the present day and have been very widely applied in practice.

After the war of 1914-1918, this collaboration developed into a system of co-operation organised on a permanent basis, through the institution in 1921 of the Communications and Transit Organisation of the League of Nations, the constitution and working of which were determined by a special Statute. Thanks mainly to this, some very remarkable results have since been achieved in this sphere of international activity, and inter-State collaboration has thus been considerably facilitated. One consequence has been that a considerable number of new general or particular conventions and agreements have been concluded, many of them under the auspices of the League of Nations itself, either through the intermediary of the League's Communications and Transit Organisation, or — in the case of instruments concerned with the social aspects of transport questions — within the ambit of the International Labour Organisation.

* * *

The document now submitted has been prepared by the permanent secretariat of the Organisation for Communications and Transit, which is provided by the Economic, Financial and Transit Department of the Secretariat of the League of Nations. It is based on such material as is at present at the disposal of the Secretariat. For this reason, and notwithstanding the care with which the various data have been examined and selected, it is impossible to guarantee that they are absolutely accurate and complete. The document should nevertheless prove of use in that, on the one hand, it offers a comprehensive survey of the scope of the obligations existing in this domain and, on the other hand, it furnishes the essential particulars respecting each of the instruments in question in such a manner that reference to them is made easy.

The conventions, agreements and other similar instruments included in the following list are all multilateral in character, for, strictly speaking, it is these instruments which represent international collaboration in the widest sense of the term; moreover, the inclusion of bilateral agreements would have involved too much detail and would have rendered this document too unwieldy — apart from the fact that it would have been more difficult to gather the necessary information regarding them than it was to assemble the particulars respecting the multilateral undertakings.

Besides conventions on particular subjects, certain general treaties have also been included in the list when they contain important clauses relating to problems of international communications. In such cases, the title of the treaty is followed by a mention of the articles in question, with a brief indication of their subject.

The list contains only instruments which have come into force and still remain in force, or, at least, in regard to which it does not appear from the information available that they have been abrogated. One exception has, however, been made in this respect in the case of certain conventions concluded at a relatively recent date, in regard to which the conditions governing their entry into force have not so far been fulfilled but, in principle, may still be so, or the text of which may perhaps serve in the future as a basis for a fresh attempt internationally to regulate the matters to which they relate.

The various instruments contained in the list are grouped according to the different main branches of communications and related questions with which they deal; in each group, they have been placed in chronological order according to the date of their conclusion. Those conventions which relate at the same time to two or more special fields are mentioned twice or more frequently — that is to say, in each of the relevant groups.

It was thought desirable to provide separately a comprehensive picture of the work accomplished in this sphere under the auspices of the League of Nations (the Communications and Transit Organisation and the International Labour Organisation — since, in the first place, the conventions of the Communications and Transit Organisation are very general in character and form the basis of international codification in this domain and, in the second place, those of the International Labour Organisation are concerned with very special subject-matter). A simple chronological enumeration of these instruments is accordingly given in Appendix I to the list, with references in each case to the numbers in the general list itself under which all particulars respecting these instruments will be found.

As regards conventions the terms of which have subsequently been revised, only the text of the most recent revision is taken into account in cases where this text entirely supersedes the earlier text or texts; if, on the other hand, the revision was only partial and the new text has been combined with the old — which accordingly remains in force in so far as the unamended portions are concerned — the two texts are both mentioned in the list, with cross-references from one to the other in order to obviate any misunderstanding.

As far as possible, the particulars respecting the conclusion and ratification of the conventions in question have been given up to the date at which the present document was prepared. With regard more particularly to instruments concluded under the auspices of the League of Nations, it may be stated that the relevant data are up to date — that is to say, they represent the exact situation at the beginning of 1945.

The list gives in respect of each instrument: its title, the place and date of conclusion, the date of its entry into force (or, in the case of conventions which are not yet in force, the remark "not yet in force"), an enumeration, in alphabetical order, of the contracting States and, lastly, the source or sources, consulted in drawing up the present document, where the text of the instrument is to be found.

In the case of a few conventions, these particulars have not all been given, because it was impossible to find them in the documentary material available. This applies, *inter alia*, to the date of entry into force of certain conventions: for, notably in the case of some of the older ones, it is practically impossible to fix this date with absolute certainty. In such circumstances, but when, however, it is certain that the instrument in question did come into force, the necessary explanation is given in the text.

The titles of the various instruments are reproduced in the list in accordance with the official wording adopted at the time of their conclusion. In cases, however, where this wording was adopted in only one of the two languages — French and English — in which the present document is published, or in some other language, the titles are given as indicated in the sources on the basis of which this document has been prepared. Finally, where these sources themselves give the title of an instrument in French or in English only, or solely in some other language, the necessary translation of the title in question has been provided by the competent service of the Secretariat of the League of Nations.

In order to avoid what would for the purposes of the present document be a superfluous distinction between ratifications and accessions, and in view also of the fact that certain instruments came into force simply upon the signature of the contracting States, without any ratification being necessary, a list of States which are, without further specification, "parties" thereto has been given in the case of all conventions in force. On the other hand, as regards instruments, included in the list, which have not yet come into force, the signatory States have been enumerated, in order to afford some idea of the importance attaching to the international regulation of the matter in question, together, where the available information permits, with the ratifications so far recorded. Lastly, with regard more particularly to conventions concluded within the ambit of the International Labour Organisation — adopted at the various sessions of the General Conference of that Organisation in the form of "draft conventions", which become conventions properly so called only upon their entry into force following the deposit of the requisite number of ratifications — in the case of those which are not yet in force, any ratifications recorded have been indicated, but not signatures. In fact, owing to this special procedure, there are, properly speaking, no signatories, as these "draft conventions" are adopted by a two-thirds majority vote of the General Conference, as such.

In order to shorten the list of contracting States and thus to facilitate the perusal of this document, an enumeration of colonies, protectorates, mandated territories, etc., has throughout — whenever it has seemed desirable and possible to do so — been avoided in cases where these are very numerous, and a reference is given to the source where a detailed enumeration of them may readily be found. In other cases, the names of such colonies, etc., have, for greater convenience, been shown in brackets after that of the metropolitan country — entirely without prejudice, of course, to the legal or administrative position of the territories concerned.

Lastly, when the instrument of ratification or accession of a State specifies that it relates also to all its possessions, colonies, etc., or employs some similar terms, this indication is reproduced as it stands in the text.

Changes which have occurred in the status of some of these territories and have been recognised in conformity with international law have been taken into account in the case of conventions concluded subsequent to such changes. For this reason, also, the list of countries which are parties to certain conventions comprises, *inter alia*, States which have ceased to exist or of which the name or international status has since been changed.

With regard to the sources indicated in respect of each instrument — where its text may be found — preference has been given to those which have been the subject of wide circulation and, consequently, are generally available. Such sources are, in the first place, the *Treaty Series*, published by the League of Nations, which contains the great majority of the international undertakings in question concluded subsequent to the first World War. This *Series*, moreover, has the advantage of being bilingual — that is to say, the texts which it contains are always given in French and in English and, in the case of conventions concluded in one or more other languages, also in those languages. As regards conventions which are not to be found in the League of Nations *Treaty Series* — and this applies more particularly to conventions of older date — other sources have been indicated, if possible sources which are generally known and easily accessible and, preferably, those which also give the text in question in French and in English. With this object, in some cases, two different sources are mentioned, with an indication of the language used therein (*e.g.*, (F) for French, (E) for English, or a full indication in the case of other languages). To abridge the text, sources are indicated by abbreviations; their full titles and all other essential particulars regarding them will be found in Appendix II.

* * *

As a supplement to this survey of international obligations in the domain of communications, it has seemed desirable to enumerate, in the Annex to the list of conventions and agreements proper, those articles relating to this particular field which are embodied in the different Peace Treaties concluded after the first World War — that is to say, the four treaties of 1919/20, *viz.*: those of Versailles, St. Germain, Trianon and Neuilly, and the Treaty of Lausanne of 1923.

The subject of each provision is briefly indicated. Furthermore, in order to present a complete picture of the provisions relating to international communications included in these treaties, even those clauses which remained operative only for a limited period fixed in advance have also been enumerated. Similarly, clauses which involve obligations on the part of one State only, or which deal solely with matters between two particular countries, are also included because the fact that they are embodied in these treaties, which are multilateral instruments, confers upon them also a more general import. Finally, the enumeration of all these different clauses will render it easier to gain a comprehensive idea of the problems which arose in the special sphere of communications in connection with the general settlement that took place after the first World War.

Geneva, March 1945.

CONVENTIONS AND AGREEMENTS

1. FREEDOM OF TRANSIT

1921

- I. CONVENTION AND STATUTE ON FREEDOM OF TRANSIT. Barcelona, April 20th, 1921 (in force since October 31st, 1922).

Parties: Albania, Austria, Belgium, Bulgaria, Chile, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France (and Syria and Lebanon), Germany, Great Britain (and Federated Malay States, Non-Federated Malay States, Newfoundland), Greece, Hungary, India, Iran, Iraq, Italy, Japan, Latvia, Luxemburg, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Roumania, Spain, Sweden, Switzerland, Thailand, Turkey, Yugoslavia.

(*L.O.N. Treat. Ser. VII, p. 11.*)

2. MARITIME NAVIGATION AND PORTS

1857

2. TREATY CONCERNING THE REDEMPTION OF THE NAVIGATION DUES IN THE SUND, with PROTOCOL. Copenhagen, March 14th, 1857 (in force since April 1st, 1857).

Parties: Austria, Belgium, Bremen, Denmark, France, Great Britain, Hamburg, Hanover, Lubeck, Mecklenburg, The Netherlands, Norway, Oldenburg, Prussia, Russia, Sweden.
(*De Martens IV, 16. 2, p. 345 (F).*)

N. B. — The following bilateral instruments on the same subject should also be mentioned:

- (1) CONVENTION between the United States and Denmark concerning the ABOLITION OF NAVIGATION DUES IN THE SUND. Washington, April 11th, 1857 (in force since January 12th, 1858).

(*De Martens IV, 17. 1, p. 210 (E).*)

- (2) SPECIAL TREATY between Spain and Denmark concerning the ABOLITION OF NAVIGATION DUES IN THE SUND. Madrid, February 25th, 1860 (in force since May 11th, 1860).

(*De Martens IV, 17. 1, p. 260 (F).*)

1865

3. CONVENTION AS TO CAPE SPARTEL LIGHTHOUSE. Tangier, May 31st, 1865 (in force since February 14th, 1867).

Parties: Austria, Belgium, France, Germany, Great Britain, Italy, Morocco, The Netherlands, Norway, Portugal, Russia, Spain, Sweden, United States.

(*Malloy I, p. 1217 (E); De Martens IV, 20, p. 350 (F).*)

1888

4. CONVENTION RESPECTING THE FREE NAVIGATION ON THE SUEZ MARITIME CANAL. Constantinople, October 29th, 1888 (in force since December 22nd, 1888).

Parties: Austria-Hungary, France, Germany, Great Britain, Italy, The Netherlands, Russia, Spain, Turkey.

(*A.J.I.L. Suppl. 3, p. 123 (E); De Martens VI, 15, p. 557 (F).*)

1889

5. FINAL ACT OF THE INTERNATIONAL MARINE CONFERENCE. Washington, December 31st, 1889 (came into force upon signature on December 31st, 1889).

Parties: Austria-Hungary, Belgium, Brazil, Chile, China, Costa Rica, Denmark, France, Germany, Great Britain, Guatemala, Hawaii, Honduras, Italy, Japan, Mexico, Nicaragua, The Netherlands, Norway, Portugal, Russia, Siam, Spain, Sweden, United States, Uruguay, Venezuela.

(*Brit. & For. State Papers 81, p. 705 (E).*)

1895

6. EXCHANGE OF NOTES REGARDING RETROCESSION OF LIAOTUNG PENINSULA (FENG TIEN) AND THE NAVIGATION OF THE STRAITS OF FORMOSA. Tokio, October 18th, 1895 (in force since October 18th, 1895).

Parties: France, Germany, Japan, Russia.
(*MacMurray I, p. 53 (E).*)

1907

7. CONVENTION RELATING TO THE STATUS OF ENEMY MERCHANT SHIPS ON THE OUTBREAK OF HOSTILITIES. The Hague, October 18th, 1907 (in force since November 27th, 1909).

Parties: Austria-Hungary, Belgium, Brazil, Cuba, Denmark, Ethiopia, Finland, France, Germany, Great Britain, Guatemala, Haiti, Japan, Luxemburg, Mexico, Nicaragua, The Netherlands, Norway, Panama, Poland, Portugal, Roumania, Russia, Salvador, Siam, Spain, Sweden, Switzerland.

(*Parl. Papers* 1910, Cmd. 5031, p. 101 (E); *De Martens* VII, 3, p. 533 (F).)

8. CONVENTION RELATING TO THE CONVERSION OF MERCHANT VESSELS INTO WARSHIPS. The Hague, October 18th, 1907 (in force since November 27th, 1909).

Parties: Austria-Hungary, Belgium, Brazil, Denmark, Ethiopia, Finland, France, Germany, Great Britain, Guatemala, Haiti, Japan, Luxemburg, Mexico, Nicaragua, The Netherlands, Norway, Panama, Poland, Portugal, Roumania, Russia, Salvador, Siam, Spain, Sweden, Switzerland.

(*Parl. Papers* 1919, Cmd. 5115, p. 125 (E); *De Martens* VII, 3, p. 557 (F).)

1910

9. CONVENTION AND PROTOCOL OF SIGNATURE FOR THE UNIFICATION OF CERTAIN RULES OF LAW RESPECTING COLLISIONS BETWEEN VESSELS. Brussels, September 23rd, 1910 (in force since February 1st, 1913).

Parties: Argentine, Australia, Austria-Hungary, Belgium, Brazil, Canada, Danzig, Denmark, Egypt, France, Germany, Great Britain, Greece, India, Italy (and Italian colonies), Japan, Latvia, Mexico, The Netherlands, Newfoundland, New Zealand, Nicaragua, Norway, Poland, Portugal (and Portuguese colonies), Roumania, Russia, Sweden, Uruguay.

(*Parl. Papers* 1913, Cmd. 6677 (E); *Pol. Treat. Ser.* 1938, p. 332 (F).)

10. CONVENTION AND PROTOCOL OF SIGNATURE FOR THE UNIFICATION OF CERTAIN RULES OF LAW WITH RESPECT TO ASSISTANCE AND SALVAGE AT SEA. Brussels, September 23rd, 1910 (in force since February 1st, 1913).

Parties: Argentine, Austria-Hungary, Belgium, Brazil, Canada, Danzig, Denmark, Egypt, Estonia, Finland, France, Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *U.S.A. Treaty Series*, p. 2943), Greece, India, Italy (and Italian colonies), Japan, Latvia, Mexico, The Netherlands, Newfoundland, New Zealand, Norway, Poland, Portugal (and Portuguese colonies), Roumania, Russia, Spain, Sweden, United States, Uruguay, Yugoslavia.

(*U.S.A. Treaty Series*, p. 2943 (E); *Pol. Treat. Ser.* 1938, p. 346 (F).)

1911

11. CONVENTION CONCERNING COASTING TRADE. Guatemala, January 18th, 1911 (in force since March 19th, 1912).

Parties: Costa Rica, Guatemala, Honduras, Nicaragua, Salvador.

(*Col. Trata. Guatemala* III, p. 461 (Spanish).)

1912

12. CONVENTION FOR THE IMPROVEMENT OF MARITIME COMMUNICATIONS IN CENTRAL AMERICA. Managua, January 10th, 1912 (in force since February 8th, 1912).

Parties: Costa Rica, Guatemala, Honduras, Nicaragua, Salvador.

(*A.J.I.L.* 7, p. 38 (E).)

1920

13. CONVENTION FIXING THE MINIMUM AGE FOR ADMISSION OF CHILDREN TO EMPLOYMENT AT SEA. Genoa, July 9th, 1920 (in force since September 27th, 1921).

Parties: Argentine, Australia, Belgium, Brazil, Bulgaria, Canada, Chile, China, Colombia, Cuba, Denmark, Dominican Republic, Estonia, Finland, Germany, Great Britain, Greece, Hungary, Ireland, Italy, Japan, Latvia, Luxemburg, The Netherlands, Nicaragua, Norway, Poland, Roumania, Spain, Sweden, Uruguay, Venezuela, Yugoslavia.

(*I.L.O. Conv. and Recom.* 1919-1937, p. 42 (E) and p. 43 (F).)

N. B. — Partially revised in 1936 (see No. 49).

14. CONVENTION CONCERNING UNEMPLOYMENT INDEMNITY IN CASE OF LOSS OR FOUNDERING OF THE SHIP. Genoa, July 9th, 1920 (in force since March 16th, 1923).

Parties: Argentine, Australia (and New Guinea, Papua), Belgium, Bulgaria, Canada, Chile, Colombia, Cuba, Denmark, Estonia, France, Germany, Great Britain, Greece, Ireland, Italy, Latvia, Luxemburg, Mexico, The Netherlands, Nicaragua, Norway, Poland, Roumania, Spain, Sweden, Uruguay, Yugoslavia.

(*I.L.O. Conv. and Recom.* 1919-1937, p. 45 (E) and p. 47 (F).)

15. CONVENTION FOR ESTABLISHING FACILITIES FOR FINDING EMPLOYMENT FOR SEAMEN. Genoa, July 10th, 1920 (in force since November 23rd, 1921).

Parties: Argentine, Australia, Belgium, Bulgaria, Chile, Colombia, Cuba, Denmark, Estonia, Finland, France, Germany, Greece, Italy, Japan, Latvia, Luxemburg, Mexico, New Zealand, Nicaragua, Norway, Poland, Roumania, Spain, Sweden, Uruguay, Yugoslavia.

(*I.L.O. Conv. and Recom.* 1919-1937, p. 48 (E) and p. 49 (F).)

1921

16. DECLARATION RECOGNISING THE RIGHT TO A FLAG OF STATES HAVING NO SEA-COAST. Barcelona, April 20th, 1921 (came into force upon signature on April 20th, 1921).

Parties: Albania, Australia, Austria, Belgium, Bulgaria, Canada, Chile, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Great Britain (and Newfoundland), Greece, Hungary, India, Iraq, Italy, Japan, Latvia, Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Roumania, Spain, Sweden, Switzerland, Thailand, Turkey, Union of South Africa, U.S.S.R., Yugoslavia.

(*L.O.N. Treat. Ser. VII*, p. 73.)

17. CONVENTION CONCERNING THE COMPULSORY MEDICAL EXAMINATION OF CHILDREN AND YOUNG PERSONS EMPLOYED AT SEA. Geneva, November 11th, 1921 (in force since November 20th, 1922).

Parties: Argentine, Australia, Belgium, Brazil, Bulgaria, Canada, Chile, China, Colombia, Cuba, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, India, Ireland, Italy, Japan, Latvia, Luxemburg, Mexico, The Netherlands, Nicaragua, Poland, Roumania, Spain, Sweden, Uruguay, Yugoslavia.

(*I.L.O. Conv. and Recom. 1919-1937*, p. 75 (E) and p. 78 (F).)

18. CONVENTION FIXING THE MINIMUM AGE FOR THE ADMISSION OF YOUNG PERSONS TO EMPLOYMENT AS TRIMMERS AND STOKERS. Geneva, November 11th, 1921 (in force since November 20th, 1922).

Parties: Argentine, Australia, Belgium, Bulgaria, Canada, Chile, China, Colombia, Cuba, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, India, Ireland, Italy, Japan, Latvia, Luxemburg, The Netherlands, Nicaragua, Norway, Poland, Roumania, Spain, Sweden, Uruguay, Yugoslavia.

(*I.L.O. Conv. and Recom. 1919-1937*, p. 72 (E) and p. 75 (F).)

1923

19. CONVENTION AND STATUTE ON THE INTERNATIONAL RÉGIME OF MARITIME PORTS and PROTOCOL OF SIGNATURE. Geneva, December 9th, 1923 (in force since July 26th, 1926).

Parties: Australia, Austria, Belgium, Czechoslovakia, Denmark, Estonia, France, Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. LVIII*, p. 288), Greece, Hungary, India, Iraq, Italy, Japan, Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand (and Western Samoa), Norway, Sweden, Switzerland, Thailand, Yugoslavia.

(*L.O.N. Treat. Ser. LVIII*, p. 285.)

1924

20. PROVISIONS CONCERNING THE PORT OF MEMEL (Annexes II and III to the Convention concerning the Territory of Memel). Paris, May 8th, 1924 (in force since August 25th, 1925).

Parties: British Empire, France, Italy, Japan, Lithuania.

(*L.O.N. Treat. Ser. XXIX*, p. 86.)

21. INTERNATIONAL CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO THE LIMITATION OF THE LIABILITY OF OWNERS OF SEA-GOING VESSELS, with PROTOCOL OF SIGNATURE. Brussels, August 25th, 1924 (in force since June 2nd, 1931).

Parties: Belgium, Brazil, Denmark, Finland, France, Hungary, Italy, Monaco, Norway, Poland, Portugal, Spain, Sweden.

(*L.O.N. Treat. Ser. CXX*, p. 123.)

22. INTERNATIONAL CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO BILLS OF LADING, with PROTOCOL OF SIGNATURE. Brussels, August 25th, 1924 (in force since June 2nd, 1931).

Parties: Belgium, Denmark, Egypt, Finland, France (and Algeria), Germany, Great Britain (and Ascension, St. Helena, Sarawak; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CXX*, pp. 156-158), Hungary, Italy, Monaco, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, United States.

(*L.O.N. Treat. Ser. CXX*, p. 155.)

1926

23. CONVENTION CONCERNING THE SEAWORTHINESS AND THE EQUIPMENT OF SHIPS. Copenhagen, January 28th, 1926 (in force since June 17th, 1926).
Parties: Denmark and Iceland, Finland, The Netherlands, Norway, Sweden.
(*L.O.N. Treat. Ser.* LI, p. 9, and LXXII, p. 470 (amendments).)
24. INTERNATIONAL CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO MARITIME LIENS AND MORTGAGES, with PROTOCOL OF SIGNATURE. Brussels, April 10th, 1926 (in force since June 2nd, 1931).
Parties: Belgium, Brazil, Denmark and Iceland, Estonia, Finland, France (and Algeria), Hungary, Monaco, Norway, Poland, Portugal, Roumania, Spain, Sweden.
(*L.O.N. Treat. Ser.* CXX, p. 187.)
25. INTERNATIONAL CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO THE IMMUNITY OF STATE-OWNED VESSELS. Brussels, April 10th, 1926. ADDITIONAL PROTOCOL. Brussels, May 24th, 1934 (in force since January 8th, 1937).
Parties: Belgium, Brazil, Chile, Egypt, Estonia, Germany, Hungary, Italy, Mexico, The Netherlands (and the Netherlands Indies, Surinam and Curaçao), Norway, Poland, Portugal, Roumania, Sweden.
(*L.O.N. Treat. Ser.* CLXXVI, p. 199.)
26. CONVENTION CONCERNING THE SIMPLIFICATION OF THE INSPECTION OF EMIGRANTS ON BOARD SHIP. Geneva, June 5th, 1926 (in force since December 29th, 1927).
Parties: Albania, Australia, Austria, Belgium, Bulgaria, Colombia, Czechoslovakia, Finland, France, Great Britain, Hungary, India, Ireland, Japan, Luxemburg, Mexico, The Netherlands, New Zealand, Nicaragua, Sweden, Uruguay, Venezuela.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 112 (E) and p. 114 (F).)
27. INTERNATIONAL SANITARY CONVENTION. Paris, June 21st, 1926 (concerning principally sanitary measures for maritime shipping) (in force since May 22nd, 1928).
Parties: Afghanistan, Australia (and New Guinea, Papua), Belgium (and Belgian Congo), Brazil, Canada, Chili, Czechoslovakia, Danzig, Denmark, Egypt, Finland, France (and Algeria, Morocco, Tunisia, French East Africa, French West Africa, Indo-China, Syria and Lebanon; for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser.* LXXVIII, p. 232), Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *Bull. O.I.H.P.*, January 1940, p. 5), Greece, Hungary, Iraq, Ireland, Italy, Japan, Luxemburg, Mexico, Monaco, The Netherlands (and the Netherlands Indies), New Zealand (and Western Samoa), Poland, Portugal, Roumania, Salvador, Spain, Sweden, Turkey, Union of South Africa, U.S.S.R., United States, Venezuela, Yugoslavia.
(*L.O.N. Treat. Ser.* LXXVIII, p. 229-349.)
- Notes:*
- (1) On October 31st, 1938, a Convention was concluded in Paris, transferring to the Health Services of the Egyptian Government the functions previously vested in "The Sanitary, Maritime and Quarantine Board of Egypt" by the Convention of 1926 (in force since July 24th, 1939; source: *L.O.N. Treat. Ser.* CXCVIII, p. 205).
- (2) On January 15th, 1945, a Sanitary Convention, concluded under the auspices of U.N.R.R.A. in September 1944, came into force for eighteen months. This convention is designed to amend the Convention above mentioned and transfers to U.N.R.R.A. the functions of the International Public Health Office. (Annex I to [U.N.R.R.A.] Report of Committee on Procedure, Council II, doc. 247 C (44) 27.)
- Parties:* China, Ecuador, France, Great Britain, Greece, Haiti, Honduras, Luxemburg, Nicaragua, Poland, Union of South Africa.
28. CONVENTION CONCERNING THE REPATRIATION OF SEAMEN. Geneva, June 23rd, 1926 (in force since April 16th, 1928).
Parties: Belgium, Bulgaria, China, Colombia, Cuba, Estonia, France, Germany, Ireland, Italy (and colonies), Luxemburg, Mexico, Nicaragua, Poland, Spain, Uruguay, Yugoslavia.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 123 (E) and p. 125 (F).)
29. CONVENTION CONCERNING SEAMEN'S ARTICLES OF AGREEMENT. Geneva, June 24th, 1926 (in force since April 4th, 1928).
Parties: Australia, Belgium, Bulgaria, Canada, Chile, China, Colombia, Cuba, Estonia, France, Germany, Great Britain, India, Ireland, Italy (and colonies), Luxemburg, Mexico, The Netherlands, New Zealand, Nicaragua, Norway, Poland, Spain, Uruguay, Venezuela, Yugoslavia.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 117 (E) and p. 119 (F).)

1928

30. CONVENTION ON MARITIME NEUTRALITY. Habana, February 20th, 1928 (in force since January 12th, 1931).
Parties: Bolivia, Dominican Republic, Ecuador, Haiti, Nicaragua, Panama, United States.
(*L.O.N. Treat. Ser. CXXXV*, p. 187.)

1929

31. INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (with REGULATIONS and "SIMLA RULES"). London, May 31st, 1929 (in force since January 1st, 1933).
Parties: Argentine, Australia, Belgium, Brazil, Bulgaria, Canada, Chile, China, Danzig, Denmark (and Iceland), Egypt, Estonia, Finland, France (and Indo-China), Germany, Great Britain (and Burma, Hong-Kong, Straits Settlements), Greece, Hungary, India, Ireland, Italy (and Erythrea, Libya, Somaliland and Islands of the Ægean Sea), Japan (and Chosen, Taiwan, Kwantung), The Netherlands (and the Netherlands Indies), New Zealand, Norway, Panama, Poland, Portugal, Roumania, Spain, Sweden, U.S.S.R., United States, Yugoslavia.
(*L.O.N. Treat. Ser. CXXXVI*, p. 81.)
32. CONVENTION CONCERNING THE MARKING OF THE WEIGHT ON HEAVY PACKAGES TRANSPORTED BY VESSELS. Geneva, June 21st, 1929 (in force since March 9th, 1932).
Parties: Australia (and Nauru), Austria, Belgium, Bulgaria, Canada, Chile, China, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, India, Ireland, Italy, Japan (and Chosen, Taiwan, Karafuto, Kwantung and South Sea Islands under Japanese mandate), Lithuania, Luxemburg, Mexico, The Netherlands, Nicaragua, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Union of South Africa, Uruguay, Venezuela, Yugoslavia.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 163 (E) and p. 167 (F).)
33. CONVENTION CONCERNING THE PROTECTION AGAINST ACCIDENTS OF WORKERS EMPLOYED IN LOADING OR UNLOADING SHIPS. Geneva, June 21st, 1929 (in force since April 1st, 1932).
Parties: Ireland, Luxemburg, Nicaragua.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 166 (E) and p. 171 (F).)
N. B. — Partially revised in 1932, see No. 39.

1930

34. INTERNATIONAL LOAD LINE CONVENTION, with FINAL PROTOCOL. London, July 5th, 1930 (in force since January 1st, 1933).
Parties: Argentine, Australia, Belgium, Brazil, Bulgaria, Canada, Chile, China, Cuba, Danzig, Denmark (and Iceland), Egypt, Estonia, Finland, France (and Indo-China), Germany, Great Britain (and Newfoundland), Greece, Hungary, India, Ireland, Italy, Japan (and Chosen, Taiwan, Kwantung), Latvia, Mexico, The Netherlands (and the Netherlands Indies and Curaçao), New Zealand (and Western Samoa), Norway, Panama, Peru, Poland, Portugal, Roumania, Spain, Sweden, Thailand, U.S.S.R., United States, Uruguay, Yugoslavia.
(*L.O.N. Treat. Ser. CXXXV*, p. 301.)
35. AGREEMENT CONCERNING MARITIME SIGNALS. Lisbon, October 23rd, 1930 (in force since November 22nd, 1931).
Parties: Belgium, Brazil, China, Danzig, Finland, France (and Morocco, Tunisia; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CXLII*, p. 379), Greece, Latvia, Monaco, The Netherlands (and the Netherlands Indies), Poland, Portugal, Roumania, Spain, Turkey, U.S.S.R., Yugoslavia.
(*L.O.N. Treat. Ser. CXXXV*, p. 95.)
36. AGREEMENT CONCERNING MANNED LIGHTSHIPS NOT ON THEIR STATIONS. Lisbon, October 23rd, 1930 (in force since January 21st, 1931).
Parties: Belgium, Brazil, China, Danzig, Denmark, Estonia, Finland, France (and Morocco, Tunisia; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CXLII*, p. 371), Great Britain (and Burma), Greece, India, Iraq, Latvia, Monaco, The Netherlands (and the Netherlands Indies), Poland, Portugal, Roumania, Spain, Sweden, Turkey, U.S.S.R., Yugoslavia.
(*L.O.N. Treat. Ser. CXII*, p. 21.)
37. INTERNATIONAL CONVENTION CONCERNING THE MAINTENANCE OF CERTAIN LIGHTS IN THE RED SEA. London, December 16th, 1930 (not yet in force).
Signatories: France, Germany, Great Britain, Italy, Japan, The Netherlands.
(*Manley Hudson V*, p. 853 (E) and (F).)

1931

38. BRITISH COMMONWEALTH MERCHANT SHIPPING AGREEMENT. London, December 10th, 1931
(in force since December 10th, 1931).
Parties: Australia, Canada, Great Britain, Ireland, Newfoundland, New Zealand, Union of South Africa (applies to "all territories administered under the authority of the Government of any part of the Commonwealth").
(*L.O.N. Treat. Ser. CXXIX*, p. 177.)

1932

39. CONVENTION CONCERNING THE PROTECTION AGAINST ACCIDENTS OF WORKERS EMPLOYED IN LOADING OR UNLOADING SHIPS (revised 1932). Geneva, April 27th, 1932 (in force since October 30th, 1934).
Parties: Chile, China, Great Britain, Italy, Mexico, New Zealand, Spain, Sweden, Uruguay.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 211 (E) and p. 220 (F).)
N. B. — A partial revision of the Convention on the same subject of 1929 (No. 33) which remains in force for those countries which have not become parties to the present Convention of 1932.

40. FINAL PROTOCOL OF A CONFERENCE ON RADIO-BEACONS ON THE COASTS OF THE BALTIC SEA, THE CATTEGAT AND THE SKAGERAK. Stockholm, May 25th, 1932 (in force since August 1st, 1932).
Parties: Danzig, Denmark, Estonia, Finland, Germany, Latvia, Norway, Poland, Sweden, U.S.S.R.
(*De Martens III*, 29, p. 812 (E).)

1934

41. CONVENTION RELATING TO THE TONNAGE MEASUREMENT OF MERCHANT SHIPS. Warsaw, April 6th, 1934 (in force since April 20th, 1935).
Parties: Australia, Canada, Danzig, Great Britain, India, New Zealand, Poland.
(*L.O.N. Treat. Ser. CLXIII*, p. 185.)
42. INTERNATIONAL ARRANGEMENT CONCERNING THE CHARACTERISTICS OF MARITIME RADIO-BEACONS ON THE COASTS OF THE WESTERN MEDITERRANEAN AND THE ATLANTIC, FROM THE MOUTH OF THE LOIRE TO THE SOUTHERN FRONTIER OF RIO DE ORO. Bordeaux, April 28th, 1934 (in force since January 1st, 1935).
Parties: France (and Algeria, Morocco, Tunisia), International Commission of the Cape Spartel Light, Italy (and Cyrenaica, Tripolitania), Portugal, Spain (and the Spanish Zone of Morocco).
(*Manley Hudson VI*, p. 851 (F).)
43. AGREEMENT FOR DISPENSING WITH CONSULAR VISAS ON BILLS OF HEALTH. Paris, December 22nd, 1934 (in force since April 1st, 1935).
Parties: Albania, Austria, Belgium, Canada, Denmark, Estonia, France, Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *De Martens XXXVI*, p. 919), Greece, Hungary, India, Iraq, Italy, Latvia, Lithuania, Monaco, The Netherlands (and the Netherlands Indies, Surinam), New Zealand, Norway, Roumania, Sweden, Turkey, Union of South Africa (and South West Africa), U.S.S.R., Yugoslavia.
(*L.O.N. Treat. Ser. CLXXXIII*, p. 145.)

44. AGREEMENT FOR DISPENSING WITH BILLS OF HEALTH. Paris, December 22nd, 1934 (in force since April 1st, 1935).
Parties: Australia, Belgium, Denmark, Estonia, Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *De Martens XXXVI*, p. 918), Greece, Italy, The Netherlands, New Zealand, Sweden, Union of South Africa (and South West Africa), U.S.S.R.
(*L.O.N. Treat. Ser. CLXXXIII*, p. 154.)

1936

45. AGREEMENT FOR A UNIFORM SYSTEM OF MARITIME BUOYAGE, and RULES ANNEXED THERETO. Geneva, May 13th, 1936 (not yet in force).
Signatures not yet perfected by ratification: China, Estonia, France (and Morocco, Tunisia), Monaco, Sweden, U.S.S.R.
Definitive signatures and accessions: Belgium, Egypt, Finland, Great Britain, India, Iran, Latvia, Turkey, Union of South Africa (and South West Africa).
(*L.Q.N. Doc. C. 261 (1)*, M. 154 (1), 1936, VIII, (E) and (F).)

46. CONVENTION REGARDING THE RÉGIME OF THE STRAITS with ANNEXES and PROTOCOL. Montreux, July 20th, 1936 (in force since November 9th, 1936).
Parties: Australia, Bulgaria, France, Great Britain (and all parts of the British Empire which are not separate Members of the L.O.N.), Greece, Japan, Roumania, Turkey, U.S.S.R., Yugoslavia.
(*L.O.N. Treat. Ser. CLXXIII*, p. 213.)
47. CONVENTION CONCERNING THE MINIMUM REQUIREMENT OF PROFESSIONAL CAPACITY FOR MASTERS AND OFFICERS ON BOARD MERCHANT SHIPS. Geneva, October 24th, 1936 (in force since March 29th, 1939).
Parties: Belgium, Brazil, Denmark (and possessions, except Greenland), Egypt, Estonia, Mexico, New Zealand, Norway, United States.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 385 (E) and p. 399 (F).)
48. CONVENTION CONCERNING THE LIABILITY OF THE SHIPOWNER IN CASE OF SICKNESS, INJURY OR DEATH OF SEAMEN. Geneva, October 24th, 1936 (in force since October 29th, 1939).
Parties: Belgium, Mexico, United States.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 395 (E) and p. 409 (F).)
49. CONVENTION FIXING THE MINIMUM AGE FOR THE ADMISSION OF CHILDREN TO EMPLOYMENT AT SEA (revised 1936). Geneva, October 24th, 1936 (in force since April 11th, 1939).
Parties: Belgium, Brazil, Iraq, Norway, Sweden, United States.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 419 (E) and p. 434 (F).)
N. B. — A partial revision of the Convention on the same subject of 1920 (No. 13), which remains in force, in its original text, for those countries which have not become parties to the present Convention.
50. CONVENTION CONCERNING HOURS OF WORK ON BOARD SHIPS AND MANNING. Adopted at Geneva by the General Conference of the International Labour Organisation, October 24th, 1936 (not yet in force).
Ratifications: Australia, Belgium, Sweden, United States.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 406 (E) and p. 421 (F).)
51. CONVENTION CONCERNING SICKNESS INSURANCE FOR SEAMEN. Adopted at Geneva by the General Conference of the International Labour Organisation, October 24th, 1936 (not yet in force).
Ratifications: None.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 401 (E) and p. 416 (F).)
52. CONVENTION CONCERNING ANNUAL HOLIDAYS WITH PAY FOR SEAMEN. Adopted at Geneva by the General Conference of the International Labour Organisation, October 24th, 1936 (not yet in force).
Ratifications: Belgium, Mexico, United States.
(*I.L.O. Conv. and Recom. 1919-1937*, p. 389 (E) and p. 404 (F).)

3. INLAND NAVIGATION

1856

53. TREATY OF PEACE, signed at Paris on March 30th, 1856 (ARTICLES 15 to 19 of this Treaty concern NAVIGATION ON THE DANUBE AND ESTABLISH THE EUROPEAN COMMISSION OF THE DANUBE) (in force since April 27th, 1856).
Parties: Austria, France, Great Britain, Prussia, Russia, Sardinia, Turkey.
(*De Martens IV*, 15, p. 770 (F).)
N. B. — Partially modified by:
No. 57 (extension of the jurisdiction of the European Commission as far as Galatz; admission of Roumania);
No. 59 (extension of the jurisdiction of the European Commission as far as Braila and prolongation of the Commission's mandate);
Nos. 69 and 80 (composition of the European Commission).

1865

54. PUBLIC ACT AND REGULATION OF THE EUROPEAN COMMISSION OF THE DANUBE. Galatz, November 2nd, 1865 (in force since March 28th, 1866).
Parties: Austria, France, Great Britain, Italy, Prussia, Russia, Turkey.
(*Brit. & For. State Papers* 55, p. 93 (E); *De Martens IV*, 18, p. 144 (F).)
N. B. — Partially modified by Nos. 58 and 80.

1867

55. INTERNATIONAL REGULATIONS RELATING TO NAVIGATION ON LAKE CONSTANCE, followed by a FINAL PROTOCOL. Bregenz, September 22nd, 1867 (in force since March 1st, 1868).
Parties: Austria, Baden, Bavaria, Switzerland, Wurtemberg.
(*De Martens* IV, 20, p. 117 (German).)
N. B. — Supplemented by Nos. 62 and 64.

1868

56. REVISED CONVENTION FOR NAVIGATION ON THE RHINE, followed by a CLOSING PROTOCOL. Mannheim, October 17th, 1868 (in force since April 17th, 1869).
Parties: Baden, Bavaria, Belgium, France, Great Britain, Hesse, Italy, The Netherlands, Prussia, Switzerland.
(*Hertslet* 3, p. 1847 (E); *De Martens* IV, 20, p. 355 (F).)
N. B. — Partially modified by Nos. 60 and 71.

1878

57. TREATY OF BERLIN of July 13th, 1878 (Articles 52 to 57 concern navigation on the Danube) (in force since August 3rd, 1878).
Parties: Austria-Hungary, France, Germany, Great Britain, Italy, Russia, Turkey.
(*De Martens* VI, 3, p. 449 (F).)
N. B. — Modifies No. 53; is modified by Nos. 58 and 59.

1881

58. ADDITIONAL ACT to the PUBLIC ACT OF THE EUROPEAN COMMISSION OF THE DANUBE, of November 2nd, 1865, concerning NAVIGATION IN THE MOUTHS OF THE DANUBE. Galatz, May 28th, 1881 (in force since May 20th, 1882).
Parties: Austria-Hungary, France, Germany, Great Britain, Italy, Roumania, Russia, Turkey.
(*Hertslet* 4, p. 3053 (E); *De Martens* VI, 8, p. 207 (F).)
N. B. — Modifies Nos. 54 and 57; is modified by No. 80.

1883

59. TREATY CONCERNING NAVIGATION ON THE DANUBE, followed by NAVIGATION AND RIVER POLICE REGULATIONS. London, March 10th, 1883 (in force since October 25th, 1883).
Parties: Austria-Hungary, France, Germany, Great Britain, Italy, Russia, Turkey.
(*De Martens* VI, 9, p. 392 (F).)
N. B. — Modifies Nos. 53 and 57.

1895

60. ADDITIONAL ARTICLE to the REVISED CONVENTION FOR NAVIGATION ON THE RHINE of October 17th, 1868. Mannheim, September 18th, 1895 (in force since May 27th, 1898).
Parties: Alsace-Lorraine, Baden, Bavaria, Hesse, The Netherlands, Prussia.
(*De Martens* VII, 2, p. 796 (German).)
N. B. — Modifies No. 56.

1898

61. CONVENTION REGARDING THE MEASUREMENT OF VESSELS EMPLOYED IN INLAND NAVIGATION. Brussels, February 4th, 1898 (in force since January 30th, 1899).
Parties: Belgium, France, Germany, The Netherlands.
(*De Martens* VI, 28, p. 733 (F).)
N. B. — Modified by No. 63.

1899

62. PROTOCOL REVISING THE INTERNATIONAL REGULATIONS of September 22nd, 1867, concerning NAVIGATION ON LAKE CONSTANCE. Constance, April 8th, 1899 (in force since May 1st, 1900).
Parties: Austria-Hungary, Baden, Bavaria, Switzerland, Wurtemberg.
(*De Martens* VI, 30, p. 206 (German).)
N. B. — Modifies No. 55; supplemented by No. 64.

1908

63. SUPPLEMENTARY ARRANGEMENT TO THE CONVENTION OF FEBRUARY 4TH, 1898, CONCERNING THE MEASUREMENT OF VESSELS EMPLOYED IN INLAND NAVIGATION, made public on June 1st, 1908 (in force since January 1st, 1909).
Parties: Belgium, France, Germany, The Netherlands.
(*De Martens* VII, 4, p. 270 (F).)
N. B. — Modifies No. 61.

1909

64. INTERNATIONAL REGULATIONS CONCERNING NAVIGATION ON LAKE CONSTANCE. Revision effected at Stuttgart on December 29th, 1909 (in force since January 1st, 1910).
Parties: Austria-Hungary, Baden, Bavaria, Switzerland, Wurtemberg.
(*De Martens VII*, 7, p. 435 (German).)
N. B. — Supplements Nos. 55 and 62.

1912

65. WHANGPOO CONSERVANCY AGREEMENT. Peking, April 9th, 1912 (came into force upon signature on April 9th, 1912).
Parties: Austria-Hungary, Belgium, China, France, Germany, Great Britain, Italy, Japan, The Netherlands, Russia, Spain, United States.
(*MacMurray II*, p. 954 (E).)

1919

66. CONVENTION REVISING THE GENERAL ACT OF BERLIN, February 26th, 1885, and the GENERAL ACT AND DECLARATION OF BRUSSELS, July 2nd, 1890. Saint-Germain-en-Laye, September 10th, 1919 (in force since July 31st, 1920) (concerns mainly communications and transit facilities in Africa).
Parties: Belgium, British Empire, Ethiopia, France, Japan, Portugal.
(*L.O.N. Treat. Ser. VIII*, p. 25.)
N. B. — Replaces the instruments mentioned in its title.

1921

67. CONVENTION AND STATUTE ON THE REGIME OF NAVIGABLE WATERWAYS OF INTERNATIONAL CONCERN. Barcelona, April 20th, 1921 (in force since October 31st, 1922).
Parties: Albania, Austria, Bulgaria, Chile, Czechoslovakia, Denmark, Finland, France, Great Britain (and Federated Malay States, Non-Federated Malay States, Palestine, Newfoundland), Greece, Hungary, India, Italy, Luxemburg, New Zealand, Norway, Roumania, Sweden, Thailand, Turkey.
(*L.O.N. Treat. Ser. VII*, p. 35.)
68. ADDITIONAL PROTOCOL TO THE CONVENTION ON THE REGIME OF NAVIGABLE WATERWAYS OF INTERNATIONAL CONCERN. Barcelona, April 20th, 1921 (in force since October 31st, 1922).
Parties: Albania, Austria, Chile, Czechoslovakia, Denmark, Finland, Great Britain (and Federated Malay States, Non-Federated Malay States, Palestine, Bermuda; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. XI*, pp. 406 to 410), Greece, Hungary, India, Luxemburg, New Zealand, Norway, Roumania, Sweden, Thailand, Turkey.
(*L.O.N. Treat. Ser. VII*, p. 65.)
69. CONVENTION AND FINAL PROTOCOL INSTITUTING THE DEFINITIVE STATUTE OF THE DANUBE. Paris, July 23rd, 1921 (in force since October 1st, 1922).
Parties: Austria, Belgium, Bulgaria, Czechoslovakia, France, Germany, Great Britain, Greece, Hungary, Italy, Roumania, Yugoslavia.
(*L.O.N. Treat. Ser. XXVI*, p. 174.)
N. B. — Modifies No. 53; is modified by No. 80.

1922

70. CONVENTION INSTITUTING THE STATUTE OF NAVIGATION OF THE ELBE and FINAL PROTOCOL. Dresden, February 22nd, 1922 (in force since October 1st, 1923).
Parties: Belgium, Czechoslovakia, France, Germany, Great Britain, Italy.
(*L.O.N. Treat. Ser. XXVI*, p. 219.)
N. B. — Supplemented by No. 72.
71. CONVENTION concluded between the States represented on the Central Commission for the Navigation on the Rhine, RELATIVE TO THE REGULATIONS FOR RHINE NAVIGATION CERTIFICATES. Strasburg, December 14th, 1922, with ADDITIONAL PROTOCOL appertaining thereto signed December 22nd, 1923 (in force since July 8th, 1925).
Parties: Belgium, France, Germany, Great Britain, Italy, The Netherlands, Switzerland.
(*L.O.N. Treat. Ser. XXXVI*, p. 437.)
N. B. — Modifies No. 56.

1923

72. CONVENTION SUPPLEMENTARY TO THE STATUTE OF NAVIGATION OF THE ELBE, with CLOSING PROTOCOL. Prague, January 27th, 1923 (in force since April 1st, 1924).

Parties: Belgium, Czechoslovakia, France, Germany, Great Britain, Italy.

(*L.O.N. Treat. Ser. XXVI*, p. 253.)

N. B. — Supplements No. 70.

73. REGULATIONS RELATING TO THE ATTRIBUTIONS AND FUNCTIONING OF THE PERMANENT TECHNICAL HYDRAULIC SYSTEM COMMISSION OF THE DANUBE. Paris, May 25th, 1923 (in force since September 30th, 1924).

Parties: Austria, Czechoslovakia, Hungary, Roumania, Yugoslavia.

(*Manley Hudson II*, p. 1023 (F).)

74. CONVENTION APPROVING THE REGULATIONS OF THE PERMANENT TECHNICAL HYDRAULIC SYSTEM COMMISSION OF THE DANUBE. Paris, May 27th, 1923 (in force since September 30th, 1924).

Parties: Austria, Czechoslovakia, Hungary, Roumania, Yugoslavia.

(*Manley Hudson II*, p. 1022 (F).)

1925

75. CONVENTION REGARDING THE MEASUREMENT OF VESSELS EMPLOYED IN INLAND NAVIGATION, and PROTOCOL OF SIGNATURE. Paris, November 27th, 1925 (in force since October 1st, 1927).

Parties: Austria, Belgium, Bulgaria, Czechoslovakia, Danzig, France, Germany, Great Britain, Greece, Hungary, Italy, The Netherlands, Poland, Roumania, Spain, Switzerland, Yugoslavia.

(*L.O.N. Treat. Ser. LXVII*, p. 63.)

1930

76. CONVENTION FOR THE UNIFICATION OF CERTAIN RULES CONCERNING COLLISION IN INLAND NAVIGATION, with PROTOCOL-ANNEX. Geneva, December 9th, 1930 (not yet in force).

Signatures or accessions not yet perfected by ratification: Belgium, Czechoslovakia, Danzig, Germany, Hungary, Italy, Luxemburg, The Netherlands, Poland, Roumania, Switzerland, Yugoslavia.

Definitive ratifications or accessions: France, Portugal.

(*L.O.N. O.J.* 1931, No. 3, p. 642 (E) (F).)

77. CONVENTION ON THE REGISTRATION OF INLAND NAVIGATION VESSELS, RIGHTS IN REM OVER SUCH VESSELS AND OTHER COGNATE QUESTIONS, with PROTOCOL-ANNEX. Geneva, December 9th, 1930 (not yet in force).

Signatures or accessions not yet perfected by ratification: Belgium, Czechoslovakia, Danzig, Germany, Hungary, Italy, Luxemburg, The Netherlands, Poland, Switzerland, Yugoslavia.

Ratification: France.

(*L.O.N. O.J.* 1931, No. 3, p. 646 (E) (F).)

78. CONVENTION ON ADMINISTRATIVE MEASURES FOR ATTESTING THE RIGHT OF INLAND NAVIGATION VESSELS TO A FLAG, with PROTOCOL-ANNEX. Geneva, December 9th, 1930 (not yet in force).

Signatures not yet perfected by ratification: Belgium, Czechoslovakia, France, Hungary, Italy, Luxemburg, Poland, Yugoslavia.

(*L.O.N. O.J.* 1931, No. 3, p. 669 (E) (F).)

1939

79. INTERNATIONAL CONVENTION REGULATING THE TRANSPORT OF LIQUID FUEL ON INLAND WATERWAYS, with REGULATIONS and PROTOCOL OF SIGNATURE. The Hague, February 1st, 1939 (not yet in force).

Signatures not yet perfected by ratification: Belgium, Germany, The Netherlands, Switzerland.

Ratification: France.

(*Fr. O.J.* of 11.VII.1939, p. 8794 (F).)

80. ARRANGEMENT between the Governments of Great Britain, of France and of Roumania RELATIVE TO THE EXERCISE OF THE POWERS OF THE EUROPEAN COMMISSION OF THE DANUBE. Sinaia, August 18th, 1938. And AGREEMENT RELATIVE TO THE ENTRY OF GERMANY INTO THE EUROPEAN COMMISSION OF THE DANUBE, THE ACCESSION OF GERMANY AND ITALY TO THE ABOVE-MENTIONED ARRANGEMENT AND THE AMENDMENT OF ARTICLES 4 AND 23 OF THAT ARRANGEMENT. Bucharest, March 1st, 1939 (in force since May 13th, 1939).

Parties: France, Germany, Great Britain, Italy, Roumania.

(*L.O.N. Treat. Ser. CXCVI*, p. 113.)

N. B. — Modifies Nos. 53, 54, 58 and 69.

81. AGREEMENT REGARDING CERTAIN QUESTIONS CONNECTED WITH THE RÉGIME APPLICABLE TO NAVIGATION ON THE RHINE. Brussels, April 3rd, 1939 (came into force on May 1st, 1939, having been partially in force since April 3rd, 1939).

Parties: Belgium, France, The Netherlands.

(*L.O.N. Treat. Ser. CXCIV*, p. 471.)

4. RAILWAYS

1907

82. FINAL PROTOCOL OF THE THIRD INTERNATIONAL CONFERENCE ON THE TECHNICAL STANDARDISATION OF RAILWAYS, CONCERNING THE SEALING OF WAGGONS HAVING TO PASS THROUGH THE CUSTOMS. Berne, May 18th, 1907 (in force since July 1st, 1908).

Parties: Austria-Hungary, Belgium, Bulgaria, Denmark, France, Germany, Greece, Italy, Luxemburg, The Netherlands, Norway, Roumania, Serbia, Sweden, Switzerland.
(*De Martens VII, 2, p. 878 (F).*)

83. FINAL PROTOCOL OF THE THIRD INTERNATIONAL CONFERENCE ON THE TECHNICAL STANDARDISATION OF RAILWAYS. Berne, May 18th, 1907 (in force since July 1st, 1908).

Parties: Austria-Hungary, Belgium, Bulgaria, Denmark, France, Germany, Greece, Italy, Luxemburg, The Netherlands, Norway, Roumania, Russia, Serbia, Sweden, Switzerland.
(*De Martens VII, 2, p. 888 (F).*)

N. B. — Modified by No. 86.

84. CONVENTION CONCERNING COMMUNICATIONS (PAN-AMERICAN RAILWAY). Washington, December 20th, 1907 (in force since March 1908).

Parties: Costa Rica, Guatemala, Honduras, Nicaragua, Salvador.
(*De Martens VII, 3, p. 135 (E) and (Spanish).*)

1909

85. CONVENTION CONCERNING THE ST. GOTHARD RAILWAY. Berne, October 13th, 1909 (in force since May 1st, 1910).

Parties: Germany, Italy, Switzerland.
(*De Martens VII, 8, p. 195 (F).*)

1912

86. FINAL PROTOCOL OF THE INTERNATIONAL COMMISSION SET UP TO ESTABLISH A UNIVERSAL GAUGE FOR GOODS WAGGONS and GENERAL RULES FIXING TRANSVERSAL DIMENSIONS OF VEHICLES AND LOADS. Berne, December 14th, 1912 (in force since May 1st, 1914).

Parties: Austria-Hungary, Belgium, Bulgaria, Denmark, France, Germany, Greece, Italy, Luxemburg, The Netherlands, Norway, Roumania, Russia, Serbia, Sweden, Switzerland.

(*Rec. Lois féd. 1914, vol. XXX, p. 138 (F).*)

N. B. — Modifies No. 83.

1923

87. AGREEMENT between the Republic of Austria, the Kingdom of Hungary, the Kingdom of Italy, the Kingdom of the Serbs, Croats and Slovenes and the Southern Railway Company (Südbahn), drawn up with the concurrence of the Committee representing the Holders of Bonds issued by the above Company WITH A VIEW TO THE ADMINISTRATIVE AND TECHNICAL REORGANISATION OF THE SOUTHERN RAILWAY COMPANY'S SYSTEM, with a PROTOCOL OF SIGNATURE and a PROVISIONAL PROTOCOL. Rome, March 29th, 1923 (in force since October 16th, 1923).

Parties: enumerated in the title of the Agreement.
(*L.O.N. Treat. Ser. XXIII, p. 255.*)

88. CONVENTION between the Republic of Austria, the Kingdom of Hungary, the Kingdom of Italy and the Kingdom of the Serbs, Croats and Slovenes FOR THE REGULATION OF TRANSIT AND COMMUNICATIONS ON THE SYSTEM OF THE DANUBE-SAVE-ADRIATIC RAILWAY COMPANY (formerly the Southern Railway Company). Rome, March 29th, 1923 (in force since October 16th, 1923).

Parties: enumerated in the title of the Convention.
(*L.O.N. Treat. Ser. XXIII, p. 377.*)

89. CONVENTION AND STATUTE ON THE INTERNATIONAL RÉGIME OF RAILWAYS and PROTOCOL OF SIGNATURE. Geneva, December 9th, 1923 (in force since March 23rd, 1926).

Parties: Austria, Belgium, Danzig, Denmark, Estonia, Ethiopia, Finland, France, Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. XLVII, p. 56*), Greece, Hungary, India, Italy, Japan, Latvia, The Netherlands, New Zealand, Norway, Poland, Roumania, Spain, Sweden, Switzerland, Thailand, Yugoslavia.
(*L.O.N. Treat. Ser. XLVII, p. 55.*)

1933

90. INTERNATIONAL CONVENTION CONCERNING THE TRANSPORT OF GOODS BY RAIL, with ANNEXES, signed at Rome, November 23rd, 1933, and PROCÈS-VERBAL RELATING TO THE COMING INTO FORCE OF THE CONVENTION, signed at Berne, November 17th, 1937 (in force since October 1st, 1938, with the exception of paragraph 3 of Article 60 and Annex VI, which came into force on January 1st, 1938).

Parties: Austria, Belgium, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Liechtenstein, Lithuania, Luxemburg, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, Yugoslavia.

(*L.O.N. Treat. Ser. CXCII, p. 389.*)

91. INTERNATIONAL CONVENTION CONCERNING THE TRANSPORT OF PASSENGERS AND BAGGAGE BY RAIL, with ANNEXES, signed at Rome, November 23rd, 1933, and PROCÈS-VERBAL RELATING TO THE COMING INTO FORCE OF THE CONVENTION, signed at Berne, November 17th, 1937 (in force since October 1st, 1938).

Parties: Austria, Belgium, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Liechtenstein, Lithuania, Luxemburg, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, Yugoslavia.

(*L.O.N. Treat. Ser. CXCII, p. 327.*)

1934

92. AGREEMENT CONCERNING THE ADOPTION OF SPECIAL PROVISIONS FOR THE TRANSPORT OF GOODS CONSIGNED BY RAIL WITH WAY-BILL TO ORDER. Rome, March 31st, 1934 (not yet in force, although the number of ratifications necessary has been largely exceeded).

Ratifications and Accessions: Belgium, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Liechtenstein, Luxemburg, The Netherlands, Norway, Poland, Roumania, Spain, Sweden, Switzerland, Turkey, Yugoslavia.

(*Bull. Transp. ch. de f., déc. 1934, annexe, p. 237 (F).*)

5. ROAD TRAFFIC

1926

93. INTERNATIONAL CONVENTION RELATIVE TO MOTOR TRAFFIC. Paris, April 24th, 1926 (in force since October 24th, 1930).

Parties: Albania, Argentine, Austria, Belgium (and Belgian Congo), Brazil, Bulgaria, Chile, Cuba, Czechoslovakia, Danzig, Denmark (and Iceland), Egypt, Estonia, Finland, France (for colonies, protectorates, mandates, etc., see lists in *L.O.N. Treat. Ser. CVIII, p. 124; CLVI, pp. 221-222; CLXIV, p. 387; CLXXVII, p. 406; CLXXXI, pp. 390-391*), Germany, Great Britain (for colonies, protectorates, mandates, etc., see lists in *L.O.N. Treat. Ser. CVIII, p. 124; CLVI, pp. 221-222; CLXIV, p. 387; CLXXVII, p. 406; CLXXXI, pp. 390-391*), Greece, Hungary, India, Iran, Iraq, Ireland, Italy (and all Italian colonies and possessions), Latvia, Liechtenstein, Lithuania, Luxemburg, Monaco, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), Norway, Peru, Poland, Portugal (and Angola and Mozambique), Roumania, San Marino, Siam, Spain (and Spanish Morocco), Sweden, Switzerland, Tangier, Turkey, Union of South Africa (and the mandated territory of South West Africa), U.S.S.R., Uruguay, Vatican City, Yugoslavia.

(*L.O.N. Treat. Ser. CVIII, p. 123.*)

94. INTERNATIONAL CONVENTION RELATING TO ROAD TRAFFIC. Paris, April 24th, 1926 (in force since March 5th, 1928).

Parties: Austria, Bulgaria, Chile, Cuba, Egypt, France (for colonies, protectorates, mandates, etc., see lists in *L.O.N. Treat. Ser. XCVII, p. 84; CLVI, p. 211; CLXXXI, p. 389*), Hungary, Iraq, Luxemburg, Monaco, Poland, Portugal (and Angola), Roumania, San Marino, Spain, Tangier, Uruguay, Vatican City, Yugoslavia.

(*L.O.N. Treat. Ser. XCVII, p. 83.*)

1930

95. PAN-AMERICAN CONVENTION ON THE REGULATION OF AUTOMOTIVE TRAFFIC. Washington, October 6th, 1930 (in force since September 1st, 1932).

Parties: Dominican Republic, Ecuador, Honduras, Mexico, Peru.
(*Manley Hudson V, p. 786 (E) and (Spanish).*)

1931

96. AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS. Geneva, March 28th, 1931 (in force since June 26th, 1931).

Parties: Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, France, Germany, Great Britain, Greece, Hungary, Ireland, Italy, Luxemburg, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, U.S.S.R.

(*L.O.N. Treat. Ser. CXIX, p. 47.*)

97. CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS. Geneva, March 30th, 1931 (in force since July 16th, 1934).

Parties: Austria, Egypt, France (and Algeria), Hungary, Italy, Latvia, Luxemburg, Monaco, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, U.S.S.R.

(*L.O.N. Treat. Ser. CL, p. 247.*)

98. CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES, with PROTOCOL-ANNEX. Geneva, March 30th, 1931 (in force since May 9th, 1933).

Parties: Belgium, Bulgaria, Denmark, Egypt, Finland, Great Britain (and Newfoundland, Southern Rhodesia, Northern Rhodesia, Ceylon, Cyprus, Gold Coast, Hong-Kong, Windward Islands, Jamaica, Malta, Nigeria, Sierra Leone, Palestine, Federated and Non-Federated Malay States, Straits Settlements, Kenya, Nyasaland, Uganda, Tanganyika, Zanzibar, Trinidad), Greece, Iraq, Ireland, Italy, Latvia, Luxemburg, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, U.S.S.R., Yugoslavia.

(*L.O.N. Treat. Ser. CXXXVIII, p. 149.*)

1936

99. CONVENTION ON THE PAN-AMERICAN HIGHWAY, adopted by the Inter-American Conference for the Maintenance of Peace. Buenos-Aires, December 23rd, 1936 (in force since July 29th, 1937).

Parties: Chile, Costa Rica, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Salvador, United States.

(*L.O.N. Treat. Ser. CLXXXVIII, p. 99.*)

1939

100. CONVENTION CONCERNING THE REGULATION OF HOURS OF WORK AND REST PERIODS IN ROAD TRANSPORT. Adopted, at Geneva, by the General Conference of the International Labour Organisation, June 28th, 1939 (not yet in force).

Ratification: None.

(*I.L.O. Draft Conv. and Recom. 1939, p. 56 (E) and (F).*)

6. AIR NAVIGATION

1919

101. CONVENTION RELATING TO THE REGULATION OF AERIAL NAVIGATION. Paris, October 13th, 1919 (in force since July 11th, 1922).

Parties: Argentine, Australia, Austria, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Great Britain, Greece, India, Iran, Iraq, Ireland, Italy, Japan, Latvia, Liberia, The Netherlands, New Zealand, Nicaragua, Norway, Paraguay, Peru, Poland, Portugal, Roumania, Siam, Spain, Sweden, Switzerland, Union of South Africa, Uruguay, Yugoslavia.

(*L.O.N. Treat. Ser. XI, p. 173.*)

N. B. — Modified by Nos. 104, 106, 110, 111. Will be replaced by No. 119.

1926

102. SPANISH-AMERICAN CONVENTION ON AERIAL NAVIGATION. Madrid, November 1st, 1926 (in force since March 18th, 1928).

Parties: Costa Rica, Dominican Republic, Mexico, Paraguay.

(*Manley Hudson, III, p. 2019 (F) and (Spanish).*)

1928

103. PAN-AMERICAN CONVENTION ON COMMERCIAL AVIATION. Habana, February 20th, 1928 (in force since June 13th, 1929).

Parties: Chile, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, United States.

(*L.O.N. Treat. Ser. CXXIX, p. 223.*)

N. B. — Will be superseded by No. 119.

1929

104. PROTOCOL signed at Paris, June 15th, 1929, concerning AMENDMENTS TO ARTICLES 3, 5, 7, 15, 34, 37, 41, 42 AND TO THE FINAL PROVISIONS OF THE CONVENTION RELATING TO THE REGULATION OF AERIAL NAVIGATION OF OCTOBER 13TH, 1919 (in force since May 17th, 1933).

Parties: Argentine, Australia, Austria, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Great Britain, Greece, India, Iraq, Ireland, Italy, Japan, The Netherlands, New Zealand, Norway, Paraguay, Peru, Poland, Portugal, Roumania, Siam, Spain, Sweden, Switzerland, Union of South Africa, Uruguay, Yugoslavia.
(*L.O.N. Treat. Ser. CXXXVIII*, p. 418.)

N. B. — Modifies No. 101.

105. CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR. Warsaw, October 12th, 1929 (in force since February 13th, 1933).

Parties: Australia, Belgium (and all mandates and colonies), Brazil, Czechoslovakia, Danzig, Denmark (and Faroe Islands), Finland, France (and all colonies, protectorates, mandates, etc.), Germany, Great Britain (and Aden, Burma, Southern Rhodesia, Trans-Jordan, Newfoundland; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CLVI*, pp. 259-260), Greece, Hungary, India, Ireland, Italy (and all possessions and colonies), Latvia, Liechtenstein, Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway (and all possessions), Poland, Portugal, Roumania, Spain (and all protectorates and colonies), Sweden, Switzerland, U.S.S.R., United States (and all possessions, colonies, etc.), Yugoslavia.
(*L.O.N. Treat. Ser. CXXXVII*, p. 11.)

106. PROTOCOL signed at Paris, December 11th, 1929, concerning AMENDMENTS TO ARTICLES 34 AND 40 OF THE CONVENTION RELATING TO THE REGULATION OF AERIAL NAVIGATION OF OCTOBER 13TH, 1919 (in force since May 17th, 1933).

Parties: Argentine, Australia, Austria, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Great Britain, Greece, India, Iraq, Ireland, Italy, Japan, The Netherlands, New Zealand, Norway, Poland, Portugal, Roumania, Siam, Spain, Sweden, Switzerland, Union of South Africa, Uruguay, Yugoslavia.
(*L.O.N. Treat. Ser. CXXXVIII*, p. 427.)

N. B. — Modifies No. 101.

1933

107. INTERNATIONAL SANITARY CONVENTION FOR AERIAL NAVIGATION. The Hague, April 12th, 1933 (in force since August 1st, 1935).

Parties: Australia (and New Guinea, Norfolk, Papua), Austria, Belgium, Bolivia, Brazil, Chile, Egypt, Germany, Great Britain (and Ceylon, Burma; for other colonies, protectorates, mandates, etc., see lists in *L.O.N. Treat. Ser. CLXI*, pp. 68 to 70, and *CLXXXI*, p. 430), Greece, Haiti, Iraq, Italy (and colonies), Liberia, Monaco, Morocco, The Netherlands, Poland, Roumania, Sweden, Syria and Lebanon, Tunisia, Turkey, Union of South Africa, United States.

L.O.N. Treat. Ser. CLXI, p. 65.)

N. B. — On January 15th, 1945, a Sanitary Convention, concluded under the auspices of U.N.R.R.A., came into force for eighteen months. This Convention is designed to amend the Convention above mentioned and transfers to U.N.R.R.A. the functions of the International Public Health Office (Annex I to [U.N.R.R.A.] Report of Committee on Procedure, Council II, doc. 247 C (44) 27.)

Parties: China, Ecuador, France, Great Britain, Greece, Haiti, Honduras, Luxemburg, Nicaragua, Poland, Union of South Africa.

108. CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO DAMAGES CAUSED BY AIRCRAFT TO THIRD PARTIES ON THE SURFACE. Rome, May 29th, 1933 (in force since November 17th, 1938).

Parties: Belgium, Brazil, Guatemala, Portugal, Roumania, Spain (and Spanish Morocco).
(*U.S.A. Treaty Inf. Bull. No. 47*, 1933, p. 11 (E); *Revue aér. intern.*, June 1933, p. 138 (F).)

N. B. — Article 24 of this Convention provides that it shall come into force 90 days after the deposit of the fifth ratification. According to the information available, this fifth ratification would appear to have been that of Brazil, dated August 19th, 1938.

109. CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO THE PRECAUTIONARY ATTACHMENT OF AIRCRAFT. Rome, May 29th, 1933 (in force since January 12th, 1937).

Parties: Belgium (and Belgian Congo, Ruanda-Urundi), Brazil, Denmark, Germany, Guatemala, Hungary, Italy (and all Italian colonies and possessions), The Netherlands, Norway, Poland, Roumania, Spain (and Spanish Morocco), Sweden.
(*L.O.N. Treat. Ser. CXCII*, p. 289.)

1935

110. PROTOCOL adopted on June 1st, 1935, by the International Commission for Air Navigation relating to AMENDMENTS TO ARTICLES 4, 6, 7, 9, 12, 13, 14, 16, 19, 25, 26, 34, 35, 39 and to the ADDITION OF A NEW ARTICLE 25 bis TO THE CONVENTION RELATING TO THE REGULATION OF AERIAL NAVIGATION OF OCTOBER 13TH, 1919.

Ratifications and accessions: Australia, Bulgaria, Denmark, Finland, France, Great Britain, Greece, India, Iraq, Italy, The Netherlands, New Zealand, Norway, Peru, Poland, Portugal, Sweden, Switzerland, Union of South Africa.

(*C.I.N.A. Bull. Off.* No. 23, p. 168 (E) and (F).)

N. B. — Modifies No. 101. It is provided in the Protocol that it shall come into force when ratified by all Members of the International Commission for Air Navigation. It is impossible to ascertain from the available information that this condition has already been fulfilled.

111. PROTOCOL adopted on June 1st, 1935, by the International Commission for Air Navigation, relating to AMENDMENTS TO ANNEX H OF THE CONVENTION RELATING TO THE REGULATION OF AERIAL NAVIGATION OF OCTOBER 13TH, 1919.

Ratifications and accessions: Australia, Bulgaria, Denmark, Finland, France, Great Britain, Greece, India, Iraq, Italy, The Netherlands, New Zealand, Norway, Peru, Poland, Portugal, Sweden, Switzerland, Union of South Africa.

(*C.I.N.A. Bull. Off.* No. 23, p. 174 (E) and (F).)

N. B. — Modifies No. 101. It is provided in the Protocol that it shall come into force when ratified by all Members of the International Commission for Air Navigation. It is impossible to ascertain from the available information that this condition has already been fulfilled.

112. CONVENTION RELATIVE TO THE TRANSIT OF AIRPLANES. Buenos Aires, June 19th, 1935 (in force since June 16th, 1936).

Parties: Chile, Dominican Republic, Ecuador, Mexico, Uruguay.

(*U.S.A. Treaty Inf. Bull.* No. 71, 1935, p. 16 (E); *Revue aér. intern.*, September 1935, pp. 277-278 (F).)

N. B. — The English source of information above mentioned does not contain the text of the Convention, but indicates that the text is to be found in the "Final Act of the Pan-American Commercial Conference, Buenos Aires, May 26th to June 19th, 1935", Washington.

1938

113. CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO ASSISTANCE AND SALVAGE OF AIRCRAFT OR BY AIRCRAFT AT SEA. Brussels, September 29th, 1938 (not yet in force).

Signatories: Belgium, Czechoslovakia, Denmark (and Iceland), France, Germany, Great Britain, India, Italy, The Netherlands, New Zealand, Poland, Roumania, San Marino, Switzerland, United States.

Ratifications: Guatemala, Mexico.

(*U.S.A. Treaty Inf. Bull.* No. 111, 1938, p. 392 (E); *Revue aér. intern.*, October 1938, p. 280 (F).)

114. ADDITIONAL PROTOCOL to the CONVENTION OF MAY 29TH, 1933, FOR THE UNIFICATION OF CERTAIN RULES RELATING TO DAMAGES CAUSED BY AIRCRAFT TO THIRD PARTIES ON THE SURFACE. Signed at Brussels, September 29th, 1938.

Signatories: Belgium, Brazil, Czechoslovakia, Denmark (and Iceland), France, Germany, Great Britain, Guatemala, India, Italy, Luxemburg, The Netherlands, New Zealand, Poland, Roumania, San Marino, Switzerland, United States.

Ratification: Guatemala.

(*U.S.A. Treaty Inf. Bull.* No. 111, 1938, p. 399 (E); *Revue aér. intern.*, October 1938, p. 279 (F).)

N. B. — Under the terms of Article 4, this Protocol must be ratified; on the other hand, under Article 2, the Protocol forms an integral part of Convention No. 108 and is to come into force together with that instrument — *i.e.*, on November 17th, 1938.

1939

115. CONVENTION CONCERNING EXEMPTION FROM TAXATION FOR LIQUID FUEL AND LUBRICANTS USED IN AIR TRAFFIC, and FINAL ACT. Signed at London, March 1st, 1939 (not yet in force).

Signatories: Albania, Australia, Belgium, Bulgaria, China, Colombia, Dominican Republic, Finland, France, Germany, Great Britain, India, Latvia, Liberia, Lithuania, Luxemburg, The Netherlands, New Zealand, Norway, Poland, Sweden, Turkey, U.S.S.R., United States. (*Parl. Papers* 1939, Misc. No. 7, Cmd. 6001 (E) and (F).)

1940

116. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT RESPECTING DOCUMENTS OF IDENTITY FOR AIRCRAFT PERSONNEL. Lisbon, January 8th, 1940 (in force since February 8th, 1940).

Parties: Australia, Great Britain, India, New Zealand, Portugal.
(*L.O.N. Treat. Ser.* CCIII, p. 133.)

1944

117. FINAL ACT OF THE INTERNATIONAL CONFERENCE ON CIVIL AVIATION. Chicago, December 7th, 1944 (not yet in force).

Signatories: Afghanistan, Australia, Belgium, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Dominican Republic, Ecuador, Egypt, Ethiopia, France, Great Britain, Greece, Guatemala, Haiti, Honduras, Iceland, India, Iran, Iraq, Ireland, Lebanon, Liberia, Luxemburg, Mexico, The Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippines, Poland, Portugal, Salvador, Spain, Sweden, Switzerland, Syria, Turkey, Union of South Africa, United States, Uruguay, Venezuela, Yugoslavia.

(Denmark and Thailand as observers.)

(*Parl. Papers* 1945, Misc. No. 6, Cmd. 6614 (E).)

N. B. — Nos. 118-121, which follow hereafter, are the Instruments adopted at the International Civil Aviation Conference, held at Chicago from November 1st to December 7th, 1944; they constitute Appendices I-IV of the above Final Act of the Conference.

118. INTERIM AGREEMENT ON INTERNATIONAL CIVIL AVIATION. Chicago, December 7th, 1944 (not yet in force).

Signatories: Afghanistan, Australia, Belgium, Bolivia, Canada, Chile, China, Costa Rica, Dominican Republic, Ecuador, Egypt, France, Great Britain, Greece, Guatemala, Haiti, Honduras, Iceland, India, Iran, Iraq, Ireland, Lebanon, Liberia, Mexico, The Netherlands, New Zealand, Nicaragua, Norway, Peru, Philippines, Poland, Portugal, Spain, Sweden, Switzerland, Syria, Turkey, United States, Uruguay, Venezuela.

(Denmark and Thailand as observers.)

(*Parl. Papers* 1945, Misc. No. 6, Cmd. 6614 (E).)

N. B. — This Agreement is to remain in force until the entry into force of the Convention on International Civil Aviation concluded on the same date (see below No. 119), or until the meeting of a new conference on international civil aviation. In no case, however, is the duration of the Agreement to exceed three years as from the date of its entry into force (see Article I, Section 3, and Article VII).

119. CONVENTION ON INTERNATIONAL CIVIL AVIATION. Chicago, December 7th, 1944 (not yet in force).

Signatories: Afghanistan, Australia, Belgium, Bolivia, Canada, Chile, China, Costa Rica, Dominican Republic, Ecuador, Egypt, France, Great Britain, Greece, Guatemala, Haiti, Honduras, Iceland, India, Iran, Iraq, Ireland, Lebanon, Liberia, Mexico, The Netherlands, New Zealand, Nicaragua, Norway, Peru, Philippines, Poland, Portugal, Spain, Sweden, Syria, Turkey, United States, Uruguay.

(Denmark and Thailand as observers.)

(*Parl. Papers* 1945, Misc. No. 6, Cmd. 6614 (E).)

N. B. — Will supersede Nos. 101, 103 and 118.

120. INTERNATIONAL AIR SERVICES TRANSIT AGREEMENT. Chicago, December 7th, 1944 (not yet in force).

Signatories: Afghanistan, Belgium, Bolivia, Canada, Chile, Costa Rica, Ecuador, Egypt, France, Great Britain, Greece, Guatemala, Haiti, Honduras, India, Iran, Iraq, Lebanon, Liberia, Mexico, The Netherlands, New Zealand, Nicaragua, Norway, Peru, Philippines, Poland, Spain, Sweden, Turkey, United States, Uruguay, Venezuela.

(Denmark and Thailand as observers.)

(*Parl. Papers* 1945, Misc. No. 6, Cmd. 6614 (E).)

121. INTERNATIONAL AIR TRANSPORT AGREEMENT. Chicago, December 7th, 1944 (not yet in force).

Signatories: Afghanistan, Bolivia, China, Costa Rica, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Lebanon, Liberia, Mexico, The Netherlands, Nicaragua, Peru, Poland, Sweden, Turkey, United States, Uruguay, Venezuela.

(Denmark and Thailand as observers.)

(*Parl. Papers* 1945, Misc. No. 6, Cmd. 6614 (E).)

7. POSTAL SERVICES AND TELECOMMUNICATIONS

(a) General.

1921

122. CONVENTION CONCERNING POSTAL, TELEGRAPHIC AND TELEPHONIC RELATIONS. Riga, July 12th, 1921 (in force since April 25th, 1924), and ADDITIONAL AGREEMENT, 1925.

Parties: Estonia, Latvia, Lithuania.
(*L.O.N. Treat. Ser. XI, p. 112.*)

1936

123. SPECIAL ARRANGEMENT BETWEEN THE GREEK, ROUMANIAN, CZECHOSLOVAK, TURKISH AND YUGOSLAV POSTAL AND TELECOMMUNICATIONS ADMINISTRATIONS. Bucharest, October 12th, 1936 (in force since March 1st, 1937).

Parties: Czechoslovakia, Greece, Roumania, Turkey, Yugoslavia.
(*Rec. Trait. Youg. 1937, p. 87 (F).*)

(b) Postal Services.

1931

124. AGREEMENT BETWEEN THE AMERICAS AND SPAIN REGARDING MONEY ORDERS. Madrid, November 10th, 1931 (in force since March 1st, 1932).

Parties: Colombia, Costa Rica, Dominican Republic, Guatemala, Mexico, Salvador, Spain, United States, Venezuela.
(*L.O.N. Treat. Ser. CXXXI, p. 389.*)

1934

125. AGREEMENT REGARDING POSTAL EXCHANGES BETWEEN DENMARK, FINLAND, ICELAND, NORWAY AND SWEDEN. Signed at Copenhagen, Helsingfors, Reykjavik, Oslo and Stockholm, December 31st, 1934 (in force since January 1st, 1935).

Parties: Denmark, Finland, Iceland, Norway, Sweden.
(*L.O.N. Treat. Ser. CLVIII, p. 111.*)

1935

126. AFRICAN POSTAL UNION AGREEMENT. Signed at Pretoria, October 30th, 1935 (in force since April 1st, 1936).

Parties: Basutoland and Bechuanaland, Belgian Congo and Ruanda-Urundi, Kenya, Nyasaland, Northern Rhodesia, Southern Rhodesia, South West Africa, Swaziland, Uganda and Tanganyika, Union of South Africa.
(*L.O.N. Treat. Ser. CLXXXIX, p. 85.*)

1936

127. CONVENTION OF THE POSTAL UNION OF THE AMERICAS AND SPAIN, PROVISIONS RELATIVE TO THE TRANSPORTATION OF CORRESPONDENCE BY AIR, and PARCEL-POST AGREEMENT. Panama, December 22nd, 1936 (in force since October 1st, 1937).

Parties: Argentine, Canada, Costa Rica, Dominican Republic, Ecuador, Mexico, Panama, Peru, Salvador, Spain, United States, Venezuela.
(*Fourth Congr. Post. Amer. 1937 (E); Revue Inst. int. Com. No. 4, December 20th, 1937 (F).*)

1938

128. AGREEMENT FOR THE GENERALISATION OF AIRMAIL SERVICES WITHOUT SURTAX. Signed at Brussels, June 25th, 1938.

Signatories: Belgium, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, U.S.S.R., Yugoslavia.

(*Doc. Conf. aér. eur. 1938, 3^e partie, p. 428 (F).*)

N. B. — Under Article 6, the entry into force of the Agreement is made subject to an agreement between the Administrations, which are to notify one another of the date as from which they intend to apply the Agreement.

1939

129. UNIVERSAL POSTAL CONVENTION, with FINAL PROTOCOL, REGULATIONS OF EXECUTION, and PROVISIONS CONCERNING THE TRANSPORTATION OF REGULAR MAILS BY AIR. Signed at Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

Parties: Afghanistan, Albania, Sa'udi Arabia, Argentine, Australia (and Nauru, New Guinea, Norfolk, Papua), Belgium (and Belgian Congo, Ruanda-Urundi), Bolivia, Brazil, Bulgaria, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Denmark (and Faroe Islands, Greenland), Dominican Republic, Ecuador, Egypt, Ethiopia, Finland, France (and Algeria, Indo-China, Lebanon, Morocco, Syria, Tunisia, and all colonies, protectorates, mandates, etc.), Germany, Great Britain (and Newfoundland and all colonies, protectorates, mandates, etc.), Greece, Guatemala, Haiti, Honduras, Hungary, Iceland, India, Ireland, Italy (and all colonies and possessions), Japan (and Chosen and all dependencies, mandates, etc.), Liberia, Liechtenstein, Luxemburg, Mexico, Monaco, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand (and the Pacific Islands under New Zealand mandate), Nicaragua, Norway, Panama, Paraguay, Peru, Poland, Portugal (and all Portuguese colonies), Roumania, Salvador, San Marino, Spain (and Spanish Morocco, colonies), Sweden, Switzerland, Thailand, Turkey, Union of South Africa (and South West Africa), U.S.S.R., United States (and Philippines, the Panama Canal Zone, Samoa and all possessions, dependencies, etc.), Uruguay, the Vatican, Venezuela, Yemen, Yugoslavia.

(*L.O.N. Treat. Ser. CCII, p. 159.*)

Together with the Convention, the following six Agreements (Nos. 129a-129f) were concluded; these are annexed to the Convention. Under Article 3 of the Convention, these Agreements are binding only on those countries which accede to them.

- 129a. AGREEMENT CONCERNING INSURED LETTERS AND BOXES, with FINAL PROTOCOL and DETAILED REGULATIONS. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

- 129b. PARCEL POST AGREEMENT, with FINAL PROTOCOL, DETAILED REGULATIONS, and PROVISIONS REGARDING THE CONVEYANCE OF POSTAL PARCELS BY AIR, with FINAL PROTOCOL. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

- 129c. MONEY ORDERS AGREEMENT, with DETAILED REGULATIONS and SUPPLEMENT CONCERNING THE SERVICE OF TRAVELLERS' POSTAL VOUCHERS. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

- 129d. AGREEMENT CONCERNING TRANSFERS TO AND FROM POSTAL CHEQUE ACCOUNTS, and DETAILED REGULATIONS. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

- 129e. AGREEMENT CONCERNING THE COLLECTION OF BILLS, DRAFTS, ETC., and DETAILED REGULATIONS. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

- 129f. AGREEMENT CONCERNING SUBSCRIPTIONS TO NEWSPAPERS AND PERIODICALS, and DETAILED REGULATIONS. Buenos Aires, May 23rd, 1939 (in force since July 1st, 1940).

(*Doc. Congr. Buenos Aires, 1939 (F.)*)

(c) Telegraph, Telephone, Radiocommunications.

1884

130. CONVENTION FOR PROTECTION OF SUBMARINE CABLES, and ADDITIONAL ARTICLE. Paris, March 14th, 1884 (in force since May 1st, 1888).

Parties: Argentine, Australia, Austria-Hungary, Belgium, Brazil, Canada, Colombia, Costa-Rica, Czechoslovakia, Danzig, Denmark, Dominican Republic, France, Germany, Great Britain, Greece, Guatemala, Italy, Japan, Morocco, The Netherlands, Newfoundland, New Zealand, Norway, Persia, Poland, Portugal, Roumania, Russia, Salvador, Serbia, Spain, Sweden, Tunisia, Turkey, Union of South Africa, United States, Uruguay.

(*Malloy 2, p. 1949 (E); De Martens VI, II, p. 281 (F.)*)

1929

131. AGREEMENT RELATIVE TO THE ASSIGNMENT OF FREQUENCIES ON THE NORTH-AMERICAN CONTINENT. Ottawa, February 26th and 28th, 1929 (in force since March 1st, 1929).

Parties: Canada, Cuba, Newfoundland, United States.

(*L.O.N. Treat. Ser. XCVII, p. 301.*)

1932

132. FINAL PROTOCOL OF A CONFERENCE ON RADIO-BEACONS ON THE COASTS OF THE BALTIC SEA, THE CATTEGAT AND THE SKAGERAK. Stockholm, May 25th, 1932 (in force since August 1st, 1932).

Parties: Danzig, Denmark, Estonia, Finland, Germany, Latvia, Norway, Poland, Sweden, U.S.S.R.

(*De Martens* III, 29, p. 812 (E).)

133. INTERNATIONAL TELECOMMUNICATION CONVENTION, with ANNEX. Madrid, December 9th, 1932 (in force since January 1st, 1934).

Parties: Afghanistan, Albania, Argentine, Australia, Austria, Belgium (and Belgian Congo, Ruanda-Urundi), Brazil, Bulgaria, Canada, China, Colombia, Cuba, Czechoslovakia, Danzig, Denmark, Dominican Republic, Egypt, Estonia, Ethiopia, Finland, France (and Camerons, French Coast of Somaliland, French Equatorial Africa, French Guiana, French Settlements in Oceania, French West Africa, Guadeloupe, Indo-China, Lebanon, Madagascar, Martinique, Morocco, New Caledonia, New Hebrides, Reunion, St. Pierre and Miquelon, Syria, Togo, Tunisia), Germany, Great Britain (and Aden, Burma, Southern Rhodesia; for other colonies, protectorates, etc., see list in *L.O.N. Treat. Ser.* CLX, pp. 440-442), Greece, Guatemala, Haiti, Hungary, Iceland, India, Iran, Iraq, Ireland, Italy (Cyrenaica, Erythrea, Italian Islands of the Aegean Sea, Italian Somaliland, Tripolitania), Japan (and Chosen, Karafuto, Taiwan, Kwantung, South Seas Islands under Japanese mandate), Luxemburg, Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Nicaragua, Norway, Panama, Paraguay, Poland, Portugal (and all colonies and possessions), Roumania, Spain (and Spanish Guinea, Spanish Morocco), Sweden, Switzerland, Thailand, Turkey, Union of South Africa, U.S.S.R., United States (and Alaska, Hawaii and American possessions in Polynesia, Philippines, Puerto Rico and American possessions in the Antilles, the Panama Canal Zone), Uruguay, Venezuela, Yemen, Yugoslavia.

(*L.O.N. Treat. Ser.* CLI, p. 5.)

N. B. — For the various Regulations, see below, under 1938, Nos. 143 to 146.

1933

134. EUROPEAN BROADCASTING CONVENTION, with LUCERNE PLAN. Signed at Lucerne, June 19th, 1933 (in force since January 15th, 1934).

Parties: Austria, Belgium, Czechoslovakia, Danzig, Denmark, Egypt, Estonia, Germany, Great Britain (and Palestine), Iceland, Roumania, Spain, Switzerland, the Vatican.

(*L.O.N. Treat. Ser.* CLIV, p. 136.)

N. B. — This Convention should, in principle, have been replaced by that of Montreux (No. 148). Owing, however, to the war, the latter Convention could not be brought into application; accordingly, the matter continues to be regulated by the present Convention.

1934

135. INTERNATIONAL ARRANGEMENT CONCERNING THE CHARACTERISTICS OF MARITIME RADIO-BEACONS ON THE COASTS OF THE WESTERN MEDITERRANEAN AND THE ATLANTIC, FROM THE MOUTH OF THE LOIRE TO THE SOUTHERN FRONTIER OF RIO DE ORO. Bordeaux, April 28th, 1934 (in force since January 1st, 1935).

Parties: France (and Algeria, Morocco, Tunisia), International Commission of the Cape Spartel Light, Italy (and Cyrenaica and Tripolitania), Portugal, Spain (and the Spanish Zone of Morocco).

(*Manley Hudson*, VI, p. 851 (F).)

1935

136. SOUTH-AMERICAN REGIONAL RADIOCOMMUNICATIONS AGREEMENT CONCERNING THE CONVOCATION OF PERIODICAL CONFERENCES TO SETTLE PROBLEMS ARISING ON THIS SUBJECT. Buenos Aires, April 10th, 1935 (in force since January 1st, 1936).

Parties: Argentine, Bolivia, Brazil, Chile, Paraguay, Uruguay.

(A Summary of the Agreement is to be found in: *Jour. des Tél.* 1935, p. 125 (F).)

N. B. — Modified by No. 140.

137. AFRICAN TELECOMMUNICATION AGREEMENT, TELEGRAPH REGULATIONS, and FINAL PROTOCOL. Signed at Pretoria, October 30th, 1935 (in force since April 1st, 1936).

Parties: Basutoland and Bechuanaland, Belgian Congo and Ruanda-Urundi, Kenya, Nyasaland, Northern Rhodesia, Southern Rhodesia, South West Africa, Swaziland, Uganda and Tanganyika, Union of South Africa.

(*L.O.N. Treat. Ser.* CLXXXIX, p. 51.)

1936

138. INTERNATIONAL CONVENTION CONCERNING THE USE OF BROADCASTING IN THE CAUSE OF PEACE. Geneva, September 23rd, 1936 (in force since April 2nd, 1938).

Parties: Australia (and Nauru, New Guinea, Norfolk, Papua), Brazil, Chile, Denmark, Egypt, Estonia, Finland, France (and all colonies, protectorates, mandates, etc.), Great Britain (and Burma, Southern Rhodesia; and for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CXCVII*, p. 394), Guatemala, India, Ireland, Latvia, Luxemburg, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Salvador, Sweden, Switzerland, Union of South Africa (and South West Africa). (*L.O.N. Treat. Ser. CLXXXVI*, p. 301.)

139. AGREEMENT BETWEEN THE TELEGRAPH ADMINISTRATIONS OF DENMARK, FINLAND, ICELAND, NORWAY AND SWEDEN (with Annexes), REGARDING TELECOMMUNICATIONS BETWEEN THESE COUNTRIES. Signed at Stockholm, Copenhagen, Helsinki, Oslo, Reykjavik, December 15th, 19th, 21st and 30th, 1936, January 13th and February 11th, 1937 (in force since January 1st, 1937).

Parties: Denmark, Finland, Iceland, Norway, Sweden.
(*L.O.N. Treat. Ser. CLXXXVI*, p. 55.)

1937

140. SOUTH-AMERICAN REGIONAL RADIOCOMMUNICATIONS AGREEMENT. Concluded at Buenos Aires on April 10th, 1935. Revised at Rio de Janeiro, June 20th, 1937.

Parties: Argentine, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay, Venezuela.
(*Jour. des Tél.* 1940, p. 198 (F).)

N. B. — Modifies No. 136. No date of entry into force is indicated here, because it is simply a question of amendments to Agreement No. 136 which were to be immediately put into effect.

141. INTER-AMERICAN RADIOCOMMUNICATIONS CONVENTION. Signed at Habana, December 13th, 1937 (in force since April 17th, 1939).

Parties: Canada, Chile, Cuba, Dominican Republic, Haiti, Mexico, Panama, Peru, United States.
(*U.S.A. Treaty Series* No. 938 (E) and (F), Washington 1939.)

142. NORTH-AMERICAN REGIONAL BROADCASTING AGREEMENT. Signed at Habana, December 13th, 1937 (in force since March 29th, 1941).

Parties: Canada, Cuba, Haiti, Mexico, United States.
(*U.S.A. Treaty Series* No. 962 (E) and (F), Washington 1941.)

1938

143. TELEGRAPH REGULATIONS (revised at Cairo, 1938), annexed to the INTERNATIONAL TELECOMMUNICATION CONVENTION (Madrid, 1932), and FINAL PROTOCOL. Cairo, April 4th, 1938 (in force since January 1st, 1939).

Parties: Afghanistan, Argentine, Australia, Belgium (and Belgian Congo and Ruanda-Urundi), Brazil, Bulgaria, China, Colombia, Czechoslovakia, Danzig, Denmark, Egypt, Estonia, Ethiopia, Finland, France (and Lebanon, Morocco, Syria and colonies), Germany, Great Britain (for colonies, protectorates, mandates, etc., see 1944 List of the Bureau of the International Union of Telecommunications), Greece, Guatemala, Hungary, Iceland, India, Iraq, Italy (and Italian East Africa, Italian Islands of the Ægean Sea, Libya), Japan (and Chosen, Taiwan, Karafuto, Kwantung and South Seas Islands under Japanese mandate), Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Portugal, Roumania, Spain (and Spanish Morocco), Sweden, Switzerland, Thailand, Turkey, Yemen, Yugoslavia.
(*Doc. Conf. télégr., téléph.* 1938 (F).)

144. TELEPHONE REGULATIONS (revised at Cairo, 1938), annexed to the INTERNATIONAL TELECOMMUNICATION CONVENTION (Madrid, 1932), and FINAL PROTOCOL. Cairo, April 4th, 1938 (in force since January 1st, 1939).

Parties: Argentine, Belgium (and Belgian Congo and Ruanda-Urundi), Bulgaria, Colombia, Czechoslovakia, Danzig, Denmark, Egypt, Estonia, Ethiopia, Finland, France (and Morocco), Germany, Great Britain, Greece, Hungary, Iceland, India, Iraq, Italy (and Italian East Africa, Italian Islands of the Ægean Sea, Libya), Japan (and Chosen, Taiwan, Karafuto, Kwantung and South Seas Islands under Japanese mandate), Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), Norway, Poland, Portugal, Roumania, Spain (and Spanish Morocco), Sweden, Switzerland, Thailand, Turkey, Yugoslavia.
(*Doc. Conf. télégr., téléph.* 1938 (F).)

145. GENERAL RADIO REGULATIONS (revised at Cairo, 1938) annexed to the INTERNATIONAL TELECOMMUNICATION CONVENTION (Madrid, 1932), and FINAL PROTOCOL. Cairo, April 8th, 1938, (in force since January 1st, 1939).

Parties: Afghanistan, Argentine, Australia, Belgium (and Belgian Congo, Ruanda-Urundi), Brazil, Bulgaria, Canada, China, Colombia, Czechoslovakia, Danzig, Denmark, Dominican Republic, Egypt, Estonia, Ethiopia, France (and Lebanon, Morocco, Syria and colonies), Germany, Great Britain (and colonies, protectorates, mandates, etc., indicated the 1944 List of the Bureau of the International Union of Telecommunications), Greece, in Guatemala, Hungary, Iceland, India, Iraq, Italy (and Italian East Africa, Italian Islands of the Ægean Sea, Libya), Japan (and Chosen, Taiwan, Karafuto, Kwantung, South Seas Islands under Japanese mandate), Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Portugal, Roumania, Spain (and Spanish Morocco), Sweden, Switzerland, Thailand, Turkey, United States (and Alaska, Hawaii, Polynesian Islands, Philippines, Puerto Rico, Antilles, the Panama Canal Zone), Yugoslavia. (*Doc. Conf. intern. Radio 1938 (F).*)

146. ADDITIONAL RADIO REGULATIONS (revised at Cairo, 1938), annexed to the INTERNATIONAL TELECOMMUNICATION CONVENTION (Madrid, 1932). Cairo, April 8th, 1938 (in force since January 1st, 1939).

Parties: Afghanistan, Argentine, Australia, Belgium (and Belgian Congo, Ruanda-Urundi), Brazil, Bulgaria, China, Colombia, Czechoslovakia, Danzig, Denmark, Dominican Republic, Egypt, Estonia, Ethiopia, France (and Lebanon, Morocco, Syria and colonies), Germany, Great Britain (and colonies, protectorates, mandates, etc., indicated in the 1944 List of the Bureau of the International Union of Telecommunications), Greece, Guatemala, Hungary, Iceland, India, Iraq, Italy (and Italian East Africa, Italian Islands of the Ægean Sea, Libya), Japan (and Chosen, Taiwan, Karafuto, Kwantung and South Seas Islands under Japanese mandate), Mexico, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Portugal, Roumania, Spain (and Spanish Morocco), Sweden, Switzerland, Thailand, Turkey, Yugoslavia. (*Doc. Conf. intern. Radio, 1938, (F).*)

147. REGIONAL RADIO CONVENTION FOR CENTRAL AMERICA, PANAMA, AND THE CANAL ZONE. Signed at Guatemala, December 8th, 1938 (in force since October 8th, 1939).

Parties: Guatemala, United States.
(*L.O.N. Treat. Ser. CCII, p. 49.*)

1939

148. EUROPEAN BROADCASTING CONVENTION, with MONTREUX PLAN. Signed at Montreux, April 15th, 1939.

Signatories: Belgium, Bulgaria, Danzig, Denmark, Egypt, Estonia, Finland, France (and States of the Levant, Morocco), Germany, Great Britain (and Cyprus, Gibraltar, Malta, Palestine), Hungary, Ireland, Italy (and Italian Islands of the Ægean Sea, Libya), Latvia, Lithuania, The Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, the Vatican, Yugoslavia.

Ratifications: Belgium, Denmark.
(*Doc. Conf. europ. Radio, 1939 (F).*)

N. B. — This Convention should, in principle, have replaced No. 134 as from March 4th, 1940. Owing, however, to the war, the present Convention could not be brought into application; accordingly, the matter continues to be regulated by Convention No. 134.

1940

149. INTER-AMERICAN RADIOCOMMUNICATIONS AGREEMENT, signed at Habana on December 13th, 1937, revised by the Second Inter-American Conference at Santiago de Chile on January 26th, 1940 (in force since July 1st, 1940).

Parties: Argentine, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Mexico, Nicaragua, Panama, Paraguay, Peru, United States, Uruguay, Venezuela.
(*Jour. des Tél., April 1940 (F).*)

8. IDENTITY AND TRAVEL DOCUMENTS

1922

150. AGREEMENT REGARDING PASSPORTS AND VISAS. Gratz, January 27th, 1922 (in force since March 27th, 1922).

Parties: Austria, Czechoslovakia, Hungary, Italy.
(*L.O.N. Treat. Ser. IX, p. 291.*)

1929

151. AGREEMENT CONCERNING THE PREPARATION OF A TRANSIT CARD FOR EMIGRANTS. Geneva, June 14th, 1929 (in force since September 12th, 1929).

Parties: Austria, Belgium, Finland, France, Germany, Great Britain, Greece, Italy, The Netherlands, Poland, Roumania, Spain.

(*L.O.N. Treat. Ser. XCIV*, p. 277.)

1935

152. CONVENTION RELATIVE TO THE CREATION OF A PAN-AMERICAN TOURIST PASSPORT AND OF A TRANSIT PASSPORT FOR VEHICLES (with DECLARATION BY THE DELEGATION OF THE UNITED STATES). Buenos Aires, June 19th, 1935 (not yet in force).

Signatories: Argentine, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay, Venezuela.

Ratification: Uruguay.

(*U.S.A. Treaty Inf. Bull.* August 1935, p. 27 (E).)

1940

153. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT RESPECTING DOCUMENTS OF IDENTITY FOR AIRCRAFT PERSONNEL. Lisbon, January 8th, 1940 (in force since February 8th, 1940).

Parties: Australia, Great Britain, India, New Zealand, Portugal.

(*L.O.N. Treat. Ser. CCIII*, p. 133.)

9. TOURIST TRAFFIC

1935

154. CONVENTION RELATIVE TO THE CREATION OF A PAN-AMERICAN TOURIST PASSPORT AND OF A TRANSIT PASSPORT FOR VEHICLES (with DECLARATION BY THE DELEGATION OF THE UNITED STATES). Buenos Aires, June 19th, 1935 (not yet in force).

Signatories: Argentine, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay, Venezuela.

Ratification: Uruguay.

(*U.S.A. Treaty Inf. Bull.* August 1935, p. 27 (E).)

1937

155. CONVENTION REGARDING BOOKLETS OF TRAVELLERS' POSTAL VOUCHERS IN THE RELATIONS BETWEEN DENMARK, FINLAND, ICELAND, NORWAY AND SWEDEN, with FINAL PROTOCOL and DETAILED REGULATIONS annexed thereto. Stockholm, September 23rd, 1937 (in force since September 1st, 1938).

Parties: enumerated in the title of the Convention.

(*L.O.N. Treat. Ser. CXC*, p. 299.)

10. ELECTRIC POWER

1923

156. CONVENTION RELATING TO THE TRANSMISSION IN TRANSIT OF ELECTRIC POWER, and PROTOCOL OF SIGNATURE. Geneva, December 9th, 1923 (in force since July 26th, 1926).

Parties: Austria, Czechoslovakia, Danzig, Denmark, Egypt, Great Britain (for colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. LVIII*, p. 316), Greece, Iraq, New Zealand (and Western Samoa), Panama, Spain.

(*L.O.N. Treat. Ser. LVIII*, p. 315.)

157. CONVENTION RELATING TO THE DEVELOPMENT OF HYDRAULIC POWER AFFECTING MORE THAN ONE STATE, and PROTOCOL OF SIGNATURE. Geneva, December 9th, 1923 (in force since June 30th, 1925).

Parties: Austria, Danzig, Denmark, Egypt, Great Britain (for colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. XXXVI*, p. 76; later also Uganda Protectorate), Greece, Hungary, Iraq, New Zealand (and Western Samoa), Panama, Siam.

(*L.O.N. Treat. Ser. XXXVI*, p. 75.)

11. VARIOUS

1923

158. INTERNATIONAL CONVENTION RELATING TO THE SIMPLIFICATION OF CUSTOMS FORMALITIES, and PROTOCOL. Geneva, November 3rd, 1923 (concerns in part the treatment of passenger and goods traffic at frontier-crossings) (in force since November 27th, 1924).

Parties: Australia, Belgium, Brazil, Bulgaria, China, Czechoslovakia, Denmark, Egypt, Estonia, Finland, France (and Lebanon, Morocco, Syria, Tunisia), Germany, Great Britain (and Burma), Greece, Hungary, India, Iran, Iraq, Italy, Latvia, Luxemburg, The Netherlands (and the Netherlands Indies, Surinam, Curaçao), New Zealand, Norway, Poland, Roumania, Siam, Sweden, Switzerland, Union of South Africa, Yugoslavia.

(*L.O.N. Treat. Ser. XXX, p. 371.*)

1926

159. INTERNATIONAL SANITARY CONVENTION. Paris, June 21st, 1926 (concerning principally sanitary measures for maritime shipping) (in force since May 22nd, 1928).

Parties: Afghanistan, Australia (and New Guinea, Papua), Belgium (and Belgian Congo), Brazil, Canada, Chile, Czechoslovakia, Danzig, Denmark, Egypt, Finland, France (and Algeria, Morocco, Tunisia, West Africa, East Africa, Indo-China, Syria and Lebanon; for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. LXXVIII, p. 232*), Germany, Great Britain (for colonies, protectorates, mandates, etc., see list in *Bull. O.I.H.P.*, January 1940, p. 5), Greece, Hungary, Iraq, Ireland, Italy, Japan, Luxemburg, Mexico, Monaco, The Netherlands (and the Netherlands Indies), New Zealand (and Western Samoa), Poland, Portugal, Roumania, Salvador, Spain, Sudan, Sweden, Turkey, Union of South Africa, U.S.S.R., United States, Venezuela, Yugoslavia.

(*L.O.N. Treat. Ser. LXXVIII, pp. 229-349.*)

Notes:

- (1) On October 31st, 1938, a Convention was concluded in Paris transferring to the Health Services of the Egyptian Government the functions previously vested in "The Sanitary, Maritime and Quarantine Board of Egypt" by the Convention of 1926 (in force since July 24th, 1939).

(*L.O.N. Treat. Ser. CXCVIII, p. 205.*)

- (2) On January 15th, 1945, a Sanitary Convention, concluded under the auspices of U.N.R.R.A. in September 1944, came into force for eighteen months. This Convention is designed to amend the Convention above mentioned and transfers to U.N.R.R.A. the functions of the International Public Health Office. (Annex I to [U.N.R.R.A.] Report of Committee on Procedure, Council II, doc. 247 C (44) 27.)

Parties: China, Ecuador, France, Great Britain, Greece, Haiti, Honduras, Luxemburg, Nicaragua, Poland, Union of South Africa.

1933

160. INTERNATIONAL SANITARY CONVENTION FOR AERIAL NAVIGATION. The Hague, April 12th, 1933 (in force since August 1st, 1935).

Parties: Australia (and New Guinea under Australian mandate, Norfolk, Papua), Austria, Belgium, Bolivia, Brazil, Chile, Egypt, Germany, Great Britain (and Burma, Ceylon; for other colonies, protectorates, mandates, etc., see list in *L.O.N. Treat. Ser. CLXI, pp. 68 to 70, and CLXXXI, p. 430*), Greece, Haiti, Iraq, Italy (and colonies), Liberia, Monaco, Morocco, The Netherlands, Poland, Roumania, Sweden, Syria and Lebanon, Tunisia, Turkey, Union of South Africa.

(*L.O.N. Treat. Ser. CLXI, p. 65.*)

N. B. — On January 15th, 1945, a Sanitary Convention concluded under the auspices of U.N.R.R.A. in September 1944, came into force for eighteen months. This Convention is designed to amend the Convention above mentioned and transfers to U.N.R.R.A. the functions of the International Public Health Office (Annex I to [U.N.R.R.A.] Report of Committee on Procedure, Council II, doc. 247 C (44) 27.)

Parties: China, Ecuador, France, Great Britain, Greece, Haiti, Honduras, Luxemburg, Nicaragua, Poland, Union of South Africa.

1937

161. INTERNATIONAL ARRANGEMENT CONCERNING THE CONVEYANCE OF CORPSES. Berlin, February 10th, 1937 (in force since June 1st, 1938).

Parties: Belgium, Czechoslovakia, Egypt, France, Germany, Italy.
(*L.O.N. Treat. Ser. CLXXXIX, p. 313.*)

APPENDIX I

CONVENTIONS AND AGREEMENTS CONCLUDED UNDER THE AUSPICES
OF THE LEAGUE OF NATIONS

(The numbers in brackets are the numbers borne by these instruments in the above general list of Conventions and Agreements.)

A. Organisation for Communications and Transit.

1. (1) Convention and Statute on Freedom of Transit. Barcelona, April 20th, 1921.
2. (16) Declaration recognising the Right to a Flag of States having no Sea-coast. Barcelona, April 20th, 1921.
3. (67) Convention and Statute on the Regime of Navigable Waterways of International Concern. Barcelona, April 20th, 1921.
4. (68) Additional Protocol to the Convention on the Regime of Navigable Waterways of International Concern. Barcelona, April 20th, 1921.
5. (89) Convention and Statute on the International Regime of Railways, and Protocol of Signature. Geneva, December 9th, 1923.
6. (19) Convention and Statute on the International Regime of Maritime Ports, and Protocol of Signature. Geneva, December 9th, 1923.
7. (156) Convention relating to the Transmission in Transit of Electric Power, and Protocol of Signature. Geneva, December 9th, 1923.
8. (157) Convention relating to the Development of Hydraulic Power affecting more than one State, and Protocol of Signature. Geneva, December 9th, 1923.
9. (75) Convention regarding the Measurement of Vessels employed in Inland Navigation, and Protocol of Signature. Paris, November 27th, 1925.
10. (151) Agreement concerning the Preparation of a Transit Card for Emigrants. Geneva, June 14th, 1929.
11. (35) Agreement concerning Maritime Signals. Lisbon, October 23rd, 1930.
12. (36) Agreement concerning Manned Lightships not on Their Stations. Lisbon, October 23rd, 1930.
13. (76) Convention for the Unification of Certain Rules concerning Collision in Inland Navigation, with Protocol-Annex. Geneva, December 9th, 1930.
14. (77) Convention on the Registration of Inland Navigation Vessels, Rights *in rem* over such Vessels and other Cognate Questions, with Protocol-Annex. Geneva, December 9th, 1930.
15. (78) Convention on Administrative Measures for attesting the Right of Inland Navigation Vessels to a Flag, with Protocol-Annex. Geneva, December 9th, 1930.
16. (96) Agreement between Customs Authorities in order to facilitate the Procedure in the case of Undischarged or Lost Triptychs. Geneva, March 28th, 1931.
17. (97) Convention concerning the Unification of Road Signals. Geneva, March 30th, 1931.
18. (98) Convention on the Taxation of Foreign Motor Vehicles, with Protocol-Annex. Geneva, March 30th, 1931.
19. (45) Agreement for a Uniform System of Maritime Buoyage, and Rules annexed thereto. Geneva, May 13th, 1936.

* * *

Mention should also be made here of the following Convention, which was also concluded under the auspices of the League of Nations, though not through the agency of the Organisation for Communications and Transit:

20. (138) International Convention concerning the Use of Broadcasting in the Cause of Peace. Geneva, September 23rd, 1936.

The following instrument, also concluded under the auspices of the League of Nations though not through the agency of the Organisation for Communications and Transit, contains, *inter alia*, provisions relating to the treatment of passenger and goods traffic at frontier-crossings:

21. (158) International Convention relating to the Simplification of Customs Formalities, and Protocol. Geneva, November 3rd, 1923.

B. International Labour Organisation.

22. (13) Convention fixing the Minimum Age for Admission of Children to Employment at Sea. Genoa, July 9th, 1920.
 23. (14) Convention concerning Unemployment Indemnity in Case of Loss or Foundering of the Ship. Genoa, July 9th, 1920.
 24. (15) Convention for establishing Facilities for finding Employment for Seamen. Genoa, July 10th, 1920.
 25. (17) Convention concerning the Compulsory Medical Examination of Children and Young Persons employed at Sea. Geneva, November 11th, 1921.
 26. (18) Convention fixing the Minimum Age for the Admission of Young Persons to Employment as Trimmers and Stokers. Geneva, November 11th, 1921.
 27. (26) Convention concerning the Simplification of the Inspection of Emigrants on Board Ship. Geneva, June 5th, 1926.
 28. (28) Convention concerning the Repatriation of Seamen. Geneva, June 23rd, 1926.
 29. (29) Convention concerning Seamen's Articles of Agreement. Geneva, June 24th, 1926.
 30. (32) Convention concerning the Marking of the Weight on Heavy Packages transported by Vessels. Geneva, June 21st, 1929.
 31. (33) Convention concerning the Protection against Accidents of Workers employed in loading or unloading Ships. Geneva, June 21st, 1929.
 32. (39) Convention concerning the Protection against Accidents of Workers employed in loading or unloading Ships (revised 1932). Geneva, April 27th, 1932.
 33. (47) Convention concerning the Minimum Requirement of Professional Capacity for Masters and Officers on Board Merchant Ships. Geneva, October 24th, 1936.
 34. (48) Convention concerning the Liability of the Shipowner in Case of Sickness, Injury or Death of Seamen. Geneva, October 24th, 1936.
 35. (49) Convention fixing the Minimum Age for the Admission of Children to Employment at Sea (revised 1936). Geneva, October 24th, 1936.
 36. (50) Convention concerning Hours of Work on Board Ships and Manning. Geneva, October 24th, 1936.
 37. (51) Convention concerning Sickness Insurance for Seamen. Geneva, October 24th, 1936.
 38. (52) Convention concerning Annual Holidays with Pay for Seamen. Geneva, October 24th, 1936.
 39. (100) Convention concerning the Regulation of Hours of Work and Rest Periods in Road Transport. Geneva, June 28th, 1939.
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APPENDIX II

SOURCES REFERRED TO IN THE LIST OF CONVENTIONS
AND AGREEMENTS

(preceded by the abbreviations used in this document.)

- A.J.I.L.*
"American Journal of International Law", published annually by the "American Society of International Law" at New York. (The arabic numerals indicate the numbers of the volumes.)
- Brit. & For. State Papers.*
"British and Foreign State Papers", published annually by His Majesty's Stationery Office at London. (The arabic numerals indicate the numbers of the volumes.)
- Bull. O.I.H.P.*
"Bulletin mensuel de l'Office international d'Hygiène publique", at Paris.
- Bull. Transp. ch. de f.*
"Bulletin des Transports internationaux par chemins de fer", published monthly by the Central Office for International Railway Transport at Berne.
- C.I.N.A. Bull. Off.*
"Official Bulletin" of the International Commission for Air Navigation, published annually at Paris.
- Clercq.*
"Recueil des Traités de la France, 1713-1906" by N. A. Clercq, published at Paris from 1880 to 1917.
- Col. Trata. Guatemala.*
"Official Treaty Series of Guatemala" published at Guatemala. (The roman numeral indicates the number of the volume.)
- Doc. Conf. aé. eur. 1938.*
"Documents de la Conférence aéropostale européenne, 1938", a volume published in 1938 by the Bureau of the Universal Postal Union at Berne.
- Doc. Conf. europ. Radio. 1939.*
"Documents de la Conférence européenne de Radiodiffusion de Montreux, 1939", a volume published in 1939 by the Bureau of the International Union of Telecommunications at Berne.
- Doc. Conf. intern. Radio. 1938.*
"Documents de la Conférence internationale des Radiocommunications du Caire, 1938", a volume published in 1938 by the Bureau of the International Union of Telecommunications at Berne.
- Doc. Conf. télégr., téléph. 1938.*
"Documents de la Conférence télégraphique et téléphonique internationale du Caire, 1938", a volume published by the Bureau of the International Union of Telecommunications at Berne.
- Doc. Congr. Buenos-Ayres, 1939.*
"Documents du Congrès de Buenos-Ayres, 1939", a volume published in 1939 by the Bureau of the Universal Postal Union at Berne.
- Doc. L.O.N. C. 261 (1). M. 154 (1). 1936. VIII.*
"Agreement for a Uniform System of Maritime Buoyage, and Rules annexed thereto", document published by the League of Nations in 1937, at Geneva.
- Fourth Congr. Post. Amer. 1937.*
"Fourth Congress of the Postal Union of the Americas and Spain", document published in 1937 by the United States Government Printing Office, at Washington.
- Hertslet.*
"A Complete Collection of Treaties", by Sir Ed. Hertslet, published at London from 1840 to 1925. (The arabic numerals indicate the numbers of the volumes.)
- I.L.O. Conv. and Recom. 1919-1937.*
"Conventions and Recommendations, 1919-1937", collection published in 1937 by the International Labour Office at Geneva (separate English and French editions).
- I.L.O. Draft Conv. and Recom. 1939.*
"Draft Conventions and Recommendations adopted by the Conference at its 25th session, June 8th-28th, 1939", a document published in 1939 by the International Labour Office at Geneva.

- J.O. franç.*
"Journal Officiel de la République Française", published daily in Paris.
- Jour. des Tél.*
"Journal des Télécommunications", published monthly by the Bureau of the International Union of Telecommunications at Berne.
- Lagemans.*
"A collection of Treaties concluded by the Netherlands, 1858-1926", by M. E. Lagemans, published in 1928 at The Hague.
- L.O.N. O.J.*
"Official Journal of the League of Nations", published monthly at Geneva.
- L.O.N. Treat. Ser.*
"Series of Treaties registered with the Secretariat of the League of Nations", a series published by the Secretariat of the League of Nations at Geneva. (The roman numerals indicate the numbers of the volumes.)
- MacMurray.*
"Treaties and Agreements with and concerning China", by Mr. MacMurray, published in 1921 at New York. (The roman numerals indicate the numbers of the volumes.)
- Malloy.*
"Treaties, Conventions, etc., between the United States and Other Powers, 1776-1909", published in 1910 by the Government Printing Office, at Washington. (The arabic numerals indicate the numbers of the volumes.)
- Manley Hudson.*
"International Legislation", by Mr. Manley O. Hudson, published since 1931 to date, at Washington. (The roman numerals indicate the numbers of the volumes.)
- De Martens.*
"Nouveau Recueil des Traités", by M. G. Fr. de Martens, published since 1817 to date at Gottingen. (The roman numerals indicate the issues, and the arabic numerals, which follow, the volumes.)
- Parl. Papers.*
Series of official documents published in London by His Majesty's Stationery Office. (Misc. = Miscellaneous; Cmd. = Command; the first number indicates the year of publication.)
- Pol. Treat. Ser.*
"Collection of Treaties of the Polish Republic", published by the Polish Government at Warsaw.
- Rec. Lois féd.*
"Recueil des Lois fédérales", published by the Swiss Government at Berne.
- Rec. Trait. Youg.*
"Recueil des Traités internationaux du Royaume de Yougoslavie", published annually by the Yugoslav Government at Belgrade.
- Revue aér. intern.*
"Revue aéronautique internationale", a periodical published quarterly at Paris.
- Revue Inst. int. Com.*
"Revue des lois, décrets et traités" of the International Institute of Commerce, published quarterly at Brussels.
- U.S.A. Treaty Inf. Bull.*
"United States Treaty Information Bulletin", a series published by the Government Printing Office, at Washington.
- U.S.A. Treaty Series.*
"United States Treaty Series", published by the Government Printing Office, at Washington.

ANNEX

**ARTICLES RELATING TO COMMUNICATIONS QUESTIONS,
EMBODIED IN THE PEACE TREATIES CONCLUDED
AFTER THE WAR OF 1914-1918**

**1. Treaty of Peace between the Allied and Associated Powers and Germany,
signed at Versailles, June 28th, 1919.**

Part I. — Covenant of the League of Nations:

Article 23(e): freedom of communications and transit.

Part III.

Section IV, paragraphs 19 and 22 of the Annex: means of communication in the Saar.

Section V, Article 65: ports of Strasburg and Kehl.

Article 69: supply of electric power to Alsace-Lorraine.

Section VIII, Article 89: freedom of transit in the Polish corridor.

Section IX, Article 98: communication facilities between different parts of German territory and between different parts of Polish territory in the Danzig and East-Prussian area.

Section X, Article 99: Germany undertakes to accept the settlement made by the Principal Allied and Associated Powers in regard to the Memel Territory.

Section XI, Article 104: Danzig's means of communication.

Section XIII, Article 115: destruction of the port installation at Heligoland.

Part IV.

Section VI, Article 152: control of the Suez Canal.

Part X.

Section I, Article 271: maritime coasting trade, sea-fishing and maritime towage.

Article 272: rights of inspection and police in respect of fishing-boats in the North Sea.

Article 273: recognition of ships' certificates and documents; recognition of the flag flown by vessels of States with no sea-coast.

Section II, Articles 282-295: validity of old treaties (some of which relate to communications).

Part XI. — Air Navigation:

Articles 313-320.

Part XII. — Ports, Waterways and Railways:

Section I, Articles 321-326: general provisions, freedom of transit.

Section II, Article 327: freedom of navigation and equality of treatment in ports.

Articles 328-330: free zones in ports.

Articles 331-339: general provisions relating to international rivers.

Articles 340-345: special provisions relating to the Elbe, Oder and Niemen.

Articles 346-353: special provisions relating to the Danube.

Articles 354-362: provisions relating to the Rhine and Moselle.

Articles 363-364: establishment of free zones at Hamburg and Stettin for the benefit of Czechoslovakia.

Section III, Articles 365-375: railways (international transports, rolling-stock, cessions of railway lines, etc.).

Section IV, Articles 376-378: settlement of disputes and revision of certain clauses.

Section V, Article 379: Germany undertakes to accede to all general conventions relating to international communications and transit.

Section VI, Articles 380-386: provisions relating to the Kiel Canal.

**2. Treaty of Peace between the Allied and Associated Powers and Austria,
signed at Saint-Germain-en-Laye, September 10th, 1919.**

Part I. — Covenant of the League of Nations:

Article 23 (e): freedom of communications and transit.

Part III.

Section I, Article 44: supply of electric power to territories ceded to Italy.

Section IV, Article 51: Yugoslavia accepts in advance any international provisions concerning freedom of transit.

Article 57: Czechoslovakia accepts in advance any international provisions concerning freedom of transit.

Article 60: Roumania accepts in advance any international provisions concerning freedom of transit.

Part X.

Section I, Article 225: recognition of the flag flown by vessels of States with no sea-coast.

Section II, Articles 234-236: validity of old treaties (some of which relate to communications).

Part XI. — Air Navigation:

Articles 276-283.

Part XII. — Ports, Waterways and Railways:

Section I, Articles 284-289: general provisions, freedom of transit.

Section II, Article 290: freedom of navigation and equality of treatment in ports.

Articles 291-308: clauses relating to the Danube and other river systems declared international.

Articles 309-310: hydraulic system.

Section III, Articles 311-325: railways (freedom of transit to the Adriatic, international transports, rolling-stock, transfers of railway lines, etc.).

Articles 326-327: telegraphs and telephones.

Section IV, Articles 328-330: settlement of disputes and revision of certain clauses.

Section V, Article 331: Austria undertakes to accede to all general conventions relating to international communications and transit.

* * *

**3. Treaty of Peace between the Allied and Associated Powers and Bulgaria,
signed at Neuilly-sur-Seine, November 27th, 1919.**

Part I. — Covenant of the League of Nations:

Article 23 (e): freedom of communications and transit.

Part III.

Section II, Article 46: Greece accepts in advance any international provisions concerning freedom of transit.

Part IX.

Section I, Article 152: maritime coasting trade, sea-fishing and maritime towage.

Article 153: recognition of ships' documents and recognition of the flag flown by vessels of States with no sea-coast.

Section II, Articles 162-165: validity of old treaties (some of which relate to communications).

Part X. — Air Navigation:

Articles 204-211.

Part XI. — Ports, Waterways and Railways:

Section I, Articles 212-217: general provisions, freedom of transit.

Section II, Article 218: freedom of navigation and equality of treatment in ports.
Articles 219-235: clauses relating to the Danube and other river systems declared international.

Section III, Articles 236-244: railways (international transports, rolling-stock, transfers of railway lines, etc.).

Section IV, Articles 245-247: settlement of disputes and revision of certain clauses.

Section V, Article 248: Bulgaria undertakes to accede to all general conventions relating to international communications and transit.

* * *

4. Treaty of Peace between the Allied and Associated Powers and Hungary, signed at Trianon, June 4th, 1920.

Part I. — Covenant of the League of Nations:

Article 23 (e): freedom of communications and transit.

Part III.

Section I, Article 38: restoration of Italian railway waggons.

Part X.

Section I, Article 209: recognition of the flag flown by vessels of States with no sea-coast.

Section II, Articles 217-219: validity of old treaties (some of which relate to communications).

Part XI. — Air Navigation:

Articles 260-267.

Part XII. — Ports, Waterways and Railways:

Section I, Articles 268-273: general provisions, freedom of transit.

Section II, Article 274: freedom of navigation and equality of treatment in ports.
Articles 275-291: clauses relating to the Danube and other river systems declared international.
Articles 292-293: hydraulic system.

Section III, Articles 294-308: railways (international transports, rolling-stock, transfers of railway lines, etc.).

Articles 309-310: telegraph, telephone.

Section IV, Articles 311-313: settlement of disputes and revision of certain clauses.

Section V, Article 314: Hungary undertakes to accede to all general conventions relating to international communications and transit.

* * *

5. Treaty of Peace between the British Empire, France, Italy, Japan, Greece, Roumania, the Serb-Croat-Slovene State, on the one hand, and Turkey, on the other hand, signed at Lausanne, July 24th, 1923.

Part I.

Section I, Article 23: freedom of navigation by sea and by air in the Straits area.

Part III.

Section VI, Articles 99-100: validity of old treaties (some of which relate to communications).

Part IV. •

Section I: Communications.

Articles 101-105: Turkey undertakes to accept the Conventions and Recommendations of the Conference of Barcelona of 1921 and to accede to the International Convention concerning the Transport of Goods by Rail (No. 90 of the List, page 19 of the present document).

Article 106: transit railway lines and frontier stations.

Article 107: appointment of a League of Nations Commissioner to ensure freedom of transit on the three sections of railway near Kouleji-Burgas.

Article 108: transfer of railway lines.

Article 109: hydraulic system.

Articles 110-112: submarine cables.

Article 113: abolition of foreign post offices in Turkey.

* * *

Together with this Treaty, a "Convention concerning the Regime of the Straits" was concluded; this Convention was later replaced by the "Convention concerning the Regime of the Straits", signed at Montreux on July 20th, 1936 (see, above, No. 46 in the list of Conventions and Agreements).

Geneva, December 1945.

LEAGUE OF NATIONS

Organisation for Communications and Transit

**LIST OF MULTILATERAL CONVENTIONS,
AGREEMENTS, ETC., RELATING TO
COMMUNICATIONS QUESTIONS**

Page 19.

In place of the text given under 1934, substitute the following:

92. AGREEMENT CONCERNING THE ADOPTION OF SPECIAL PROVISIONS FOR THE TRANSPORT OF GOODS CONSIGNED BY RAIL WITH WAY-BILL TO ORDER. Rome, March 31st, 1934 (not yet in force, although the number of ratifications necessary has been exceeded).

Signatures or accessions not yet perfected by ratification:

Austria, Bulgaria, Danzig, Greece, Saar Territory, Spain.

Ratifications: Czechoslovakia, Estonia, Hungary, Italy, Latvia, Poland, Yugoslavia.

(*Bull. Transp. ch. de f.*, déc. 1934, annexe, p. 237 (F).)

and add:

1938.

- 92a. TECHNICAL STANDARDISATION OF RAILWAYS - 1938 DRAFTING, adopted by correspondence during the year 1938 (in force since January 1st, 1939).

Parties: Belgium, Bulgaria, Czechoslovakia, Denmark, France, Germany, Greece, Hungary, Italy, Luxemburg, the Netherlands, Norway, Poland, Roumania, Sweden, Switzerland, Turkey, Yugoslavia.

(*Rec. Lois féd.* 1939, Vol. LV, p. 76 (F).)

N.B.- This new text replaces, as from January 1st, 1939, the provisions of the instruments mentioned above under Nos. 82, 83 and 86 (*cf. Bull. Transp. ch. de f.*, oct. 1945, p. 811 (F).)

Series of League of Nations Publications

VIII. TRANSIT
1945, VIII, 1. Corrigendum and Addendum

[Communicated to the Council
and the Members of the League.]

Official No. : **C.29** (1). **M.29** (1). 1944.VIII.

Geneva, July 1945.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS
AND TRANSIT

TRANSPORT PROBLEMS WHICH AROSE
FROM THE WAR OF 1914-1918
AND
THE WORK OF RESTORATION
UNDERTAKEN IN THIS FIELD
BY THE LEAGUE OF NATIONS

Series of League of Nations Publications

VIII. TRANSIT
1945. VIII. 2.

Note by the Acting Secretary-General.

The present study, prepared by the Secretariat on the basis of the documentary material at its disposal, is communicated to the Governments of the States Members of the League of Nations, as it may be of interest to Departments concerned with communications questions and more particularly with the examination of problems relating to the restoration of transports in the post-war period.

This document was first circulated in roneographed form at the end of 1944. The present printed edition embodies certain drafting amendments and contains additional references to earlier League of Nations documents, where detailed information on the subjects dealt with will be found.

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INTRODUCTION

The aim of the present memorandum is to point to lessons that may be drawn from the experience gained in the period following the war of 1914-1918 in the restoration and reorganisation of communications, and more particularly to recall the various steps taken towards that end under the auspices of the League of Nations. It is hoped that this experience may prove of value to those concerned with similar problems to-day.

In Part One of this memorandum, the general transport situation at the end of the war of 1914-1918 is briefly described, and the principal problems which resulted from it, and which determined the conditions of the various means of communication in that period, are recalled. The difficult transport situation at that time and the various causes that created it — the destruction of means of communication during the war, their abnormal wear and tear, the administrative and technical disorganisation of the transport system, besides more general factors, such as economic dislocation, modifications of frontiers, etc. — were particularly marked in the European countries. For this reason, the present study, although not limited to Europe, is devoted mostly to European problems, both in its description of the transport situation as it then was and in its outline of the various restoration measures devised to cope with it. The post-war reconstruction work, too, was of incomparably greater consequence in the European countries, particularly in those of Central and Eastern Europe, than anywhere else.

This restoration work is described in Part Two of the memorandum. The period covered is approximately that of the first decade after 1918, as it can be considered that at the end of that period the principal problems in the transport field, resulting directly from the Great War, had reached a solution. As already stated, the present study is confined to the various

relief and reconstruction activities undertaken under the auspices of the League, or with its direct assistance.

The League's efforts, as recalled in Part Two, comprised, in the first place, general measures to facilitate communications. These took the form of technical investigations into the European transport system as a whole, carried out by the League Organisation for Communications and Transit, a number of conventions and recommendations on transport problems of a general character, adopted by conferences held within the framework of the Transit Organisation during the period mentioned, and action of a more specialised character in regard to passports and identity papers. Thus, by reason of the special object of this study, its presentation does not follow the usual lines according to which the work of the Transit Organisation is considered under the headings "Codification of International Law on Communications", including all the conventions established under its auspices in the inter-war period, and "Technical Activities" concerning various practical transport problems. In point of fact, the general conventions concluded in the early post-war years, together with certain recommendations of a general character, as set forth in this study, should be considered as an important element of the post-war restoration, as they contributed to the removal of the then prevailing transport difficulties — from a legal, administrative and economic point of view — and to the re-establishment of essential conditions of freedom in the sphere of international communications. Other conventions, however, that were subsequently concluded under the auspices of the Transit Organisation aimed rather at a better technical or administrative settlement of specific transit problems, or at the unification of regulations affecting communications, and are for this reason not mentioned in the present study.

The same subdivision has been adopted in regard to the activities of another category described in Part Two, which deals with technical measures of reconstruction, properly so called, that were proposed by the Transit Organisation or by experts appointed by it to Governments which requested the League's advice or assistance in settling particular transport questions. In this respect, too, the various forms of action taken in regard to problems which may be considered as a

consequence of the last war are set forth in the present study, whilst other similar cases, with which the Transit Organisation had to deal later, but which do not fall within the category of direct post-war restoration efforts, are not mentioned.

Finally, Part Two of the memorandum also includes a very short survey of the Transit Organisation's participation in the study of the technical aspects of political problems, on occasions when — as has often been the case — the competent League organs, and more particularly the Council and the Assembly, invited the collaboration of the Organisation. In this category of activities, too, only the cases resulting from situations created by the 1914-1918 war are taken into consideration. Such cases are mentioned in this memorandum in order to complete the outline of the League's reconstruction efforts in the sphere of transports after that war.

It may be pointed out that, having regard to the practical purpose in view, the present memorandum is intentionally presented in a short form giving merely a comprehensive survey of the problems dealt with and of the action taken in the various cases. Detailed documentary material relating to each of the cases in question is available in earlier League of Nations publications, reference to which is made in the relevant foot-notes. Moreover, a complete chronological list of these documents is given in the Appendix (page 51).

* * *

This study has been prepared by the permanent secretariat of the Organisation for Communications and Transit, which is provided by the Economic, Financial and Transit Department of the League Secretariat.

Geneva, August 1944.

PART ONE

BRIEF STATEMENT OF THE TRANSPORT SITUATION AT THE END OF THE 1914-1918 WAR¹

The effects of the conflagration of 1914-1918 and the nature of the damage it caused in the field of transport differed according to the geographical position of the various countries, the part they played during the war, their distance from the theatres of operations and, at a later stage, the diverse political, economic and social circumstances which characterised their situation at the end of hostilities.

There were, however, general features common to all countries concerned. As already stated in the Introduction, it is here proposed to examine more particularly the conditions of transport in Europe after the first world war, and to recall the problems that demanded special attention.

Before considering the various factors which affected transport, it should be remembered that one of the regrettable consequences of the war had been the forced suspension of that organised international collaboration which, up to 1914, was largely responsible for the increased efficiency of the transport services, rendering traffic more rapid, more economical and safer. In 1919, a full system of agreements and conventions had to be reinstated.

In order to present a clearer picture, it is advisable to examine the different means of transport separately, in spite of their close interdependence.

¹ For more details, see document of the League of Nations: *General Transport Situation in 1921*, statements submitted by the States which took part in the First General Conference on Communications and Transit, held in March-April 1921.

1. RAILWAYS

The destruction of means of communication is a deplorable consequence of military operations. Extremely efficient and technical military preparations enabled the belligerents to effect systematic destruction, rendering the work of reconstruction difficult, lengthy and costly.

The value of lines, bridges, tunnels, buildings, plant, rolling-stock and workshops destroyed during the war was enormous — especially in France, Belgium, Yugoslavia, Italy and Poland. Hundreds of millions of francs had to be expended for their reconstruction. Only neutral countries and, in a lesser degree, the United Kingdom, had not suffered in this respect.

In some countries, the direct material losses, although very extensive, did not compare in gravity with the damage caused indirectly. One of the most generally known and most striking features of this situation was the over-burdening of all railway resources, together with the excessive deterioration of rolling-stock, due to the impossibility of carrying out normal repairs. Rolling-stock having been mainly concentrated in or near the zones of military operations, it was far removed from its usual centres of assembly where the workshops were situated. These workshops, moreover, had been deprived of the services of their most skilled workmen and engines had to be run by inexperienced drivers who, in some cases, had not even completed their apprenticeship. In addition, owing to the coal shortage, all kinds of inferior fuel had to be used — in Eastern Europe, mainly wood.

Incidentally, this shortage of coal gave a great incentive in many countries to investigations directed towards the electrification of railways. Neutral countries such as Sweden, Switzerland and Spain, had already made considerable progress at the end of the war in carrying out their plans of electrification.

After the war, less apparent but possibly more important than the material destruction was the change in direction of the flow of traffic which was intimately connected with the

political consequences of the war, principally in Central Europe. In the Austro-Hungarian Empire, the main railway systems followed routes apparently chosen to conform with the economic policy of the countries they crossed rather than with their geographical conditions. These lines thereby represented a powerful political instrument and sometimes created distinct currents of transport not in harmony with natural economic conditions. Through communications from east to west were rare. All lines converged on Vienna and Budapest. After the war, the new Central-European States which lie chiefly from east to west preferred, of course, lines running in that direction and took the first possible opportunity to divert international traffic to the new centres of vital importance to them. The temporary disruption thus caused could not be overcome simply by financial sacrifices, whether large or small. Important changes in frontiers had also rendered many international stations useless, making it necessary to build new ones. Such building not only involved additional expenditure but also gave rise to a great many technical, political and other difficulties and complications which could be surmounted only by mutual understanding among the various States in regard to the different problems that had to be solved.

In the meantime, however, operations on the frontiers were often held up and international traffic was seriously impaired. Moreover, in several territories formerly belonging to the Russian Empire, the wider gauge had to be converted to continental standard in order to render possible the interchange of rolling-stock with the rest of Europe. This disorder in transport was further aggravated by currency difficulties and disastrous exchange fluctuations. Railway tariffs were deprived of all stability, and the impossibility to calculate the cost of transport made it extremely difficult for the different administrations to co-operate.

Thus, the European transport problem was fraught with difficulties resulting from four years of destruction combined, in some countries, with post-war economic and political disturbances.

As already stated, during the war rolling-stock in all belligerent countries suffered from the excessive demands made on the available means of transport. Germany owned a supply

of rolling-stock which was abundant and in excellent condition before the war, but she was compelled subsequently to subject it to a very heavy strain without having the time or the opportunity to undertake adequate repairs. The situation was similar in many other countries. As a result of the Allied blockade, different countries had to use inferior material and fuel, thereby accelerating the process of deterioration of their stock; whilst repairs became more urgently necessary, the output of workers gradually diminished. After the Armistice, this became a feature common to all countries, owing partly to the introduction of new regulations concerning working-hours and partly to the lack of skilled labour and supervision. Strikes, political difficulties and, in some countries, shortage of food still further reduced the output. The percentage of material sent to repair shops was extremely high and its consequent immobilisation caused difficulties throughout Europe.

Countries such as Poland, Czechoslovakia, Hungary, Yugoslavia and Austria suffered from the fact that the distribution of rolling-stock formerly owned by the Austro-Hungarian railways was delayed. The ensuing uncertainty as to the ownership of vast quantities of such stock led to further neglect in its upkeep.

Naturally, the difficulties encountered in reconstituting stocks could be speedily overcome in highly-developed industrial countries, but the rolling-stock crisis lasted longer in countries whose resources were exhausted and where the industrial facilities necessary for making good their losses were not available. This was especially the case in Eastern Europe.

As we have pointed out above, the transport crisis during and after the war was intensified by the scarcity of fuel for railways, even in large producing countries such as Great Britain which had previously supplied many European countries with coal but where prices had increased fourfold; not only the prices but also the quantities of fuel used had, in many cases, increased as a result of its inferior quality and because heavier trains were put into service.

The coal crisis, however, lasted for only one or two years after the Armistice. It had been a direct result of the war and it was not long before all countries had once more an adequate supply of fuel. Yet prices continued to remain high,

chiefly on account of currency depreciations and new labour conditions.

In all countries, railway tariffs increased considerably during the war and they rose still further during the period immediately following. Before the war, there was a tendency for tariffs to be reduced on a large scale, owing to the fact that railways were gradually passing under Government control and there was therefore a greater inclination to experiment in tariff reduction, even without previous knowledge of its ultimate consequences or financial results. Keen competition amongst producing countries had led to an attempt to introduce lower freight-rates, with the object of overcoming the traffic barriers created by Customs tariffs. The economic situation produced by the war not only checked these tendencies but was responsible for a movement in the opposite direction and led to an enormous rise in the cost of transport. With the adoption of a shorter working-day and higher wages, and through the scarcity and bad quality of the materials employed, and as a result, also, of currency depreciations, a real crisis in the cost of operating railways occurred in all countries, notwithstanding the economies progressively achieved during the war by means of a more rational use of trains.

A certain period must always elapse before causes produce their effects, and it was, in fact, only slowly that tariffs followed the upward movement in running-costs. Moreover, it was natural that Governments should have felt reluctant to adopt or to sanction at once increases which they had every reason to fear might react directly on the cost of living.

This delay in raising rates during, and especially after, the last war gravely imperilled the financial position of many railway systems. The chief problem was how to arrest the steady increase in staff expenditure. The question was a difficult one to solve and it was still further complicated by political considerations. Its importance to railway finances is readily appreciated when it is remembered that, on European railways, salaries and wages averaged about one-half the total working expenses. Inevitably, this state of affairs considerably impeded the development of railways. Private capital was not attracted by them, and support from public finances was no

longer forthcoming because of the heavy demands being made upon them from other quarters.

One of the few beneficial effects of the war on the railways was the development that resulted in increased tonnage being transported by each train. This was rendered possible through the introduction of various technical improvements such as continuous breaks, etc. This increase in trainloads was to reach nearly the same high proportions as existed in the United States of America and, in due course, was to lead to a reduction in freight-rates.

In other continents, the war had no noticeable effects on railways — but in Japan increased economic activity gave a great impetus to traffic. In that country, both the total length of lines and the amount of rolling-stock were vastly increased during the war. In 1914, the Japanese railways were already being operated chiefly by the State, and with satisfactory financial results.

Moreover, both during and after the war, there was in several countries a general tendency to place railways under the ownership, or at least under the permanent control of the State.

2. INLAND NAVIGATION

The effects of the war on navigable waterways cannot be compared with its effects on railways, as the resources of the latter were much more directly exposed to damage and were submitted to a much heavier strain. Destruction had been relatively slight in extent and, as a rule, could be easily repaired. Further, during the war, some Governments had established railway connections with river ports and had thereby increased the efficiency of inland navigation. Nevertheless, the same factors which had so seriously impeded railway traffic after the Armistice had, to a certain extent, similar effects on river navigation. At the end of the war, this means of communication was marked, among other features, by a considerable increase in the cost of water transport as compared with pre-war rates. This increase was so marked that it led to a paradoxical result: in some countries, water transport became more expensive than transport by rail and thus inland navigation lost its most

important advantage over railways — namely, its cheapness. This constituted a grave menace to inland navigation, which, after the war, was mainly employed because railways could not cope with all the demands made upon them. The reasons for the rise in freight-rates did not lie in a reduction of the tonnage available, as losses had been replaced very quickly. The rise was due rather to the increased post-war cost of shipbuilding and heavier working expenses. Tugs and barges were many times dearer than in 1914. The cost of fuel, of labour and of all materials used in the shipping services also rose greatly.

Most important of all, inland navigation was considerably disorganised as a consequence of the change of frontiers. The situation was particularly confused in the Danubian States. There was a large diminution in Danubian traffic, mainly owing to the post-war decline in production and commerce. At the same time the breaking-up of the Austro-Hungarian Monarchy gave rise to specially acute problems. Before the war, over a wide part of Central Europe, raw materials could be obtained and finished products distributed without crossing frontiers. The dismemberment of this single Customs tariff area and its subsequent division amongst different States fundamentally changed the economic situation; raw materials were often shut off from the factories where they were formerly worked, and factories, in their turn, were shut off from their former customers. Free trade was supplanted by high protective tariffs and this new state of affairs adversely affected the volume of traffic. Numerous frontier formalities created delays which cumulatively constituted a serious economic waste of shipping. New dues and taxes of various kinds in each country also imposed additional financial burdens.

3. MARITIME PORTS AND OCEAN SHIPPING

With rare exceptions, any damage done to ports during the war did not disrupt transport. Undoubtedly shipping suffered heavily and many vessels were destroyed; but these losses were quickly made good; indeed, the world's gross tonnage, which amounted in June 1914 to 45 million tons,

reached a total in June 1919 of 48 million tons. Moreover, the displacement and speed of the new ships was greater, and tankers constituted a much larger and sailing-vessels a much smaller proportion of the total tonnage.

In the case of railways, each of the belligerent countries had, as a rule, to supply from its own stock the material necessary for repairing destroyed lines and damaged rolling-stock. For shipping, however, the belligerents could effectively enlist, apart from their own resources, those of countries far removed from the theatre of war.

But, although only a few ports had really suffered as a direct result of the war, the upkeep of many of them had been more or less neglected during hostilities and immediately after the Armistice; maintenance and repairs were restricted to absolute essentials.

The cost of maritime transport, like that of inland navigation, had increased considerably. On certain routes, freight-rates were ten times, or even twenty times, higher at the end of the war than in 1914. The increased cost of fuel, wages, materials and insurances was of course responsible for this.

But the world's mercantile marine continued to increase after the Armistice, and was stimulated in a number of countries which wished to ensure greater economic and military independence by Government subsidies.

The order of importance of the merchant fleets of the different countries of the world underwent a considerable change. After the war, the United Kingdom still occupied the first place, but possessed only 31% of existing tonnage as against 42% in 1914. Japan, France, Italy and particularly the United States of America increased their fleets.

As a result of the war, several countries which had formerly been dependent on Great Britain for the construction of their vessels were obliged to establish their own shipyards or to extend existing ones and thus became in due course less dependent on foreign shipbuilding facilities.

At the end of hostilities, when the hindrances imposed by war measures were abolished, the available world tonnage exceeded the demand. Freight-rates began to drop steadily whilst working expenses remained high. In 1921, ocean

shipping was subject to a crisis which was the exact opposite of that experienced by the railways.

4. MOTOR TRANSPORT

Extended use of road transport was one of the characteristic results of the first world war in the field of communications. Before the war, the high price of motor-cars had been a serious obstacle to the development of this form of transport. But at the end of hostilities large quantities of low-priced vehicles were thrown on the market, and the extended use of motor transport was also stimulated by the disorganisation of the railways. Road transport, it is true, was not cheaper — running costs were still comparatively high at the time when railway tariffs had been considerably increased — but it ensured more speedy delivery and fewer risks or losses during a period when thefts and delays were frequent on railways. In order to secure these advantages, the public did not hesitate to pay higher prices for road transport. It must be noted, however, that the striking development of motor transport was not called forth by the war but was merely stimulated by it. This development was the natural result of the constant improvements that had been effected in road transport even before 1914 and had been only accelerated and applied on a large scale as a result of the war.

5. AIR TRANSPORT

In 1919, commercial air transport was a projected rather than an established fact. The war had given rise to extraordinary technical developments, but the experience acquired was not sufficient to assert definitely that aviation would be suited for civil transport on a large scale. Furthermore, owing to economic difficulties, only a very limited section of the public would have been able to afford this expensive means of transport, whereas regular and continuous public services must be able to rely on a firmly established flow of traffic that is not liable to violent fluctuations. Such conditions were not attained until several years after the Armistice.

PART TWO

THE LEAGUE OF NATIONS AND THE RESTORATION OF MEANS OF COMMUNICATION

In Part One of this memorandum, the general conditions of transport after the first world war have been very briefly summarised. The object of the present part is to review the work done by or under the impulse of the League of Nations in regard to the restoration of transport — especially in Europe.

The very difficulties which were experienced at the end of the last war convinced Governments of the absolute necessity for examining these problems impartially and for uniting in seeking remedies for them. It is the aim of this part of the present memorandum to give a brief summary of the action taken.

I. — GENERAL MEASURES TO FACILITATE COMMUNICATIONS

The Provisional Communications and Transit Committee of the League of Nations — which succeeded the Commission for the International Regime of Ports, Waterways and Railways of the Paris Peace Conference — started at once on the work of giving effect to the provisions concerning transport embodied in Article 23 (e) of the Covenant of the League of Nations ¹.

¹ Article 23 (e) reads as follows:

“Subject to and in accordance with the provisions of international conventions existing or hereafter to be agreed upon, the Members of the League:

.....”

“(e) will make provision to secure and maintain freedom of communications and of transit and equitable treatment for the commerce of all Members of the League. In this connection, the special necessities of the regions devastated during the war of 1914-1918 shall be borne in mind;

.....”

It drew up draft general conventions or recommendations relating to freedom of transit, waterways, railways, ports of international concern and the right of landlocked States to a maritime flag. Draft statutes were also prepared for the Permanent Communications and Transit Organisation of the League, the creation of which had been decided upon by the First Assembly. The work of the Provisional Committee culminated in the First General Conference on Communications and Transit and was completed in the Second General Conference.

1. CONVENTIONS AND RECOMMENDATIONS ADOPTED BY THE
FIRST AND SECOND GENERAL CONFERENCES
ON COMMUNICATIONS AND TRANSIT¹

The First General Conference met at Barcelona from March 10th to April 20th, 1921, with the object of devising measures for ensuring freedom of transit on all lines of communication and guaranteeing equality of treatment for passenger and freight traffic on navigable waterways of international concern. These two important questions were the subject of international conventions drawn up and concluded at the Barcelona Conference. Forty-four States took part in this Conference; several were not yet members of the League.

Traffic in transit stands in special need of international guarantees. In the case of exports and imports, a State which obstructs or prevents entry or exit may indirectly cause serious prejudice to the economic activities of the world and so may injure every State. But it injures directly only the State whose goods it is refusing to receive or to which it is not allowing its own products to proceed. If, however, a country interrupts or obstructs transport in transit, it injures both the States which export and those which import the products whose passage through its territory has been prevented. Such an interruption of traffic frequently leads to reprisals and retaliatory action, the results of which cannot be limited.

¹ Official instruments approved by these two Conferences (documents C.15.M.10.1921.VIII and C.823.M.312.1923.VIII).

The object, therefore, of the *International Convention of Barcelona on Freedom of Transit* was to prevent the occurrence of such interruptions or hindrances. To that end, it established — subject to legitimate reservations — complete freedom of transit. Equality in this field is an essential condition of freedom. Without equality of treatment, the flow of traffic would be subject to onerous conditions and would automatically be held up owing to the natural effects of commercial competition.

The Barcelona Convention on the Regime of Navigable Waterways of International Concern applies the same principles of freedom and equality to every category of transport on waterways of international concern, including imports and exports and, in a somewhat more limited manner, to the internal traffic on these waterways.

The term “waterways of international concern” is applied to waterways accessible to ordinary commercial navigation and providing more than one State with an outlet to the sea. A State crossed by such a waterway cannot monopolise it for its own benefit without injuring other States. Countries situated upstream on great international rivers would suffer particularly from this lack of liberty, more especially if they were deprived of an outlet to the sea. For such countries, the claim to freedom of navigation on waterways of international concern is only another way of asserting their right to have free access to the sea.

As some States were willing, on the condition of reciprocity, to accept certain obligations in regard to all their waterways, and not only to those of international concern, an Additional Protocol to the latter Convention was drawn up with the object of gradually rendering it possible to increase liberty of river communications throughout the world to any degree that States may desire.

Both these Conventions provide that any dispute which may arise as to the interpretation or application of the Convention and which is not settled directly between the parties themselves shall be brought before the Permanent Court of International Justice, unless, under a special agreement or a general arbitration provision, steps are taken for its settlement by some other means. In order to settle such disputes, however, as far as possible, in a friendly way, the contracting States undertake,

before resorting to any judicial proceedings, to submit such disputes for an opinion to the League's Advisory and Technical Organisation in matters concerning communications and transit, — i.e., the Advisory Committee for Communications and Transit.

The above-mentioned two Conventions and the Additional Protocol came into force on October 31st, 1922. Subsequently, thirty-three Governments in all became parties to the first of these Conventions, twenty to the second, and seventeen to the Additional Protocol.

The idea of international equality further led the Barcelona Conference to adopt a Declaration permitting States without a sea-coast to possess a maritime flag and hence a merchant fleet. This is the *Declaration recognising the Right to a Flag of States having no Sea-coast*, to which thirty-six Governments acceded.

The Barcelona Conference adopted also a recommendation concerning the statute for ports placed under an international regime and a series of recommendations with regard to the regime of railways. These recommendations led later to two Conventions bearing respectively on the International Regime of Railways and on the International Regime of Maritime Ports, which were concluded at the Second General Conference on Communications and Transit, as explained below.

Further, the Statute of the Organisation for Communications and Transit was adopted and the Advisory and Technical Committee for Communications and Transit was duly established.

This remarkable achievement initiated important progress in three directions: (1) the establishment of general principles which should govern the relations between States in matters of international transport; (2) the creation of a jurisdiction for the interpretation of the principles thus laid down and for the prompt conciliation and settlement of any differences which might arise; (3) the establishment of an organ charged with watching, co-ordinating and assisting in the development of transport relations between the different countries.

The Barcelona Conference was an important start and, as will be seen, the creation of the Advisory and Technical Committee for Communications and Transit was to make possible

a thorough study of adequate measures for the restoration and improvement of means of communication.

The most important task of the Advisory and Technical Committee for Communications and Transit — apart from its administrative duties and the work undertaken on its own initiative — consisted, at the outset, in the preparation of the Second General Conference on Communications and Transit.

It has also been the duty of the Committee to promote the carrying out of the Resolutions of the Barcelona Conference and to make enquiries of the Governments in order to expedite ratifications or adhesions. As an intermediary between Governments in seeing that the decisions taken at international conferences were applied, the rôle of the Committee subsequently became increasingly appreciated so that it was asked more and more frequently to send representatives to all inter-governmental conferences and meetings of institutions concerned with transport questions. In this preparatory period, the Committee for its part established its method of procedure more definitely and was able to obtain the collaboration in various countries of qualified experts. With the assistance of these experts, special committees could be set up to deal with various technical subjects. This method of creating sub-committees was in due course more generally adopted and its application became more and more indispensable in view of the increasingly complex and specialised nature of the Committee's work.

As already stated, however, the most important part of the work of the Committee during the period under review was the preparation of the Second General Conference on Communications and Transit, which met at Geneva from November 15th to December 9th, 1923.

On the basis of this preparatory work, the Conference adopted four conventions:

The General Convention on the International Regime of Railways;

The General Convention on the International Regime of Maritime Ports;

The Convention relating to the Transmission in Transit of Electric Power; and

**The Convention on the Development of Hydraulic Power
affecting Several States.**

The comments that follow are confined to the first two Conventions, as the other two do not come within the scope of this memorandum.

Convention on the International Regime of Railways.

The question of the international regime of railways had already been raised at the Barcelona Conference in 1921; that Conference, apart from the recommendations adopted on this matter already mentioned above, passed a resolution that a further Conference should shortly be held for the purpose of drawing up and signing a convention on this subject. The Committee for Communications and Transit thereupon undertook the preparatory work and, with the help of a Committee of experts, drew up a General Draft Convention. The text was submitted to the above-mentioned Second General Conference and was adopted with certain modifications.

The Convention contains a summary codification of existing international regulations in matters concerning railway transport, viz. :

- (a) Interchange of international traffic by rail;
- (b) Mutual use of rolling-stock and technical uniformity;
- (c) Relations between railways and the persons who use them;
- (d) Tariffs;
- (e) Financial arrangements between railway administrations as regards international traffic;
- (f) General regulations.

The Convention further provided that any dispute which may arise as to the interpretation or the application of the Convention and which could not be settled amicably may first be laid for an advisory opinion before the advisory and technical organisation of the League of Nations for questions of com-

communications and transit — *i.e.*, as stated above, the Advisory Committee for Communications and Transit. If, however, the dispute could not be settled in this manner, the contracting States were to submit it for arbitration unless they agreed to take it before the Permanent Court of International Justice.

Convention on the International Regime of Maritime Ports.

The question of a General Convention on the International Regime of Maritime Ports was also discussed in the first place by the Barcelona Conference, when it was decided to postpone further action in the matter. On the other hand, as already stated, that Conference adopted a recommendation on this subject. The question was brought for the second time before the League Organisation for Communications and Transit by a resolution forwarded by the Governments represented at the Genoa Economic Conference in May 1922 (concerning which, see below), recommending that a General Convention on the International Regime of Maritime Ports should be drawn up as soon as possible. In these circumstances, the Committee on Communications and Transit prepared the text of a Convention which, with certain modifications, was adopted by the Second General Conference on Communications and Transit.

The basic principle of the Convention is that of equality of treatment in maritime ports as regards freedom of access to the port, the use of the port, and the full enjoyment of the benefits which it affords to vessels, their cargoes and passengers, in respect both of navigation and of commercial operations. By maritime ports are meant ports normally used for commercial traffic, naval and fishing ports being excluded from the provisions of the Convention.

The settlement of disputes arising out of the interpretation or application of the Convention on the International Regime of Maritime Ports is provided for in the same way as that of disputes relating to the Convention on the International Regime of Railways. Both of the Conventions came into force in 1926. The first was subsequently ratified by twenty-six Governments in all and the second by twenty-three.

2. THE GENOA ECONOMIC CONFERENCE AND THE ACTION OF
THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT
IN CONNECTION WITH IT

The Genoa Economic Conference, held in May 1922, concentrated and laid fresh emphasis on the various efforts to overcome transport difficulties that have already been described.

Article 8 of the Transport Resolutions adopted by the Genoa Conference, and forwarded to the Organisation for Communications and Transit of the League of Nations with the approval of the Council and of the Assembly of the League, provided that this Organisation should, from time to time, examine the progress achieved in carrying into effect the Recommendations of the Genoa Conference and should, to this end, be invited to summon, with the assent of the States concerned, special conferences of experts.

For the purpose of discharging this duty, the Advisory and Technical Committee for Communications and Transit made a detailed examination of the provisions of these Resolutions in the course of its session in August 1922 and — since a certain number of the articles of the Resolutions adopted by the Genoa Conference merely recommended the conclusion of conventions or the ratification of conventions already concluded or in preparation — decided that the enquiries to be undertaken ought, in the first instance, to be directed more particularly towards the application of three articles which alone would appear to involve new and original work — *i.e.*, Articles 1, 5 and 7. These articles read as follows:

Article 1. — “All European States should maintain their efforts to restore or to improve the organisation of their railways, their ports and their maritime and fluvial means of communication. If these railways, ports or means of communication are not in a satisfactory condition and if the State concerned has not at its disposal the necessary resources to secure their restoration, steps should be taken without delay to procure for it the necessary assistance. To this end it is desirable that States which are in need of assistance should organise surveys with the aid of competent experts.”

Article 5. — “The Conference notes with satisfaction the assurance given by all the States signatory of the Agreements for the Regulation of International Railway Traffic, concluded at Porto-Rosa on November 23rd, 1921, that they have put or are putting the said Agreements effectively into operation. The European States not signatory to these Agreements likewise accept their general principles with a view to putting them into operation with the least possible delay in so far as they are applicable to them.”

(It may be stated, in this connection, that, owing to the growing appreciation of the need for taking measures to improve communications between the Succession States of Austria-Hungary, and in order to facilitate the simultaneous and reciprocal application of the various measures already agreed upon in principle, an important conference was held at Porto-Rosa in November 1921, where several Agreements were reached concerning: the provisional marking of the carriages and wagons of the old Austro-Hungarian railways pending the final allocation of this rolling-stock to the Succession States; the restitution of vehicles belonging to private individuals, private companies and private railways except in cases where such rolling-stock was claimed as war booty; mutual assistance in the supply of spare parts for minor repairs to Austro-Hungarian wagons.

It might also be mentioned that, before the Porto-Rosa Agreements, the resumption of the international circulation of wagons in Europe was already ensured by the Convention of Stresa, which was concluded in May 1921 and came into force on January 1st, 1922. This Convention both simplified the pre-war arrangements and secured the adoption of a uniform system of wagon exchange on the continental standard-gauge railways in Europe.)

Article 7. — “Seeing that the restoration of railways and waterways will take a certain time, the Commission recommends that services of motor transport should be established provisionally in cases where it may be practicable and desirable.”

However, since the special question of motor transport did not yet appear to be of great urgency, and as, by reason of the terms of Article 7 itself, it could be dealt with only in connection with the results of the enquiry into the general restoration of the means of transport provided for in Article 1, it was thought

preferable to postpone the investigation into the development of commercial motor transport.

Consequently, enquiries into the application in Europe of the Genoa Conference Resolutions regarding transport referred more particularly to the application of Articles 1 and 5 and were intended to furnish summary replies to the following questions:

- (1) What action had been taken to restore or improve the organisation of railways and other means of communication, and what assistance might be required in the future?
- (2) What were the possibilities of supplying other States with such assistance as they might require, both in expert staff and in material?
- (3) What effect had been given to the Porto-Rosa Agreements and to what extent had the principles contained therein been applied?

On these several points the States concerned were requested to furnish the necessary information to the Secretariat of the Advisory and Technical Committee for Communications and Transit.

Enquiry regarding European Railways.

As a result of the Resolutions of the Genoa Conference, the Committee conducted a careful enquiry into the then prevailing conditions of rail traffic and the re-establishment of means of communication in Europe, especially in the Central and Eastern European countries that were confronted with particularly complex problems. Already at the Barcelona Conference, enquiries had been instituted into the general transport situation at the time when the Conference met. The investigations in question were based on official documents submitted by most of the Governments represented at the Conference. But now a different and very successful method was applied in regard to the question of the re-establishment of means of communication in the above-mentioned countries. The Committee felt it necessary to get into direct touch with national services, with

the help of its own members or of specially appointed experts. Accordingly, in order to establish contact with the competent technical departments of the States concerned, the Committee appointed, in 1923, an expert, Colonel Mance (now Brigadier-General Sir H. Osborne Mance), former President of the Communications Section of the Supreme Economic Council and former Vice-Chairman of the League's Provisional Committee for Communications and Transit.

During his mission, this representative of the League collected and co-ordinated very valuable information from these departments concerning the application of certain resolutions of the Genoa Conference in regard to transport questions and gained first-hand knowledge of the situation in the various countries. His report, dated August 14th, 1923,¹ proved most useful to the League as a basis for further action. It was thus possible to ascertain what the fundamental difficulties were and to endeavour gradually to remove them.

Colonel Mance ended his report as follows:

“A report of this nature does not lend itself to a summary of conclusions. The general impression conveyed therein may perhaps be summarised as follows: return to normal conditions in Western and Northern Europe; elsewhere, universal improvement of transportation through the virtual elimination of political distractions and the betterment of material conditions; outstanding need for railway credits and for the general stabilisation of the exchange; the complete satisfaction of these needs must wait till political distractions are similarly eliminated from the economic sphere and until the means of communication are placed on a commercial basis. In short, the efforts of the past four years have not been in vain and point the way to future progress.”

Thus the desiderata put forward by the League on various occasions in regard to the improvement of communications and transit had already been partly realised by the different Governments and, as far as circumstances permitted, bilateral agreements were concluded between neighbouring States alongside the general conventions adopted under League auspices. In

¹ *Restoration of the Means of Communication in Europe* (document A.64.1923.VIII).

this connection, it may be added that the work of the International Union of Railway Administrations, which was established in pursuance of the resolutions of the Genoa Conference and with which the Organisation for Communications and Transit collaborated, tended to facilitate agreements between various railway administrations in Europe and to make them more general.

A few years after the end of the war, the normal forms of international communications were thus more or less re-established. The next need was for increased efficiency through closer and more general collaboration.

Rhine and Danube Navigation.

With regard more particularly to the question of river navigation, the League's Advisory and Technical Committee for Communications and Transit — in pursuance of the resolutions of the Genoa Conference which entrusted it with the task of examining from time to time the state of communications and means of transport in Europe — requested Mr. Walter D. Hines, formerly General Director of Transport in the United States of America, to make an enquiry into the position of inland navigation in Europe in 1925, with particular reference to the Rhine and the Danube. Mr. Hines and his assistant, Major Brehon Somerwell (now Lieutenant-General Brehon Somerwell), thereupon undertook a mission on the spot, during which they conferred with the government and shipping representatives in the riparian countries and collected most useful documentary material which was published in their voluminous report on this mission, dated August 1st, 1925. ¹

As to the conditions of navigation on the Rhine, the experts' report confined itself to a discussion of some of the principal subjects submitted for their consideration in the course of the enquiry. Extensive statistics and most comprehensive information concerning that river had been compiled over a long period and were readily accessible. The report stated that representatives of Belgian, Dutch, French and German interests

¹ *Report on Rhine Navigation* (document C.444.M.164.1925.VIII);
Report on Danube Navigation (document C.444(a).M.164(a).1925.VIII).

all expressed great concern as to the unfavourable effects upon Rhine navigation resulting from the development of railway competition. These representatives all agreed that serious injury was being caused by such competition, although they were not always in agreement as to which specific railways were the source of such injury.

One of the principal aspects of the situation was that the North-German seaports, Hamburg and Bremen, seemed to have been made increasingly the beneficiaries of a policy of exceptionally low rates on German railways in order to attract commerce to those ports. On the other hand, German interests claimed that it was the French and Belgian railways which had established very low rates extremely detrimental to Rhine navigation.

The definite impression was thus created that, in the radical readjustments applied to rates as a result of the post-war struggle for advantageous business positions, the various railway administrations had been adopting policies highly prejudicial to the Rhine and therefore to the natural interests of the various States concerned with the success of Rhine navigation. At the same time, it was by no means certain that, in the long run, these policies would actually benefit the railways themselves. Experience had proved the efficiency and economy of transport on the Rhine; it was contrary to the permanent interests of any of the riparian States to have the traffic diverted from the Rhine by artificial railway rate adjustments. The experts therefore thought it appropriate to recommend a thorough re-examination of this broad problem in regard to the justification for the prevailing rates of German, French and Belgian railways. Other questions were studied (the French "supertax", Customs seals, Customs practice at Cologne, the "Begleitschein" and "vrachtlijst") and for these the experts proposed satisfactory solutions.

But the problems concerning the Rhine were relatively few. Apart from those reflecting economic conditions, they were generally so well defined and so well understood that no further question appeared to call for comment in the experts' report.

As regards navigation on the Danube, the situation was far more complicated. During a period of five months in the

year 1925, the experts visited all the Danubian countries and inspected the river from Ratisbon to Sulina, familiarising themselves with the technical, commercial and administrative problems involved, and conferring at length with representatives of the various Governments and shipping interests. All these representatives made special efforts to supply the information called for and expressed most sympathetic understanding towards the purpose of the enquiry. Owing, however, to a lack of sufficient statistics of Danube traffic, comparison between post-war and pre-war transport was extremely difficult. It could only be roughly stated that the Danube freight traffic in 1923 and 1924 was slightly more than one-half of the normal pre-war traffic. No complete comparison could be made between pre-war and post-war passenger traffic. It was merely known that the available passenger services were at that time more extensive in the case of Austria, Hungary and Czechoslovakia — and, to a lesser degree, Bulgaria — whereas in the case of Yugoslavia and Roumania they had been somewhat reduced.

Before the first world war, the Austrian and Hungarian navigation companies carried most of the Danube traffic, especially above the Iron Gates. The end of the war, however, brought about a change: the traffic was now divided among German, Austrian, Czechoslovak, Hungarian, Yugoslav, Roumanian, French and Dutch navigation companies.

At the time of Mr. Hines' enquiry, the Danubian fleets as a whole had increased by about 25% over pre-war level; the port and shop facilities were in general equal to or greater than what they had been before the war, whereas the traffic itself was much diminished.

This post-war diminution of traffic was largely due to the economic conditions characteristic of Europe in general but intensified in the Danubian countries by the breaking-up of the wide free trade area which had existed under the Austro-Hungarian monarchy.

The report recommended, among other things, the technical improvement of several stretches of the river channel and of ports.

On the other hand, navigation could be substantially promoted by reducing frontier formalities and the time re-

quired for them, and by providing more adequate port facilities.

The experts recommended, further, that appropriate statistics of Danube traffic should be provided. These would be valuable to the States and navigation companies concerned and were indispensable in reaching a sound conclusion as to how much money could justifiably be spent in carrying out a comprehensive programme of river improvement.

The report also discussed the work of the international bodies controlling the navigation of the river — the International Danube Commission, competent for all the river except the maritime part below Braïla, and the European Danube Commission, competent for the maritime Danube.

Lastly, the report pointed out the necessity for navigation companies to do everything in their power to improve their own efficiency, in view of the extremely difficult situation of Danube navigation.

The Danube, as the experts stated, needs adequate feeders, as does any other transportation system. In a large measure, these feeders should be the railways, and therefore rail and river through-rates and bills of lading were highly desirable. A State making through-rates with foreign railways loses all benefits from the traffic at the frontiers, whilst with railway and river through-rates, the likelihood exists that the bulk of the traffic will move in domestic boats to final destinations and the State and its nationals will enjoy the entire profit of transportation. The experts remarked that, in many instances, the railways seemed to work against the Danube by establishing extremely low rates *via* other routes. They suggested that more sympathetic attention to the legitimate needs of the river should be given by States and should be urged by navigation companies.

The very comprehensive report by Mr. Hines not only gave the League a clear picture of the situation of the Rhine and Danube navigation, but showed to Governments concerned the direction in which they should endeavour to make progress if they wanted to attain their fullest economic development.

On the problem of competition between railways and navigation on the Rhine and on the Danube, Mr. Hines' investigations were followed by the work of a Committee of

Experts, appointed by the League's Transit Committee and presided over by M. Heckscher, Professor of Political Economy at Stockholm. The report drawn up by this Committee in 1929¹ was based on information furnished by the various parties concerned and on a detailed analysis of pre-war and current traffic statistics. It indicated what should be normal standards of policy for railway rates from the standpoint of the interests of users generally and of the better organisation of the European transport system.

3. PASSPORTS AND IDENTITY PAPERS

One special feature of transport facilities, which was of considerable importance after the war of 1914-1918, was the problem of passports, visas and identity papers for persons travelling.

Conference on Passports and Customs Formalities, Paris 1920.

One of the first acts of the League was to convene a Conference on Customs and Passport Formalities. This Conference was held in Paris from October 15th to October 21st, 1920. Twenty-two States were represented. Within a few days, the Conference unanimously approved a programme for the progressive clearing up of the apparently hopeless chaos prevailing at the time. The most important measures which the Governments were invited to take were the following²:

- (1) A uniform type of passport to be established for all countries;
- (2) Passports to be valid for two years or, in exceptional cases, for one journey only;
- (3) The fee charged not to be of a fiscal character;

¹ Document C.127.M.43.1929.VIII.

² *Resolution adopted by the Conference on Passports, Customs Formalities and Through-tickets* (document of the League of Nations, dated December 1st, 1920).

- (4) Diplomatic passports or visas to be granted only to persons falling within specified categories;
- (5) Preliminary visas (*i.e.*, visas granted by the authority issuing the passport) to be abolished as far as possible;
- (6) Exit visas to be abolished for all travellers except nationals;
- (7) For passports issued for a single journey the duration of validity of the visa to be the same as that of the passport; for passports issued for two years the visa to be for one year in all but exceptional cases;
- (8) The maximum fee for a visa to be 10 gold francs;
- (9) Transit visas to be issued at once solely upon production of the entrance visa of the country of destination;
- (10) The duration of validity of a transit visa to be always the same as that of the entrance visa of the country of destination;
- (11) The maximum charged for a transit visa to be one gold franc;
- (12) Registered luggage in transit to be exempted from any Customs examination in the State of transit;
- (13) Passengers in transit entering countries where laws exist prohibiting the export of money and scrip to be permitted to claim a certificate showing the amount of such money and scrip as they have in their possession, and to be entitled, on leaving the country, to take with them such money and scrip on surrendering the above-mentioned certificate.

The Conference also suggested that the League should bring to the notice of Governments a number of measures the carrying into effect of which, although highly desirable, did not yet appear to warrant definitive invitations.

These points were to be discussed by the Second Passport Conference, which will be referred to later.

The various measures suggested by the Paris Conference were notified by the League to all Governments, which were requested to inform the Secretary-General of the extent to which they were prepared to comply with the final resolution of the Conference.

The answers given by thirty States¹ revealed that most of them had given practical effect to this resolution or were prepared to do so. Some of them had decided to act on the basis of reciprocity. However, at that time, Eastern-European countries in particular still felt it difficult to modify their existing regimes.

Passport Conference, Geneva 1926.

A Second Passport Conference was held at Geneva from May 12th to 18th, 1926. It brought together the delegations of thirty-nine States and representatives of a number of organisations concerned with international traffic.

The Conference, taking into account the real progress made since the Paris Conference of 1920, was able to adopt recommendations on the following lines²:

(a) Passport regime:

- (i) All States should use the uniform "international type" passport adopted by the Conference. Passports should be valid for groups of countries as large as possible and for a duration of at least two and possibly even five years. Fees charged for the issue of passports should not exceed the expenses involved in their preparation. Formalities for issuing passports should be greatly simplified.
- (ii) The abolition of entrance and transit visas should be made as general as possible by means of inter-State agreements. Travellers should be granted

¹ Document C.183.M.101.1922.VIII.

² Final Act of the Conference, signed on May 18th, 1926 (document C.320.M.119.1926.VIII).

facilities to break their journey in the countries through which they pass. In cases deserving special consideration, diplomatic and consular authorities should be empowered to grant visas to persons not domiciled in their area and should not, as a rule, require the applicant to appear in person or to prove the necessity of the journey. Both entrance and transit visas should, in general, entitle the person concerned to make an unlimited number of journeys into or through the country for a period of two years (needless to say, the visa does not give the right of residence for the whole period of its validity in contradiction of the regulations determining conditions for residence in each country).

Save for exceptional reasons, visas granted should be valid for all frontiers.

Visa fees should be the same for all nationalities and itineraries and should not exceed 10 gold francs for entrance visas giving the right to several journeys, 5 gold francs for entrance visas giving the right to a single journey and 1 gold franc for transit visas.

(iii) Passport control both on entering and leaving a country should, whenever possible, be carried out while the train is in motion. When this is impossible it should be exercised, while the train is stopped at one of the two frontier stations, in such a way that police inspections by the two countries concerned are effected simultaneously, or at least one immediately after the other. Agreements should also be concluded for the accomplishment of Customs formalities under the same conditions of place and time.

(b) Persons without nationality:

It is desirable that facilities for travelling should be granted to persons without nationality. The League will be requested to prepare an internationally-recognised identity document.

(c) Questions relating to emigrants:

All possible facilities should be granted for the passage in transit of emigrants leaving Europe for overseas countries. In this connection the League will be requested to prepare a system of transit cards to replace the consular visas.

These last two problems were examined subsequently by the Organisation for Communications and Transit, as will be shown below.

The Secretariat of the League carried out enquiries concerning the application by Governments of the above recommendations of the 1926 Conference. From these it appeared that the passport and visa systems advocated had been applied in most countries, and the answers of forty-one States to these enquiries¹ showed that no essential differences remained between their practices and the League's recommendations. In particular, the abolition of visas had, to a large extent, been made general by means of numerous bilateral agreements. However, conditions existing before 1914, when one could travel without a passport, had not yet been re-established.

Identity and Travelling Documents for Persons without Nationality.

As regards passport and visa questions, it has been seen that considerable progress had been made since the Paris Conference of 1920. Nevertheless, there were still many persons who were unable to travel owing to circumstances for which neither they nor the authorities were responsible — that is to say, persons who, having no recognised nationality, could not obtain regular passports and who, in this respect, were entirely dependent on whatever measures were taken by the countries in which they resided or to which they wished to travel. This problem, already foreseen by the Second Passport Conference, was put, among others, on the agenda of the Third General Conference

¹ Documents C.133.M.48.1929.VIII and C.356.M.241.1937.VIII, with three Addenda.

on Communications and Transit, which was held in Geneva from August 23rd to September 2nd, 1927.

The Conference, viewing this as a humanitarian problem, adopted a series of recommendations with a view to the establishment of an "Identity and Travelling Document for Persons without Nationality or of Doubtful Nationality," and on conditions for the issue and use of this document¹.

These recommendations have been put into execution in numerous countries — mainly in Europe. Thus, a real improvement could be noted as a result of these measures².

*European Conference on Cards for Emigrants in Transit, Geneva
1929.*

This Conference was held at Geneva from June 10th to 14th, 1929. Eighteen countries were represented. After a full discussion, during which many serious difficulties were brought to light, the Conference adopted an "Agreement concerning the Preparation of a Transit Card for Emigrants"³, as contemplated by the Second Passport Conference, with a view to facilitating emigrant traffic and securing the abolition of passport visas for such travellers.

The transit card was to conform to the uniform model adopted by the Conference. It was to be prepared by each contracting Government for emigrants embarking in its ports. These Governments were to supply the cards, for issue to the persons concerned, to the shipping companies authorised to embark emigrants in their ports.

The Agreement stated that it in no way implied the withdrawal or prohibition of facilities greater than those granted under its provisions.

All disputes which might arise between the contracting Governments concerning the interpretation or application of

¹ *Extracts from the Acts of the Third General Conference on Communications and Transit* (document A.52.1927.VIII).

² *Action taken by Governments on the Recommendations of the Third General Conference on Communications and Transit concerning Identity and Travelling Documents for Persons without Nationality or of Doubtful Nationality* (document C.245.M.84.1929.VIII).

³ Document C.L.180.1929.VIII. Annex.

the Agreement were to be settled by arbitration, if necessary with the co-operation of the Advisory and Technical Committee for Communications and Transit. The Agreement came into force on September 12th, 1929. Twelve European Governments subsequently became parties to it.

* * *

This brief summary will make clear the varied character of the questions with which the Advisory and Technical Committee had to deal from the outset and will show how, in the different branches of its activity, it has endeavoured, with the support of the Governments Members of the League, to carry out its special task of facilitating and ensuring freedom of international communications. Its work has been constantly intensified and it may be regarded as the backbone of all the efforts which have been made since the war of 1914-1918 with a view to improving communications.

It is not the purpose of this note to give a detailed survey of the whole of this work, but only to select certain points of particular interest, such as those mentioned below, that were taken up by the League at the request of the interested States which asked for advice or assistance in this respect.

II. — THE TECHNICAL ASSISTANCE GIVEN BY THE LEAGUE IN SOME PARTICULAR CASES

1. RECONSTRUCTION OF THE AUSTRIAN STATE RAILWAYS

The financial reconstruction of Austria, which had been undertaken under the auspices of the League of Nations, had as one of its aims the balancing of the State budget in the two years 1923 and 1924. In November 1922, the Austrian Government — in co-operation with the Provisional Delegation of the League of Nations — drew up a programme for budget reform

with specific budget figures for the various stages of the work of reconstruction.

The achievement of economies in the railway budget was one of the chief problems in reconstructing the Austrian State finances. Soon after his arrival in Vienna, the Commissioner-General of the League of Nations for Austria saw that it would be necessary to make a thorough enquiry into the exploitation of the Austrian State Railways, in order to discover ways and means of reducing their deficit. For this purpose it was possible to secure the services of one of the most distinguished railway experts in England, Sir William Acworth, who, thanks to enquiries which he had conducted in railway administrations in different parts of the world, had the widest experience and was particularly fitted for this task. The British expert was assisted by a Swiss expert — Dr. Robert Herold — of the Swiss Federal Department of Railways, who, geographical conditions being similar in Austria and Switzerland, was able to draw valuable comparisons between Austrian and Swiss railway problems. The result of the work of these two experts was an excellent report on the Austrian State Railways, issued in September 1923 ¹.

The advantages of such investigations made by foreign experts are evident. The experience gained in dealing with railway problems in all countries can be focussed on the problem in question, bringing to light many difficulties and anomalies of organisation which, owing to their long existence, may not be apparent to the home officials. It is also clear that a foreign expert will be freer to express his opinion and can be under no suspicion of pursuing personal interest.

It is sometimes difficult, however, for a Government to arrange for technical investigations by foreign experts. Here the League of Nations opened up a possibility. A State might very well ask the League — of which it is itself a Member — to carry out such an investigation. The character of the League affords a guarantee of absolute impartiality and disinterestedness. Thus, in this particular case too, the whole report gave evidence that the authors were guided solely by the interests of the Austrian State.

¹ Document C.638.M.238.1923.II.

The results of their investigations were twofold:

First it was demonstrated in the report that the financial position of the Austrian State Railways, though serious, was not as bad as the figures might suggest.

Secondly, it was shown that, by intelligent and energetic reorganisation, these railways could be made to earn a profit for the State.

As regards the financial position, the authors explained that the railways were unfairly burdened by heavy payments to the State, after having rendered it unpaid services. In this connection it should be remembered that, on July 19th, 1923, the Austrian Parliament passed a law for the creation of an independent State organism — the Austrian Federal Railways — entrusting it with the task of running these railways on commercial principles. What these principles implied and what would be the aspect of the railway budget when drawn up on these lines was shown in detail in the report.

The report declared positively that the real loss on the railways could be completely wiped out and turned into a considerable profit for the State. The statement of the methods by which this result could be achieved constituted the most important and most interesting part of the report. A complete reorganisation and simplification of the existing system and far-reaching economies in all the different branches of the exploitation were proposed. The report included the results of a detailed study of the outdoor management by the Swiss expert, whose comparisons with Swiss railway practice were particularly illuminating.

One consequence of the conclusions of the report was that the Central State Administration and certain State enterprises which were hitherto showing a favourable financial position had to assume some of the charges which previously had encumbered the railway budget. The Post Administration for instance, whilst showing an appreciable net profit in the budget for 1923, would have had a deficit if it had made adequate payments for the services received from the railways. Hence the experts' report also served as a stimulus of energetic reforms in other departments.

2. DEVELOPMENT OF NAVIGABLE WATERWAYS AND UTILISATION OF MARITIME OUTLETS IN POLAND

In 1926, the League of Nations, in compliance with a request received, placed experts at the disposal of the Polish Government in order to afford advice on the following subjects:

- (a) The programme of development of navigable waterways in Poland;
- (b) The utilisation of the maritime outlets and of the routes of access thereto for coal traffic;
- (c) The drinking-water supply for Upper Silesia;
- (d) The drainage of marshes in Polesia.

Only points (a) and (b) fall within the scope of the present note and will be discussed here.

The original purpose of the mission was to consider the question of the coal canal. As soon as the experts got into touch with the Polish authorities, however, their task was considerably extended, as the Polish Government asked for their opinion not only on this question but also on the problem of the progressive development of the Polish system of navigable waterways considered as a whole — and particularly as to the technical methods to be employed in regulating the Vistula and in constructing the East-West Canal — and on the general question of the utilisation of Poland's maritime outlets and of their routes of access by the coal traffic.

In order to deal with this extended series of questions, the experts carried out a journey of investigation through Poland — on the Vistula from the Upper-Silesian coalfields to the sea, on the Bydgoszcz Canal, on the Warta, along the line of the coal canal and to the ports of Tczew, Danzig and Gdynia.

After a very thorough study of these questions, the experts, in November 1926, submitted a report¹ containing detailed suggestions for the carrying-out of the different works proposed by them and reached conclusions the principal points of which are as follows:

¹ Document C.25.M.15.1927.VIII.

“Owing to its orographical, climatic and hydrological conditions, Poland lends itself particularly well to the establishment of a satisfactory system of navigable waterways.

“Nevertheless, owing to the urgency of an immediate improvement of the system of transporting Silesian coal to the Baltic and utilising Poland’s maritime outlets for this traffic, the first step must be to improve the railways.

“This improvement must apply both to works (construction of a coal line on Polish territory, double tracking on existing lines, construction of direct junction lines, etc.) and to exploitation (in the use of more powerful engines and of cars with larger carrying capacity, employment of double shifts to increase the daily work done by locomotives, etc.).

“At the same time, it is necessary to make the fullest possible use of the port of Gdynia (which seems particularly suited to act as the chief port for the exploitation of coal transhipped from the railway), of the port of Danzig and, for certain categories of traffic, in a more restricted sphere, of the port of Tczew.

“Owing, however, to Poland’s rapid development in every respect — population, agriculture, mines and industry — the railways cannot hope to satisfy all the country’s prospective requirements and it will be necessary gradually to supplement the railway system by a system of navigable waterways.

“The exportation of Silesian coal by water should in the first place be provided for by a thorough improvement of the Vistula, including a lateral canal from the coal basin to the Cracow district, prolonged by a lateral canal or, probably better, by the canalisation of the river to the confluence of the San, and then by the regulation of the remainder of the river to its mouth.

“Other navigable routes, beginning with those which would be the easiest to construct from the technical point of view and the most remunerative from the point of view of navigation, agricultural improvement, etc., may then be constructed as branches of this main artery. In this connection we recommend that a start be made with the small Warta-Lake Goplo Canal and the great waterway connecting the Bug and the Pripet.

“This work will require several years and considerable outlay for its completion, and not until after it has been carried out will it be expedient to start work on other waterways connected with the Vistula, with the east-to-west line or with various branches then constructed.”

The conclusions, after enumerating the different phases of the proposed works, terminate as follows:

“The questions mentioned above concerning the utilisation of ports, the regulation of their routes of access and the establishment of navigable waterways are, to a certain extent, inter-connected. A port is not an independent organ — it is a railway station if it is served by a railway and a water station if it is served by a navigable waterway. We therefore think that attention should be drawn to the great importance, for the harmonious development of communications and the co-ordination of the different measures taken or about to be taken in connection with maritime ports, as well as with railways and navigable waterways, of placing all these elements of traffic — *i.e.*, ports, railways and waterways — under the same governmental authority.”

3. IMPROVEMENT OF THE MEANS OF COMMUNICATION IN BULGARIA

Owing to great financial and technical difficulties resulting from the first world war, Bulgaria was not in a position to undertake the very necessary reorganisation and improvement of her means of communication.

Under the ægis of the League, a loan was granted to this country, of which £1,250,000 were appropriated to the improvement of communications, it being understood that an expert would be appointed in order to report to the League Council on how the money could best be used. The programme drawn up by this expert was to be ratified by the Council.

The expert was M. Regnoul, of the French P.L.M. Railway. His report ¹ was submitted to the Council in May 1928.

As regards the railways, the report gives a very detailed survey of their situation and of the necessary works to be undertaken. Bulgarian railways were in a very poor condition and many bridges, tunnels, etc., had to be reconstructed. The report also deals with the administration and the finances of the railways.

The maritime (Black Sea) and river (Danube) ports, which, in Bulgaria, are under the same general management as the

¹ Document C.232.1928.II.

railways, were also studied by M. Regnoul, as they represented the natural outlets of the means of communication for the export and import of important categories of goods. M. Regnoul found that, in general, the upkeep of all ports had been very much neglected for several years. Urgent repairs were found to be necessary. Further, the ports of Varna and Bourgas were badly in need of mechanical equipment, such as cranes, etc. The report contains detailed suggestions for the improvement of these conditions.

The highway system in Bulgaria was found to need important repairs. In many cases highways of primary importance had been utterly neglected. The report points out that these repairs were much more urgent than the projected development of new routes.

Unfortunately, owing to the priority which had to be given to the railways, there remained only 172,700,000 levas available for the reorganisation of the Bulgarian roads, whereas 1,000 millions at least would have been necessary to establish a really adequate system of highways.

Therefore, the League expert stated exactly what were the works that should be financed with that money in order to increase at least as much as possible the efficiency of existing roads and to avoid rapid deterioration.

At the end of the report, five complete programmes for the work to be undertaken are elaborated and the manner in which the money should be expended is set out.

* * *

It may be recalled, in this connection, that further enquiries of a similar kind were undertaken by the League Organisation for Communications and Transit, either in cases in which its advice or active assistance were requested by Governments carrying out a general economic or technical reorganisation of the countries concerned, or in matters relating to the solution of a particular transport problem. These enquiries, however, were not made as a direct consequence of the 1914-1918 war. For this reason they are not dealt with here. The most important examples of such enquiries were those conducted in China.

III. — STUDY OF TECHNICAL ASPECTS OF POLITICAL PROBLEMS

The Transit Organisation, as the competent League organ for communications questions, had, in addition, often to collaborate in the political work of the League by studying the technical aspects of various problems referred to it.

Brief mention is made below of some of the most important instances of such work, in so far as they were connected with the general effort for recovery after the war of 1914-1918.

1. CONSTITUTION OF THE MEMEL TERRITORY

Experts appointed by the Chairman of the Advisory and Technical Committee for Communications and Transit helped to frame the Convention of May 8th, 1924, determining the status of the Memel Territory and the rules governing the use of its port¹. Under the terms of this Convention, one of the members of the Harbour Board was appointed by the Chairman of the Advisory and Technical Committee and the annual report of the Harbour Board was sent to the Committee.

2. QUESTIONS CONCERNING THE FREE CITY OF DANZIG

In the same way, experts appointed by the Chairman of the Advisory and Technical Committee frequently helped to solve difficulties connected with the Danzig Harbour and Railways (site of munitions depôt, Polish postal service and limits of the port, difficulties between Polish railways and the Danzig Administration).

¹ Convention and Transitory Provision concerning Memel, signed at Paris, May 8th, 1924 (Extract No. 28 from the *Official Journal* of the League of Nations).

3. APPLICATION OF ARTICLE 107 OF THE TREATY OF LAUSANNE

The Peace Treaty concluded at Lausanne on July 24th, 1923, between the Allied Powers on the one hand and Turkey on the other, provided in Article 107 that a Commissioner should be appointed by the Council of the League to see that freedom of transit is assured on the railway which runs from Bulgaria through Turkish territory (Adrianople) and then through Greek territory, returning to Turkish territory and reaching Constantinople.

The work of the Commissioner proved extremely useful to both parties until the difficulties created by the war gradually disappeared and conditions became more normal.

Greece and Turkey had the right, five years after the coming into force of the Treaty, to ask the Council to consider whether its control was still to be maintained. At the request of both parties, the Council passed a resolution which, as from March 1st, 1931, put an end to the control instituted by Article 107 of the Lausanne Treaty and thus terminated the functions of the Commissioner.

4. COMMUNICATIONS QUESTIONS AFFECTING RELATIONS BETWEEN POLAND AND LITHUANIA

In December 1928, the League Council referred to the Advisory and Technical Committee for Communications and Transit the problem of communications between Poland and Lithuania, and the possible influence of this problem on the communications of other countries. On this subject the Council adopted a resolution in which it decided, *inter alia*, "to request the Advisory and Technical Committee for Communications and Transit to present a report to the Council on the practical steps which might be adopted, account being taken of the international agreements in force, in order to remedy the situation above referred to or to lessen its international repercussions".

During 1929, the Advisory Committee arranged for an economic and technical survey of the situation to be undertaken by a committee of experts, which visited most of the countries concerned, and for a study of the juridical scope of the agreements in force. The Advisory Committee, in September 1930, adopted on this basis a report¹ which was communicated to the Council. It may be added that, by subsequent decision of the Council, the Permanent Court of International Justice was asked for an advisory opinion on this problem, and the Committee for Communications and Transit was invited on that occasion to give the Court all necessary assistance.

* * *

This last problem falls partly into the category of cases the examination of which was entrusted to the Transit Organisation of the League in connection with the settlement of disputes between States. In fact — as already stated — the Committee for Communications and Transit was empowered to act as a conciliatory commission in disputes arising out of the Conventions concluded at the General Conferences on Communications and Transit. The same applies to other conventions subsequently concluded under the auspices of the Transit Organisation. Moreover, under the provisions of the Peace Treaties and Assembly resolutions, the Committee was entrusted with a similar function in the case of disputes arising out of the interpretation or application of clauses of the Peace Treaties concerning communications. On the other hand, States could by agreement submit any dispute to the Committee for its advisory opinion.

The activities of the Transit Organisation in this particular field were numerous and represented a valuable contribution to the efforts of the League towards assuring pacific international relations. However, this aspect of the work of the Transit Organisation is merely mentioned here *pro memoria*, as it does not fall within the scope of the present memorandum.

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¹ Document C.386.M.170.1930.VIII.

In concluding this short survey, it may be said that, within the ten years following the Armistice of 1918, all the countries of Europe had been able to overcome the transport difficulties brought upon them by the war. Nevertheless, the League's Organisation for Communications and Transit never ceased in its efforts to find solutions for the general problems common to all countries. Its numerous studies, which often resulted in the drawing up of new conventions or recommendantions, were the foundation on which, year after year, the Governments based their common action for the development of their mutual means of communication.

Moreover, the success with which the various special enquiries mentioned above were attended, and their useful results, inspired confidence in the ability of the Communications and Transit Organisation to undertake such tasks. Governments, as well as the peoples, knew that, in case of necessity, appeal might be made to the League, from which technical assistance could, if required, be obtained.

Appendix.

**COMPLETE LIST OF EARLIER LEAGUE OF NATIONS
DOCUMENTS REFERRED TO IN THE PRESENT
MEMORANDUM**

*(enumerated in chronological order, with indications of the pages
on which they are mentioned in this study.)*

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| Resolution adopted by the Conference on Passports, Customs Formalities and Through Tickets (document published on December 1st, 1920; unnumbered) . . . | 34 |
| General Conference on Freedom of Communications and Transit. Barcelona, March 10th to April 20th, 1921. Official Instruments approved by the Conference (document C.15.M.10.1921.VIII) | 20 |
| General Transport Situation in 1921: Statements submitted by the States which took part in the First General Conference on Communications and Transit, held in March-April 1921; with an Introduction by Professor Tajani (document published in 1922 [2 volumes]; unnumbered) | 9 |
| Replies of the Governments to the Enquiry on the Application of the Resolutions relating to Passports, Customs Formalities and Through Tickets (document C.183.M.101.1922.VIII) | 36 |
| Restoration of the Means of Communication in Europe (document A.64.1923.VIII) | 29 |
| Report on the Reconstruction of the Austrian State Railways (document C.638.M.328.1923.II) | 41 |
| Second General Conference on Communications and Transit. Geneva, November 15th to December 9th, 1923. Official Instruments approved by the Conference (document C.823.M.312.1923.VIII) | 20 |
| Convention and Transitory Provision concerning Memel, signed at Paris, May 8th, 1924 (Extract No. 28 from the <i>Official Journal</i> of the League of Nations) . . . | 47 |
| Report on Rhine Navigation (document C.444.M.164.1925.VIII) | 30 |
| Report on Danube Navigation (document C.444(a).M.164(a).1925.VIII) | 30 |
| Passport Conference, held at Geneva from May 12th to 18th, 1926. Final Act of the Conference, signed on May 18th, 1926 (document C.320.M.119.1926.VIII) . . | 36 |

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| Reports on the Programme of Development of Navigable Waterways in Poland, the Utilisation of the Maritime Outlets and of the Routes of Access thereto for the Coal Traffic... (document C.25.M.15.1927.VIII) | 43 |
| Extracts from the Acts of the Third General Conference on Communications and Transit, held at Geneva from August 23rd to September 2nd, 1927 (document A.52.1927.VIII) | 39 |
| Improvement of the Means of Communication in Bulgaria (document C.232.1928.II) | 45 |
| Report of the Special Committee on Competition between Railways and Waterways (document C.127.M.43.1929.VIII) | 34 |
| Action taken by Governments on the Recommendations adopted by the Second Conference on the International Regime of Passports (document C.133.M.48.1929.VIII) | 38 |
| Action taken by Governments on the Recommendations of the Third General Conference on Communications and Transit concerning Identity and Travelling Documents for Persons without Nationality or of Doubtful Nationality (document C.245.M.84.1929.VIII) | 39 |
| Agreement concerning the Preparation of a Transit Card for Emigrants. Geneva, June 14th, 1929 (document C.L.180.1929.VIII.Annex) | 39 |
| Questions raised by the Council in connection with Freedom of Communications and Transit when considering the Relations between Poland and Lithuania (document C.386.M.170.1930.VIII) | 49 |
| Passport Regime: Replies from Governments to the Enquiry on the Application of the Recommendations of the Passport Conference of 1926 (document C.356.M.241.1937.VIII, with Addendum of August 20th, 1938, 2nd Addendum of May 10th, 1939, and 3rd Addendum of July 28th, 1939). | 38 |