

No. 718.

FINLANDE ET SUEDE.

Convention relative à l'Exploitation et à l'Entretien
de la Ligne de Raccordement établie entre ces deux
Pays par un Pont sur la Tornéa, signée à Stockholm
le 28 Juin 1924.

FINLAND AND SWEDEN.

Convention regarding the Working and Upkeep of the
Junction Line between these Two Countries, established
by means of a Bridge over the Tornea, signed at
Stockholm, June 28, 1924.

Texte suédois.—Swedish Text.

No. 718.—Överenskommelse,⁽¹⁾ undertecknad i Stockholm den 28 Juni 1924.

Finnish, French and Swedish official texts communicated by the Swedish and Finnish Ministers for Foreign Affairs. The registration of this Convention took place September 9, 1924.

Hans Majestät Konungen av Sverige, å ena sidan, och Republiken Finlands President, å andra sidan, vilka beslutat träffa en överenskommelse rörande skötseln och underhållet av den medelst bro över Torne älv anordnade förbindelsen mellan de båda ländernas järnvägsnät, hava för sådant ändamål till sina fullmäktige utsett:

Hans Majestät Konungen av Sverige:

Sin Minister för utrikes ärendena, Hans Excellens Friherre Erik Marks von Würtemberg; och

Republiken Finlands President:

Republikens Envoyé extraordinaire och Ministre plénipotentiaire i Stockholm, Doktor Werner Söderhjelm;

vilka, efter att hava utväxlat sina fullmakter, som befunnits i god och behörig ordning, överenskommit om följande artiklar:

ARTIKEL 1.

Förbindelsen mellan de svenska och finska järnvägsnäten förmedelst en bro över Torne älv skall skötas och underhållas i enlighet med vad härnedan sägs.

Å de på vardera sidan av älven befintliga gränsbangårdarna skola finnas nödvändiga anordningar för att kunna med kortaste tidsutdräkt och med minsta möjliga kostnader ombesörja de omlastningar, vilka måste äga rum på grund av järnvägsnätens olika spårvidd.

ARTIKEL 2.

Förbindelsen mellan gränsbangårdarna skall ske genom två enkelspår på samma sliprar, det ena spåret med svensk och det andra spåret med finsk spårvidd.

Öppningen på bron skall i vardera farleden hållas vid en bredd av minst 20 meter och med ett vattendjup av minst 3·5 meter under lägsta vattenytan.

Frågor rörande gränsbangårdarnas kapacitet med hänsyn till den internationelle järnvägstjänsten skola avgöras genom överenskommelse mellan de båda ländernas järnvägsförvaltningar.

Gränsstationerna skola vara förenade genom särskilda telegraf- och telefonledningar, vilka ledningar dock icke få sättas i förbindelse vara sig med de två ländernas centrala telegraf- och telefontät eller med järnvägarnas ledningsnät.

Beträffande bronns förregling och blockeringen av linjen mellan gränsbangårdarna skall överenskommelse träffas mellan de båda ländernas järnvägsförvaltningar.

⁽¹⁾ The exchange of ratifications took place at Stockholm, August 25, 1924.

Till bekräftelse härav hava de båda parternas fullmäktige under-tecknat denna överenskommelse och försett densamma med sina sigill.

Som skedde i Stockholm, i två exemplar, den 28 juni 1924.

ERIK MARKS VON WÜRTEMBERG.
(L.S.)

WERNER SÖDERHJELM.
(L.S.)

Pour copie conforme :

Erik Sjöborg,
Secrétaire général.

Traduction.—Translation.⁽¹⁾

No. 718.—Convention between Finland and Sweden regarding the Working and Upkeep of the Junction Line between these Two Countries, established by means of a Bridge over the Tornéa, signed at Stockholm, June 28, 1924.

HIS MAJESTY THE KING OF SWEDEN of the one part, and the PRESIDENT OF THE FINNISH REPUBLIC of the other part, having decided to conclude an agreement regarding the exploitation and upkeep of the railway line connecting the railway systems of the two countries by a bridge across the River Tornéa, have appointed as their Plenipotentiaries for this purpose :—

HIS MAJESTY THE KING OF SWEDEN :

His Excellency Baron Erik Marks von Würtemberg, his Minister for Foreign Affairs ;

THE PRESIDENT OF THE FINNISH REPUBLIC :

Dr. Werner Söderhjelm, Envoy Extraordinary and Minister Plenipotentiary of the Finnish Republic at Stockholm ;

Who, after exchanging their full powers, found in good and due form, have agreed on the following articles :—

Article 1.

The exploitation and upkeep of the line connecting the Swedish and Finnish railway systems by means of a bridge across the River Tornéa shall be governed by the following provisions :—

The frontier stations on both sides of the river shall be provided with all necessary equipment to enable the transhipment of goods, necessitated by the difference in the gauge, to be carried out with the least possible delay and expense.

Article 2.

The track connecting the two frontier stations shall consist of two single tracks laid on the same sleepers, one track being of Swedish gauge and the other of Finnish gauge.

⁽¹⁾ Traduit par le Secrétariat de la Société des Nations.

Translated by the Secretariat of the League of Nations.

When the bridge is in the open position there shall, for each channel, be a fairway of at least 20 metres' width and a depth of water of at least 3·5 metres at low water.

Questions regarding the capacity of the frontier stations for the purpose of international traffic shall be settled by mutual agreement between the railway administrations of the two countries.

The frontier stations shall be connected by special telegraph and telephone lines, which must not, however, be linked up in any way with the central telegraphic or telephonic systems of the two countries, nor with those of their railways.

An agreement shall be concluded between the railway administrations of the two countries regarding the locking of the bridge and the control of the block system between the two frontier stations.

Article 3.

Each of the two countries shall be responsible for the maintenance, and for any necessary relaying, of that part of the connecting line which lies within its territory; the Swedish State shall, however, defray the maintenance and working expenses of the mobile portion of the bridge. Except when trains are passing, the mobile portion of the bridge shall remain open.

Article 4.

The connecting line shall be entered in the list of railway lines to which the International Convention of October 14, 1890, on Railway Goods Traffic is applicable.

Article 5.

Shipping on the Tornéa passing through the bridge shall not be required to pay toll in any form whatsoever.

Article 6.

When a train from one country enters the territory of the other country, the railway administration of the former country shall be subject, as regards any damage consequent upon this traffic, to the laws and jurisdiction of the country in which such damage occurred.

Article 7.

The time-table for trains between the two frontier stations, and other arrangements concerning passenger and goods traffic, shall be determined by agreement between the railway administrations of the two countries.

Article 8.

Regulations for the customs examination and forwarding of luggage, travellers and goods, both incoming and outgoing, shall be decided upon by agreement between the customs and railway authorities of the two countries.

Article 9.

The exchange of mails between the two frontier stations shall be regulated by agreement between the postal and railway authorities of the two countries.

Article 10.

The present Convention has been drawn up in the Swedish, Finnish and French languages. In all questions of interpretation the French text shall be authentic.

Article 11.

The present Convention shall be ratified and the ratifications shall be exchanged as soon as possible at Stockholm.

The Convention shall come into force immediately upon the exchange of ratifications, and shall remain in force until the expiration of a period of twelve months from the date upon which it is denounced by either of the two States.

In witness whereof the Plenipotentiaries of the two Contracting Parties have signed the present Convention and have thereto affixed their seals.

Done in duplicate, at Stockholm, on June 28, 1924.

(L.S.) ERIK MARKS VON WÜRTEMBERG.

(L.S.) WERNER SÖDERHJELM.