

N° 1356.

HONGRIE ET TCHÉCOSLOVAQUIE

Convention concernant les gares frontières communes avec protocole final, signés à Budapest, le 8 mars 1923, protocole additionnel, signé à Budapest, le 14 avril 1926, échange de notes, Budapest, les 13 et 15 avril 1926, et protocole relatif à l'échange des ratifications, signé à Prague, le 30 septembre 1926.

HUNGARY AND CZECHOSLOVAKIA

Convention concerning Common Frontier Railway Stations, with Final Protocol, signed at Budapest, March 8, 1923, Additional Protocol, signed at Budapest, April 14, 1926, Exchange of Notes, Budapest, April 13 and 15, 1926, and Protocol relating to the Exchange of Ratifications, signed at Prague, September 30, 1926.

¹ TRADUCTION. — TRANSLATION.

No. 1356. — CONVENTION² BETWEEN THE KINGDOM OF HUNGARY AND THE CZECHOSLOVAK REPUBLIC CONCERNING COMMON FRONTIER RAILWAY STATIONS. SIGNED AT BUDAPEST, MARCH 8, 1923.

French official text communicated by the Representative of the Royal Hungarian Government accredited to the League of Nations. The registration of this Convention took place November 5, 1926.

The Delegates of the two States were :

FOR THE KINGDOM OF HUNGARY :

M. Rodolphe DE WODIANER, Envoy Extraordinary and Minister Plenipotentiary ;

FOR THE CZECHOSLOVAK REPUBLIC :

M. Hugo VAVREČKA, Envoy Extraordinary and Minister Plenipotentiary of the Czechoslovak Republic at Budapest ; and

M. Jan DVOŘAČEK, Minister Plenipotentiary, Head of the Economic Section at the Ministry of Foreign Affairs ;

Who, having communicated their full powers, which were found in good and due form, agreed on the following Articles :

Article 1.

Operations relating to connections and transit on each line of the railways linking up the territory of the Kingdom of Hungary and the Czechoslovak Republic shall be carried out in a single common frontier station, in which the frontier police and Customs services shall also carry out their duties.

Article 2.

The following stations have been decided upon by common consent as frontier stations within the meaning of Article 1 :

(a) For the Bratislava-Petržalka-Oroszvár-Hegyeshalom or Nezsider lines, the station of Bratislava-Petržalka (C. S. D.) ;

(b) For the lines Bratislava and Nové-Zámky-Nové-Komárno (C. S. D.)-Komárom (M. Á. V.)-Budapest, the station of Nové-Komárno (C. S. D.) ;

(c) For the lines Bratislava and Levice-Párkánána-Helemba-Szob-Budapest, the station of Szob (M. Á. V.) ;

¹ Traduit par le Secrétariat de la Société des Nations.

¹ Translated by the Secretariat of the League of Nations.

² The exchange of ratifications took place at Prague, September 30, 1926.

(d) On the line of Šahy-Lučenec, the stations of Drégelypalánk (M. Á. V.) and Ipolytarnóc (M. Á. V.) ;

(e) For the line Feled-Linkartovce-Bánréve-Miskolc and Plešivec-Linkartovce-Bánréve, the station of Bánréve (M. Á. V.) ;

(f) For the lines Košice-Moldava na Slovensku-Turňa pri Moldave-Miskolc, the station of Turňa pri Moldave (C. S. D.) ;

(g) For the lines Košice-Čaňa-Hidasnémeti-Zsolca, the station of Hidasnémeti (M. Á. V.) ;

(h) For the lines Legiňa-Michalany-Slovenské-Nové-Mesto-Sátoraljaújhely-Zsolca, the station of Slovenské-Nové-Mesto (C. S. D.) ;

(i) For the lines Užhorod-Čop-Kisvárdá and Vásárosnamény, the station of Čop (C. S. D.) ;

(j) In the case of the lines Filakovo-Šomošová-Salgótarján-Hatvan, the transit traffic shall be carried provisionally in the same manner as at present. After the final delimitation of the frontier between Hungary and Czechoslovakia in that district, the Governments of the two Contracting Parties shall agree together as to the fixing of a common frontier station.

Article 3.

The equipment and establishment of the frontier stations recognised by mutual agreement as necessary for the service of both Parties shall be carried out by the railway Administration of the State on whose territory the station in question is situated and at the expense of the said Administration. The installations for that purpose shall remain the property of the Administration. Interest on expenditure for installations used solely for the requirements of the neighbouring railway Administration shall be paid by the latter ; interest on expenditure for installation to be used jointly shall be paid by both Administrations, the proportion being fixed in each individual case according to the extent to which each Administration makes use of the said installations.

The percentage of the above-mentioned interest and the proportion of the interest payable on common expenditure shall be fixed in each special Convention concluded in respect of junction lines.

Article 4.

Each railway Administration undertakes to supervise and maintain all installations in its frontier stations. All expenditure in connection with the railway supervision and maintenance of such installations in stations which are exclusively used for the requirements of the neighbouring Administration shall be paid by the said Administration. The expenditure on the railway supervision and maintenance of installations used by both Administrations shall be divided between them, the proportion being fixed in the various conventions on junction lines. The supervision and maintenance of the line from the frontier station to the frontier of the neighbouring State shall be undertaken by the railway Administration owning the line, subject to a special Agreement to be concluded in respect of cases in which the frontier passes through construction works the whole of which must necessarily be maintained by a single Administration.

Article 5.

As regards common frontier stations and lines between these stations and the frontier, the State on the territory of which the stations and lines are situated shall retain full sovereign rights, including executive and judicial powers and rights connected with police supervision.

Article 6.

Police supervision on railways shall be exercised, in accordance with the regulations in force in each territory, by the officials of the railway Administration operating the system. Each Government shall assist the neighbouring railway Administration in exercising supervision over the railway and police supervision in respect of traffic.

Article 7.

All services in common frontier stations shall, as a rule, be provided by the railway Administration which owns the stations.

An exception shall nevertheless be made in the case of certain special services which have to be carried out by the agents of the railway Administration directly concerned, as for instance, the supervision of the running of passenger carriages and wagons, technical supervision, handing over of goods, etc.

Furthermore, the neighbouring Administration shall be entitled to send a representative to the frontier station to safeguard its interests connected with the traffic service.

Article 8.

The traffic and telegraph services in respect of the neighbouring railway system shall be carried out in accordance with the regulations and in the official language of the country in which the system in question is situated.

Official service railway telegrams between the Parties passing through the common station shall be re-despatched in the official language of the neighbouring State. Correspondence from common frontier stations addressed to offices of the neighbouring Administration shall be made out in the official language of that Administration. Official reports with regard to railway traffic which concern both Administrations shall be received and despatched by the employees at common frontier stations in the official languages of both States.

Article 9.

Messages from both Parties connected with the railway service drawn up in the official language of the State from which they are sent shall always be forwarded through the frontier station in question. The staff of the station shall translate such messages into the official language of the State to which they are addressed and shall then transmit them.

Messages addressed to Ministries or to Directorates (operating Administrations) and messages which have to pass through either or both of the States will not be translated.

Article 10.

Each railway Administration and its employees shall be authorised to make use without payment of the railway telegraph and telephone services of the other railway Administration for the purpose of transmitting telegraphic and telephonic messages.

The receipt and despatch of other telegrams shall be carried out in accordance with the regulations of the railway Administration owning the telegraph office at which the telegram has been handed in.

Private telegrams may not be sent.

Article 11.

The railway service in the frontier station and the line between the station and the frontier shall be subject to the control of the Customs and financial authorities of the State in whose territory the line is situated.

Article 12.

The two postal Administrations are prepared to act as intermediaries by employing their railway postal vans for the carriage of mails to or from post-offices of the other country situated near the frontier.

Such mails shall be carried free of charge.

The details of such exchange and transmission of mails shall be settled by the two railway Administrations in accordance with the regulations concerning frontier traffic.

The mutual exchange of mails shall as far as possible take place in frontier stations. The details of the exchange shall be settled by the two postal Administrations.

The provisions of Articles 19 to 29, with the exception of Article 20, shall be enforced in respect of postal employees in so far as they apply.

Article 13.

The running of rolling-stock shall be regulated by special conventions or agreements already existing or to be concluded in the future.

Article 14.

The railway Administrations shall draw up their time-tables for connecting trains in such a way that neither passengers nor goods shall be delayed more than is necessary for the requirements of the railway and Customs service, and the examination of passports. Connections shall, as far as possible, be made with trains of the same category, should a desire to that effect be expressed.

Article 15.

The railway Administration in charge of the traction service shall in principle be responsible for providing engines in the case of a breakdown. Exceptions in cases sufficiently important to be taken into account may be provided for in the conventions dealing with junctions. The Administration on whose territory the accident occurred shall normally take the necessary steps to deal with the situation ; nevertheless, if application is made, the other Administration shall be obliged to supply means of assistance and staff.

Article 16.

Tariffs from or up to the frontier shall be fixed by each Administration. Tariff receipts from or up to the frontier shall be paid over to the railway Administration of the State on whose territory the line is situated. When an Administration operates over part of the territory of the neighbouring State it shall be reimbursed for special traction expenditure. Such expenditure shall be paid to the operating Administration by the Administration which has fixed the tariffs and to which the receipts are paid.

The amount of such traction expenditure shall be fixed by an agreement to be concluded between the two railway Administrations.

Article 17.

Frontier offices in the other country shall be authorised to make use of notices printed in the official language and in the colours of their State to indicate their nationality.

Article 18.

The railway Administrations of the State on the territory of which the frontier station is situated shall be responsible for providing the premises necessary for the offices of the respective Administrations of both States. They shall be responsible for the upkeep, cleaning, heating and lighting of the premises used for official purposes. In respect of the allocation of expenditure resulting therefrom, a special agreement for each individual case shall be concluded between the two Contracting Parties before the service is established.

Each Party shall take the necessary steps to see that the employees of the neighbouring State shall be suitably lodged in the place in which the offices are situated, and shall also make provision for the accommodation of the engine and train crews.

Article 19.

In order to ensure that the service shall be carried on freely without dispute or hindrance, the executive representatives of both Parties shall be bound to carry out all their duties with proper consideration and, whether in or off duty, to behave in a tactful manner to the employees of the other Party. Employees failing to comply with this obligation shall be transferred, should the other Party so request.

Employees serving in the territory of the neighbouring State, against whom other complaints are made, particularly on grounds of permanent incapacity to speak the language, or for political and nationalist agitation on foreign territory, or (if proved) for smuggling or committing serious offences against the fiscal regulations to the prejudice of the neighbouring State, shall also be transferred.

If necessary, dismissal may be demanded even without reasons being given.

Employees shall continue to be responsible to the authorities of their country in respect of offences against discipline or of offences connected with their official duties.

Article 20.

Train and engine crews shall, during their stay in the common frontier station, comply with the service regulations of the Administration owning the station.

Article 21.

Officials employed in the territory of the other Party shall observe the import, export and transit prohibitions of the State in which they happen to be.

Article 22

Railway officials permanently employed on the territory of the other Contracting Party shall be provided with identity cards issued by the competent railway authorities of the said Party.

Employees in frontier offices in foreign territory, as also supervising officials, shall be entitled to cross the frontier at any time on producing an identity card attesting their status and duties when entering and leaving the country.

A list of the names of the foreign staff permanently employed in frontier offices shall be handed over to the station master of the common frontier station for submission to the competent authorities. The said authorities shall be entitled to object to any given person being employed.

Any change in the staff must be previously notified to these authorities in the same manner.

Employees and supervising officials may be subjected to Customs examination.

Postal officials must be provided with identity cards of the same nature by the competent postal authorities of the State on whose territory the common frontier station is situated.

Article 23.

The two Contracting Parties shall take care that railway officials employed in offices in the other State shall not be interfered with in the exercise of their duties, that receipt and despatch of money and official correspondence shall not be prevented, and that the security of their official documents and funds shall not be endangered.

Should resistance be offered to officials at frontier stations in a country of which they are not nationals or should the orders of these officials not be charged, the State on whose territory the said offices are situated shall take the coercive measures necessary to deal with such resistance and to ensure to them the free exercise of their official duties.

Article 24.

The railway employees of the frontier offices, whether on duty or not, are authorised to wear their uniforms and badges in the neighbourhood of their office and when on duty, side-arms, if laid down in the regulations.

Article 25.

Members of the armed forces may not be employed on the territory of the other State.

Article 26.

Civic rights in a township and rights of citizen ship (*domovska prislusnost a statni obcanstvi, illetőség és állampolgárság*), and the conditions of service of employees of both Parties shall in no way be modified by their residence and employment on the territory of the other State.

Article 27.

Officials and members of their families who have also retained civic rights in their State of origin shall be exempted on the territory of the other Party from all military service in any branch of the armed forces, and also from any taxation levied by reason of exemption from military service; they shall also be exempt from compulsory public labour of any kind and from requisitions in kind, and shall not be prevented in any way from carrying out their military or other obligations in their State of origin.

Article 28.

So far as public burdens are concerned, railway officials employed in frontier offices in foreign territory and members of their family living with them shall be liable to all indirect public taxes

and charges which are imposed by the State on whose territory they carry out their official duties. On the other hand, they shall be exempted from all direct public taxes and charges in the foreign State on whose territory they are employed, except such taxes and charges as they are obliged to pay whether employed officially in the said territory or not.

Article 29.

Railway officials employed in frontier offices on the territory of the neighbouring State and the members of their family residing with them shall be entitled to the same protection as the nationals of the State in which the common frontier station is situated.

They shall, at the same time, comply with the provisions of the penal legislation and the police, Customs and revenue regulations of the State in which they carry out their official duties.

Article 30.

Accidents to railway officials temporarily employed on the territory of the other Contracting Party or to officials permanently employed on the line between the common frontier station and the frontier or in frontier stations (including accidents occurring in railway workshops) sustained in connection with the operation of the other railway shall be regarded as being occasioned by the operation of the railway to which the officials in question belong. Accordingly, the railway to which the official belongs shall be responsible (subject to reimbursement by the other railway) for the sums payable owing to the death of or the injury to the officials in question.

As regards insurance of railway officials temporarily employed on the territory of the other State or of officials permanently employed in common frontier stations and on the line between the common frontier station and the frontier, the legislation of the State on whose territory the railway Administration by which the officials are employed is situated shall alone be applicable, unless the administrative authorities of the two States decide otherwise by mutual agreement.

The insurance organisations, the administrative authorities or the Courts of the State whose legislation is applicable to the social insurance in question under the previous paragraph shall be competent in respect of the carrying out of social insurance and the settlement of disputes relating thereto.

Insurance established in accordance with the above provisions and complying with the legislation of the other State shall have the same legal force in respect of the civil responsibility of employers and of third parties as insurance established according to domestic legislation

Medical attendance, medicaments and treatment shall be provided for the foreign staff in case of occupational accidents and of illness occurring while the Hungarian staff is employed in Czechoslovak territory and the Czechoslovak staff in Hungarian territory.

The expenditure incurred by the Administration in giving medical assistance shall, in so far as the competent provident fund is not liable, be repaid by the Administration to which the injured or sick official belongs.

Repayment shall be conditional on the production of a certificate from the doctor who attended the sick or injured person, certifying that medical attendance was necessary and that it was in accordance with the gravity of the case and the social position of the injured or sick person.

Article 31.

The following principles shall apply in the case of railway accidents in frontier stations and outside, so far as concerns responsibility for the death of or injury to persons except such persons as are mentioned in the previous Article, as also in the case of material damage ;

1. The responsibility or right of establishing the responsibility of another shall fall :

(a) In case of railway accidents caused by the bad condition of the line or of the engine in use (tender of the engine) or of a mechanically-propelled inspection vehicle, on the Administration responsible for the maintenance of the said line or engine (tender of the engine), or of the mechanically-propelled inspection vehicle in question ;

(b) In the case of railway accidents caused by the bad condition of passenger carriages or other rolling-stock not enumerated under (a), on the Administration last taking over the said passenger carriages or rolling-stock ;

(c) In all other cases, on the Administration employing the staff causing the accident. Staff doing duty for the railway Administration of the other State shall, when carrying out such duties, be regarded as staff belonging to the Administration of that State.

(d) Should responsibility have to be shared by both Administrations or should the cause of the accident or the accident itself be due to chance, the responsibility or the right of establishing the responsibility of another shall belong equally to both Administrations.

2. All damage due to *force majeure* shall be made good by the railway Administration whose property has been so damaged.

3. In fixing responsibility, and particularly in defining *force majeure*, the legislation of the territory on which the accident took place or the damage was caused shall apply.

4. The above provisions shall not affect special regulations or agreements concerning responsibility for goods carried and rolling-stock.

5. Enquiries into railway accidents shall be carried out by the railway Administration in whose district the accident occurred. If under the provisions of the previous clauses the other Administration is also affected by the accident, the enquiry shall be carried out jointly by both Administrations.

6. The treaties to be concluded concerning junctions shall define or regulate in greater detail questions concerning responsibility or the right of establishing the responsibility of another. The railway Administrations shall therefore be authorised to come to an agreement, with the approval of the respective higher authorities, for the purpose of settling questions of responsibility and the right of establishing the responsibility of another on any other basis.

Article 32.

The two Contracting Parties undertake to put the frontier stations agreed upon in the present Convention in working order as speedily as possible.

So long as the frontier stations are not equipped in a satisfactory manner, transit service shall be carried out as at present, or if necessary, in another manner to be settled by mutual agreement between the two railway Administrations.

Article 33.

Further details shall be reserved for the agreements concerning junctions to be concluded in the future, and shall be settled on the basis of the provisions of the present Convention. In these agreements, arrangements shall be made, in the case of work executed for the other Party, to ensure repayment of the actual expenditure, including additional sums charged in individual cases by the Administration responsible (additional costs, and grants to welfare and social institutions). In the case of such expenditure incurred in the interests of both Parties, repayment shall be made according to a scale to be fixed by mutual agreement. Provision shall likewise be made in the junction agreements for the reimbursement by both Parties of expenditure in respect of traction,

Article 34.

The present Convention shall be submitted to both Governments for ratification. The ratifications shall be exchanged at Prague.

Article 35.

The Convention shall come into force eight days after the exchange of ratifications. It may be denounced by giving one years notice as from January 1st of any year. In the case of denunciation the Contracting Parties shall take steps to replace it in due course by a new convention such as to meet the requirements of mutual traffic and of the common service.

Done in duplicate at Budapest on March the eighth, one thousand nine hundred and twenty-three.

(Signed) Rodolphe DE WODIANER.

(Signed) VAVREČKA.

(Signed) DVOŘÁČEK.

FINAL PROTOCOL

TO THE CONVENTION CONCERNING COMMON FRONTIER RAILWAY STATIONS, CONCLUDED BETWEEN THE KINGDOM OF HUNGARY AND THE CZECHOSLOVAK REPUBLIC.

On signing the Convention concerning common frontier stations concluded this day between the Kingdom of Hungary and the Czechoslovak Republic, the undersigned Plenipotentiaries made the following declarations, which form an integral part of the Convention.

Sub Article 4.

(a) The Administration of the Czechoslovak railways shall be responsible for the maintenance of that part of the structure of the bridge at Komárno which is cut by the frontier line and for two piers of the structure ; both Parties shall be jointly responsible for the costs of maintenance.

The maintenance of the other parts of the structure, including piers and abutments, shall be chargeable to the railway Administration of the State on whose territory the said parts of the bridge are situated.

(b) The Administration of the Hungarian railways shall be responsible for the maintenance of the central part of the structure of the bridge at Ipoly near Szob and for the piers of the structure ; both Parties shall be jointly responsible for the costs of maintenance.

The maintenance of other parts of the structure, including abutments, shall be chargeable to the railway Administration of the State on whose territory the said parts of the bridge are situated.

(c) The Administration of the Czechoslovak railways shall be responsible for the maintenance of the pier cut by the frontier line situated between the first and second part of the Tisza bridge near Čop on the Czechoslovak side, both Parties being jointly responsible for expenditure.

The maintenance of other parts of the structure, including the other pier and abutments, shall be chargeable to the railway Administration of the State on whose territory the said parts of the bridge are situated.

The Hungarian Government undertakes as soon as possible to put that part of the bridge at Čop which is at present defective in good condition.

(d) The two railway Administrations shall, subject to approval by the inspecting authorities, further agree as to the manner in which the present Convention is to be carried out in regard to the maintenance of other works on railway lines at the points at which these lines are cut by the frontier.

(e) In order that any possible interruption of telegraph, telephone, and danger signal lines should be speedily dealt with, it is desirable that employees of both Parties carrying out supervisory duties should be allowed to pass freely as far as the nearest frontier station. It should therefore be laid down that the said employees be provided by station-masters in their territory with an identity card bearing a photograph and certified by the police officials of the respective territories.

Sub Article 9.

Official correspondence of each railway Administration shall be received by the neighbouring Administration and carried free of charge by the latter in its own territory.

Sub Article 14.

Trains may in no case be despatched before the Customs and passports examination has been completed by the officials of both States, unless such examination be carried out by the officials of one or other State during the journey and in the train. The Customs and police officials of both States shall carry out their examination as far as possible simultaneously, and as speedily as is consistent with the interests entrusted to their care.

Nevertheless, Customs examination of commercial goods carried with them by passengers shall not be used as a reason for lengthening the normal time during which the trains should remain at the station. Such goods should be retained in the frontier station and only be re-despatched by the next suitable train after they have been cleared through the Customs in the regular manner.

Sub Article 29.

(a) Employees of the railways of the neighbouring State shall be placed on a footing of equality with the railway employees of the State on the territory of which the common station is situated, in respect of participation in staff kitchens and common kitchens, facilities granted to those who use the station restaurants, articles supplied for use and for lighting, and medical treatment.

They shall, moreover, be entitled to have articles for their personal use and for heating and lighting purposes brought from their own State in quantities corresponding to their requirements.

(b) Unrestricted exportation and importation free from all duties or taxes, shall be allowed on production of a certificate from the head of the office concerned, in respect of utensils and material used for railway operation, tools and material intended for the installation and the service of frontier offices in foreign territory, personal property brought with them on removal by the employees of the said offices, articles sent by employees to their own country for mending, cleaning, etc., and subsequently, uniforms and equipment belonging to employees, and material for heating and lighting the offices.

Article 32.

In view of the importance of the Bratislava-Budapest line for international traffic, the two Contracting Parties agree that it is a primary necessity for the railway service that the frontier station of Szob should be put into satisfactory condition; for this reason Hungary undertakes immediately to carry out all reconstruction work necessary in the said station and to complete this work as soon as possible, and also to agree without delay with the Administration of the Czechoslovak railways as to the necessary installations and their execution.

Budapest, March eight, one thousand nine hundred and twenty-three.

(Signed) VAVREČKA.

(Signed) Rodolphe DE WODIANER.

(Signed) DVOŘAČEK.

ADDITIONAL PROTOCOL

TO THE CONVENTION CONCERNING COMMON FRONTIER RAILWAY STATIONS CONCLUDED BETWEEN THE KINGDOM OF HUNGARY AND THE CZECHOSLOVAK REPUBLIC MARCH 8, 1923.

The undersigned Plenipotentiaries, duly authorised for that purpose, have agreed as follows :

(1) The provisions of Articles 17 and 18 of the Convention concerning Common Frontier Stations, signed on March 8th, 1923, between the Kingdom of Hungary and the Czechoslovak Republic shall also apply to Customs and passport offices established in the said stations, whereas the provisions of Articles 19 to 29 (with the exception of Article 20) shall apply to employees of these offices. In the same way the provisions of the Final Protocol *sub* Article 29 shall apply to Customs and passport offices and their employees.

(2) The officials of one Contracting State which is a party to the said Convention, employed in its frontier offices situated on the territory of the other Contracting State, shall only be liable to direct taxes in so far as provided for in the Convention concluded on July 13th, 1923, between the Kingdom of Hungary and the Czechoslovak Republic for the purpose of settling the basis of assessment of internal and foreign taxation, and particularly for the purpose of avoiding double taxation in regard to direct taxes.

(3) The provisions of Article 17 must be understood to imply the right of frontier offices on the territory of the other State to use the arms of the State to indicate their offices, but not to fly the flag of their State.

Done at Budapest in duplicate on April the fourteenth, one thousand nine hundred and twenty-six.

(Signed) Rodolphe DE WODIANER.

(Signed) Hugo VAVREČKA.

I.

ROYAL HUNGARIAN
MINISTRY
OF FOREIGN AFFAIRS.
59.422/4-1926.

BUDAPEST, *April* 13, 1926.

YOUR EXCELLENCY,

I have the honour to bring the following to your notice :

Article 1 of the Convention on common frontier stations concluded between the Kingdom of Hungary and the Czechoslovak Republic, and signed on March 8, 1923, lays down that the railway service connection and transit, and the frontier police and Customs service shall be carried out in the common frontier stations. It is, therefore, understood that the above-mentioned Convention shall not apply to the veterinary police service.

Trusting that you will forward to me a declaration to the same effect, I have the honour to be, etc.

(Signed) WALKO.

His Excellency,
M. Hugo Vavrečka,
Envoy Extraordinary
and Minister Plenipotentiary,
Budapest.

II.

LEGATION
OF THE
CZECHOSLOVAK REPUBLIC.

No. 5.645/26.

YOUR EXCELLENCY,

BUDAPEST, *April 15, 1926.*

In reply to your Note 59.422/4-1926 of April 13, 1926, I have the honour to confirm the fact that in accordance with the provisions of Article 1 of the Convention on common frontier stations concluded between the Czechoslovak Republic and the Kingdom of Hungary, and signed on March 8, 1923, the said Convention shall not apply to the Veterinary police service.

I have the honour to be, etc.

(Signed) VAVREČKA.

His Excellency
M. Louis Walko,
Minister of Commerce, provisionally in charge of
the Ministry of Foreign Affairs,
Budapest.

PROTOCOL

DRAWN UP AT PRAGUE AT THE MINISTRY OF FOREIGN AFFAIRS OF THE CZECHOSLOVAK REPUBLIC
SEPTEMBER 30, 1926, WITH REGARD TO THE EXCHANGE OF THE INSTRUMENTS OF RATIFICA-
TION OF THE CONVENTION, PROTOCOLS AND NOTES ENUMERATED BELOW.

Dr. Constantin DE MASIREVICH, Envoy Extraordinary and Minister Plenipotentiary,
on the part of the ROYAL HUNGARIAN GOVERNMENT, and
M. Václav PALLIER, Envoy Extraordinary and Minister Plenipotentiary, on the part
of the Government of the CZECHOSLOVAK REPUBLIC,

Have to-day exchanged the instruments of ratification of the following Convention and Addi-
tional Protocol :

- (1) The Convention on Common Frontier Stations, concluded at Budapest on March 8, 1923, and the Final Protocol relating thereto ;
- (2) The additional Protocol to the said Convention, drawn up at Budapest on April 14, 1926.

At the moment of proceeding to the exchange of the instruments of ratification of the above-mentioned documents, the undersigned Plenipotentiaries have taken note of the fact that the Czechoslovak instrument of ratification also includes Note No. 59.422/4, concerning an interpretation of Article 1 of the said Convention addressed by the Royal Hungarian Minister for Foreign Affairs on April 13, 1926, to the Ministry of the Czechoslovak Republic at Budapest, and Note No. 5.645/26 dated April 15, 1926, on the same subject, from the Minister of the Czechoslovak Republic at Budapest to the Royal Hungarian Minister for Foreign Affairs.

With regard to this matter the undersigned Plenipotentiaries have made the following declarations :

Whereas the Royal Hungarian Government holds that the Notes Nos. 59.422/4-1926 and 5.645/26 exchanged in April 1926 at Budapest with regard to the exemption of the veterinary police service from the *régime* provided for in Article 1 of the Convention on Common Frontier Stations concluded between the Kingdom of Hungary and the Czechoslovak Republic merely

constitute a private record of the result of the negotiations, and thus under the Hungarian Constitution do not require ratification, particularly as in the text itself of the said Notes their ratification is not provided for ;

And whereas, on the other hand, the President of the Czechoslovak Republic has also ratified the two above-mentioned Notes,

It has been placed on record and agreed that the difference between these two points of view shall in no way affect the validity of the said Notes, which have been signed by the duly authorised Plenipotentiaries of the Contracting Parties.

In faith whereof the Plenipotentiaries have signed the present Protocol.

Done at Prague in duplicate, on September the thirtieth one thousand nine hundred and twenty-six.

For the Czechoslovak Republic :
(Signed) Václav PALLIER.

For the Kingdom of Hungary :
(Signed) Constantin DE MASIREVICH.