

N° 3232.

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## DANEMARK ET NORVÈGE

Arrangement relatif à l'établissement et à l'entretien d'une ligne de navigation régulière entre Hirtshals et la Norvège du Sud, signé à Copenhague, le 8 juillet 1933, et échange de notes y relatif, de la même date.

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## DENMARK AND NORWAY

Agreement relating to the Establishment and Upkeep of a Regular Shipping Line between Hirtshals and Southern Norway, signed at Copenhagen, July 8, 1933, and Exchange of Notes relating thereto of the same Date.

## TEXTE DANOIS. — DANISH TEXT.

N<sup>o</sup> 3232. — OVERENSKOMST<sup>1</sup>  
MELLEM DANMARK OG NORGE  
OM RUTEFORBINDELSEN  
MELLEM KRISTIANSSAND OG  
HIRTSHALS. UNDERTEGNET I  
KØBENHAVN DEN 8. JULI 1933.

*Textes officiels danois et norvégien communiqués  
par le délégué permanent du Danemark auprès  
de la Société des Nations. L'enregistrement de  
cet arrangement a eu lieu le 22 juillet 1933.*

DEN KGL. DANSKE REGERING og DEN KGL.  
NORSKE REGERING er kommet overens om føl-  
gende :

## Art. I.

1) Under Forudsætning af, at de danske bevilgende Myndigheder giver deres Tilslutning til Afholdelsen af de dertil fornødne Udgifter, forpligter den danske Regering sig til at lade udføre følgende Arbejder til Beskyttelse og Uddybning af Havnen i Hirtshals :

Fra et Punkt paa den nuværende vestre Mole ca. 75 m fra dennes Hoved bringes den paa vedlagte Plan med gul Farve viste Dækmole til Udførelse.

Paa Østsiden af Pier I i Havnen, saaledes som nærmere vist paa Planen, tilvejebringes Anløbsplads for den i Art 2 og 3 omhandlede Ruteforbindelse. Ved Kajen tilvejebringes en Dybde af 6 m ved dagligt Højvande. Den samme Dybde, 6 m, tilvejebringes i Yderhavnen ud for Kajen, som vist paa Planen. I Forhavnen mellem Ydermolerne tilvejebringes en Dybde af 6½ m som vist paa Planen og i Indløbet en Dybde af 7 m i en Bredde af mindst 60 m.

2) Den danske Regering forpligter sig endvidere til, saa længe der i Medfør af Art. 2 og 3

<sup>1</sup> Entrée en vigueur le jour de la signature.

## TEXTE NORVÉGIEN - NORWEGIAN TEXT.

N<sup>o</sup> 3232. — OVERENSKOMST<sup>1</sup>  
MELLEM NORGE OG DANMARK  
OM RUTEFORBINDELSEN MEL-  
LEM KRISTIANSSAND OG HIRTS-  
HALS. UNDERTEGNET I  
KJØBENHAVN, DEN 8. JULI  
1933.

*Danish and Norwegian official texts communicated  
by the Permanent Delegate of Denmark accredi-  
tated to the League of Nations. The registration  
of this Agreement took place July 22, 1933.*

DEN KGL. NORSKE REGJERING og DEN KGL.  
DANSKE REGJERING er kommet overens om føl-  
gende :

## Art. I.

1) Under forutsetning av at de danske bevilgende myndigheter gir sin tilslutning til avholdelsen av de dertil nødvendige utgifter, forplikter den danske regjering sig til å la utføre følgende arbeider til beskyttelse og utdypning av havnen i Hirtshals :

Fra et punkt på den nuværende vestre mole ca. 75 m. fra dennes hode bringes den på vedlagte plan med gul farve viste dekkmole til utførelse.

På østsiden av pier I i havnen, således som nærmere vist på planen, tilveiebringes anløps- plass for den i art. 2 og 3 omhandlede ruteforbin- delse. Ved kaien tilveiebringes en dybde av 6 m. ved daglig høivann. Den samme dybde 6 m. tilveiebringes i ytterhavnen ut for kaien, som vist på planen. I forhavnen mellom ytter- molerne tilveiebringes en dybde av 6½ m. som vist på planen og i innløpet en dybde av 7 m. i en bredde av minst 60 m.

2) Den danske regjering forplikter sig videre til, så lenge der i henhold til art. 2 og 3 måtte

<sup>1</sup> Came into force on the date of signature.

<sup>1</sup> TRANSLATION.

No. 3232. — AGREEMENT BETWEEN DENMARK AND NORWAY  
RELATING TO THE ESTABLISHMENT AND UPKEEP OF A  
REGULAR SHIPPING LINE BETWEEN HIRTSHALS AND  
SOUTHERN NORWAY. SIGNED AT COPENHAGEN, JULY 8, 1933.

THE ROYAL DANISH GOVERNMENT and THE ROYAL NORWEGIAN GOVERNMENT have agreed on the following provisions.

*Article 1.*

1. Provided that the competent Danish authorities agree to incur the necessary expenditure for the purpose, the Danish Government undertakes to cause the following work to be carried out for protecting and deepening the port of Hirtshals.

A protecting breakwater starting from a point situated about 75 metres from the head of the existing breakwater shall be constructed as shown in yellow on the attached plan.

On the eastern side of Pier I in the port, as shown in the plan, a landing-stage shall be erected for the regular line mentioned in Articles 2 and 3. The depth at ordinary high tide shall be 6 metres near the quay and in the outer port at some distance from the quay as shown on the plan. In the inner port between the outer breakwaters the depth shall be 6½ metres, as shown on the plan, and in the navigable channel 7 metres for a width of at least 60 metres.

2. The Danish Government also undertakes to maintain the above-mentioned depths in the port of Hirtshals without any grant from the Norwegian Government, so long as the Norwegian Government is under the obligation, in accordance with Articles 2 and 3, to maintain the regular line mentioned therein.

*Article 2.*

1. Provided that the work mentioned in Article 1 is carried out, the Norwegian Government undertakes, as soon as the work in question is completed, to open or cause to be opened and to maintain or cause to be maintained for a period of at least 6 years a regular line with a service in both directions 6 or 7 times a week for mail, passengers and goods between Kristianssand (or some other port in Southern Norway) and Hirtshals with vessels suitable for the purpose.

If during the period in question the continued maintenance of the line should become undesirable on account of war or other extraordinary circumstances, the Norwegian Government shall be entitled temporarily to suspend the service.

2. The Norwegian Government will endeavour so far as possible to comply with any wishes put forward by the Danish Ministry of Public Works as regards the time-table of the service.

*Article 3.*

Should the experience gained during the first year of the operation of the line show that the port of Hirtshals — apart from quite extraordinary atmospheric conditions — is not suited from

<sup>1</sup> Translated by the Secretariat of the League of Nations, for information.

the point of view of navigation as a Danish base for the operation of a shipping line such as that mentioned in Article 2, the Norwegian Government shall be relieved of its obligation to continue to maintain the line or to cause it to be maintained.

*Article 4.*

Should any difference of opinion arise between the Danish and Norwegian Governments as to whether the last paragraph of Article 2, section 1, is applicable or as to whether, at the end of the trial period mentioned in Article 3, the port of Hirtshals has proved suitable for the maintenance of the regular shipping line mentioned in Article 2, such difference of opinion shall be settled with binding effect by a Commission consisting of three experts, one of whom shall if necessary be appointed by the Danish Government, one by the Norwegian Government and one by the Swedish Government, if the latter consents, or otherwise by agreement between the other two members.

*Article 5.*

The present Agreement shall come into force on signature.

In faith whereof the Plenipotentiaries appointed by their respective Governments have signed the present Agreement, drawn up in two copies in the Danish and Norwegian languages, at Copenhagen on July 8th, 1933.

P. DAHL,

*Acting Minister of Public Works.*

Emil HUITFELDT.

EXCHANGE OF NOTES.

I.

NORWEGIAN LEGATION.

COPENHAGEN, *July 8, 1933.*

SIR,

Following upon the signature of the Agreement between the Royal Norwegian Government and the Royal Danish Government regarding the establishment of a regular line between Kristianssand and Hirtshals, I have the honour, under instructions from my Government, to point out, in accordance with the previous Norwegian statement, that the Agreement is subject to the condition that the port of Hirtshals should be completed not later than four years after the conclusion of the Agreement and that suitable railway connection should be arranged to and from Hirtshals.

I have the honour, etc.,

*(Signed)* Emil HUITFELDT.

His Excellency  
Monsieur Stauning,  
Minister for Foreign Affairs,  
Copenhagen.

## II.

MINISTRY  
OF FOREIGN AFFAIRS.

COPENHAGEN, July 8, 1933.

SIR,

In reply to your note of to-day's date regarding the Agreement between the Royal Danish Government and the Royal Norwegian Government relative to the establishment of a regular line between Kristianssand and Hirtshals, I have the honour to state that the Danish Government agrees that the Agreement shall be subject to the condition that the harbour works mentioned in Article 1 shall be completed not later than four years after the conclusion of the Agreement. With regard to the question of suitable railway connection to and from Hirtshals, I venture to observe that a railway already exists with rails going as far as the "Norgeskajen" in the port of Hirtshals and that the Danish Government will endeavour so far as possible to comply with any wishes of the Norwegian Government regarding time-tables for trains to and from Hirtshals. The Danish Government has also the intention, when the Hirtshals-Kristianssand line is opened, to arrange train connections to and from Hirtshals similar to those already existing for communications to and from Frederikshavn in connection with the Frederikshavn-Kristianssand line.

I have the honour, etc.,

*For the Minister for Foreign Affairs :*  
*(Signed) P. DAHL,*  
*Acting Minister of Public Works.*

M. Emil Huitfeldt,  
Norwegian Minister.