

## HONGRIE ET TCHÉCOSLOVAQUIE

Convention au sujet de l'application du règlement international de police de la navigation sur le secteur du Danube qui forme frontière entre la Hongrie et la Tchécoslovaquie, ainsi qu'au sujet de la réglementation de l'exercice de la navigation sur ledit secteur du fleuve, avec protocole additionnel, signés à Praha, le 14 novembre 1928, et second protocole additionnel, signé à Budapest, le 30 janvier 1931 et à Praha, le 10 mars 1931.

---

## HUNGARY AND CZECHOSLOVAKIA

Convention with regard to the Application of the International Police Regulations for Navigation on the Section of the Danube forming the Frontier between Hungary and Czechoslovakia, and with regard to the Regulation of Navigation on the said Section of the River, with Additional Protocol, signed at Prague, November 14, 1928, and Second Additional Protocol, signed at Budapest, January 30, 1931, and at Prague, March 10, 1931.

<sup>1</sup> TRADUCTION. — TRANSLATION.

No. 3295. — CONVENTION<sup>2</sup> BETWEEN THE KINGDOM OF HUNGARY AND THE CZECHOSLOVAK REPUBLIC, WITH REGARD TO THE APPLICATION OF THE INTERNATIONAL POLICE REGULATIONS FOR NAVIGATION ON THE SECTION OF THE DANUBE FORMING THE FRONTIER BETWEEN HUNGARY AND CZECHOSLOVAKIA, AND WITH REGARD TO THE REGULATION OF NAVIGATION ON THE SAID SECTION OF THE RIVER. SIGNED AT PRAGUE, NOVEMBER 14, 1928.

*French official text communicated by the Chargé d'Affaires a. i. of the Hungarian Delegation accredited to the League of Nations. The registration of this Convention took place November 15, 1933.*

HIS MOST SERENE HIGHNESS THE REGENT OF HUNGARY and THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC, desirous of ensuring, in accordance with Article XXIV of the Convention<sup>3</sup> establishing the definitive Statute of the Danube, signed at Paris on July 23, 1921, the uniform application of the international police regulations for navigation on the section of the Danube forming the frontier, and of regulating navigation on the said section of the river, have decided to conclude a Convention and have appointed for that purpose as their plenipotentiaries :

HIS MOST SERENE HIGHNESS THE REGENT OF THE KINGDOM OF HUNGARY :

Gabriel TÁNCZOS, General Officer commanding the Cavalry (retired) ;

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC :

Václav ROUBÍK, Engineer, Czechoslovak Commissioner for the Delimitation of the State Frontiers ;

Who, having communicated to each other their respective full powers, found in good and due form, have agreed on the following articles :

A. APPLICATION OF THE POLICE REGULATIONS FOR NAVIGATION.

*Article 1.*

1. On the sector of the Danube which forms the frontier between Hungary and Czechoslovakia each of the Contracting Parties shall, in accordance with Article XXIV of the Statute of the Danube, exercise the jurisdiction to which it is entitled under the police regulations for navigation, within the limits of its territorial sovereignty.

<sup>1</sup> Traduit par le Secrétariat de la Société des Nations, à titre d'information.

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

<sup>2</sup> The exchange of ratifications took place at Budapest, May 27, 1933.

<sup>3</sup> Vol. XXVI, page 173 ; and Vol. CXVII, page 55, of this Series.

2. If on the section of the Danube which forms the frontier between the Contracting Parties a breach of the police regulations for navigation is committed or any other occurrence connected with navigation takes place which requires action on the part of the authorities, the competent authority of either Contracting Party which first arrives on the spot may take action and make the necessary arrangements. This shall also apply to cases in which it is not possible to ascertain immediately and with certainty on which territory the breach of the regulations or the occurrence connected with navigation took place.

3. In the cases mentioned in the previous paragraph, the authority which has first dealt with the case and which has taken the necessary measures shall be obliged immediately to notify the competent authority of the other Contracting Party and to hand the affair over to it together with all documents and articles connected with the case and to inform it what provisional measures have been taken, should it be later established that the place at which the incident took place is under the jurisdiction of the other Party.

4. Should the breach of the regulations or the occurrence have taken place on the actual frontier line in the Danube or should it be impossible to ascertain on which territory the breach or occurrence took place, the authority (office) which first dealt with the matter shall remain in charge of the case, and after having settled it, shall communicate the result to the competent authority (office) of the other Contracting Party.

#### *Article 2.*

1. All authorities, offices and organs of the two Contracting Parties which the present Convention is liable to concern shall be obliged to assist the corresponding authorities, offices and organs of the other Party, in order to enable them to carry out their duties and obligations, and to communicate to them for that purpose all necessary data at their disposal and to forward to them any information that may be brought to their notice.

2. The two Contracting Parties shall notify their authorities, offices and organs that they shall receive from the authorities, offices and organs of the other Contracting Party communications concerning breaches of the Police Regulations for Navigation which have been provisionally established on the sector of the Danube forming the frontier and that they shall take the necessary action in respect of said communications. Likewise the above-mentioned authorities, offices and organs shall be obliged to take the above-mentioned action, should they receive information from a trustworthy private source with respect to an occurrence connected with navigation which necessitates action under the Police Regulations for Navigation, such action being taken irrespective of the flag of the vessel concerned or of the nationality of the persons from whom the information is received.

3. The authorities, offices and organs of the Contracting Parties shall notify to each other as soon as possible any breach of the Police Regulations for Navigation or any occurrence connected with navigation on the territory of the other Contracting Party that they have themselves discovered or of which they are otherwise informed.

4. In order to facilitate the mutual assistance provided for in paragraphs 1, 2 and 3 of the present Article, unarmed representatives of the competent authorities, offices or organs may travel freely when on duty, without previous notice, in unarmed boats (vessels) flying the flag of the navigation police. In such cases the above-mentioned representatives shall be exempt from compulsory formalities connected with passports and visas; nevertheless they shall carry a service order valid for a short period (not more than 48 hours) issued by the competent navigation police authorities, and an identity card bearing their photograph. The crew of the boat (vessel) may number not more than four and may not land on the bank of the river belonging to the other Contracting Party unless authorised to do so by the frontier authorities. The above provisions shall in no way affect Customs regulations.

*Article 3.*

1. Breaches of the Police Regulations for Navigation or any other occurrence connected with navigation requiring the intervention of the authorities or notifiable under the Police Regulations for Navigation shall be notified to the following authorities of the two Contracting Parties :

(a) In the Kingdom of Hungary, to the harbour-masters of Gönyü, Komárom, Esztergom and Szob ;

(b) In the Republic of Czechoslovakia, to the River Navigation Office for the Danube river system having its headquarters at Bratislava and — if the port of Komárno and the part of the river under the authority of that port are also concerned — the branch of the said Office at Komárno.

2. Should the organisation of the said authorities be changed, the other Contracting Party shall be notified of such change.

B. NAVIGATION ON THE SECTOR OF THE DANUBE FORMING THE FRONTIER BETWEEN  
HUNGARY AND CZECHOSLOVAKIA.

*Article 4.*

1. The moorage or berthing of steamships, motor-vessels, barges, floating structures, rafts, etc. — hereinafter termed vessels for short — shall be subject to the following principles.

2. The vessels of the High Contracting Parties may fulfil the Customs formalities in the ports of the Kingdom of Hungary (at present, Gönyü, Komárom, Piszke, Nyergesujfalu, Esztergom) and of the Czechoslovak Republic (at present, Devin, Bratislava, Komárno).

3. Vessels of the Contracting Parties may not select for berthing or mooring in the sector of the Danube forming the frontier any place other than those enumerated in paragraph 2, unless compelled to stop on account of darkness or in case of unforeseen danger, damage, fog or snowstorm, and, in such circumstances, they may not carry on any trade and may be berthed or moored only for the duration of the cause which compelled them to stop. In such cases the captain (master) of the vessel shall, before mooring, cause several long sound signals to be given by means of the steam siren or otherwise, in order to warn the officials of the Customs Service, and should there be a Customs office at the place of mooring, he shall inform the said office at once of the mooring; otherwise he shall later give written notification of the occurrence to the nearest Customs Office of the riparian State in the direction in which he is proceeding. Such office shall notify the harbour authorities in whose territory the vessel put to shore in exceptional circumstances. The members of the vessel's crew instructed to moor the vessel to the bank must return on board as soon as they have carried out the operation. In the written notification referred to above it shall be stated whether the Customs officials appeared after the signals had been given and whether they performed any acts connected with their duties.

4. The captain (master) of the vessel and the crew and passengers shall be obliged to appear at the nearest office of the frontier service (at present, on Hungarian territory, the Royal Hungarian river guard, Customs guard and gendarmerie; and on Czechoslovak territory, the organs of the Customs Service, the Security Police Service and River Police), should all the crew and passengers be compelled to leave the vessel by reason of distress. Should they continue their journey (even by railway), they shall receive, after Customs inspection, a written permit from the office at which they appeared, allowing them to continue their journey and to cross the frontier of the State.

*Article 5.*

1. The Contracting Parties shall allow vessels compelled to moor as laid down in Article 4, after having given notification according to the regulations (Article 4, paragraph 4) to the competent frontier service authorities of the State in whose territory the vessel put to shore and on payment of the proper charges, to send telegraphic or telephonic messages from the official telegraph or telephone offices, or from the navigation telephone offices near the river-bank. In Hungary at the present time the telegraph offices of the harbour-masters at Gönyü, Komárom, Esztergom and Szob are open day and night. In the Czechoslovak Republic such offices are at present in operation at Devin-pristav, Devin-kamenolom, Bratislava-pristav, Körtvélyes, Bös, Medve, Koloznéma, Komárno-pristav, Dunaradvány, Dunamócs, Karva, Parkán, Kamenica-nádrazi, Helemba.

2. The crew of a vessel in distress may not come and go or visit inhabited localities in search of assistance in the event of accident, save in case of *force majeure*, unless verbal consent has previously been given by the frontier services (Article 4, paragraph 4) of the State concerned. In such cases the members of the crew sent for the purpose shall carry identity cards issued by the captain (master) of the vessel or of the tow and bearing the official stamp of the vessel.

*Article 6.*

Should the mooring provided for in Articles 4 and 5 of the present Convention necessitate the examination of the crew or passengers disembarking, the captain (master) of the vessel shall, if the frontier services (Article 4, paragraph 4) so require, supply a list of the crew and of the passengers.

*Article 7.*

At places where there is a State Harbour-Master (River Navigation Office) or a branch office or representative of a Harbour-Master (River Navigation Office) or in respect of which special regulations have been drawn up concerning the berthing and movement of vessels, the local regulations shall be observed by all.

*Article 8.*

The Contracting Parties shall by mutual agreement take measures to mark the navigable channel under the bridges of the sector of the Danube forming the frontier between Hungary and Czechoslovakia by signs (marks visible by day, lights, etc.) in accordance with the regulations of the International Commission of the Danube and the requirements of navigation. They shall likewise maintain such special signs in good condition.

*Article 9.*

The present Convention shall be ratified and ratifications shall be exchanged at Budapest. Before ratification the Governments of the Contracting Parties shall communicate the text of the Convention to the International Commission of the Danube.

The Convention shall come into force three months after the exchange of ratifications and shall remain in force so long as it has not been denounced by one or other of the Contracting Parties. If denounced it shall cease to have effect six months from the date on which the denunciation is communicated to the other Contracting Party.

Done at Prague, in duplicate, on November 14, 1928.

*For the Kingdom of Hungary :*

G. TÁNCZOS, *m. p.*

*For the Czechoslovak Republic :*

Ing. Václav ROUBÍK, *m. p.*

## ADDITIONAL PROTOCOL

to the Convention with regard to the application of the International Police Regulations for Navigation on the sector of the Danube which forms the frontier between Hungary and Czechoslovakia, and with regard to the regulation of navigation on the said sector of the river.

In order to ensure the uniform buoyage of the navigable channel under the bridges of the river Tisza, also the Contracting Parties have decided to apply the provisions of Article 8 of the above-mentioned Convention to the bridges of Záhony-Cop.

Done at Prague, in duplicate, on November 14, 1928.

*For the Kingdom of Hungary :*  
G. TÁNCZOS, *m. p.*

*For the Czechoslovak Republic :*  
Ing. Václav ROUBÍK, *m. p.*

## SECOND ADDITIONAL PROTOCOL.

After having signed the Convention between Hungary and Czechoslovakia on November 14, 1928, with regard to the application of the International Police Regulations for Navigation on the sector of the Danube which forms the frontier between Hungary and Czechoslovakia, and the regulation of navigation on the said sector of the river, and after having signed the Additional Protocol on November 14, 1928, with regard to the uniform buoyage of the navigable channel under the bridges of the Tisza, the undersigned Plenipotentiaries of the two Contracting Parties have further agreed on the following provisions :

1. The application of the provisions of Article 4 of the Convention shall not be restricted to vessels of the Contracting Parties, but shall apply to all vessels, irrespective of their flag.

2. The provisions of Articles 1 and 2 of the Convention and the preceding provision of this Additional Protocol shall also be applied on the international sector of the River Tisza forming the frontier between the two countries. The Governments of the Contracting Parties shall notify each other of the authorities, organs, etc., responsible for applying the police regulations for navigation on the sector in question of the River Tisza.

The present Additional Protocol shall form an integral part of the above-mentioned Convention. It shall be subject to ratification and shall have the same force and validity as the Convention itself.

Done at Budapest, in duplicate, January 30, 1931.

Done at Prague, in duplicate, March 10, 1931.

G. TÁNCZOS, *m. p.*

Ing. Václav ROUBÍK, *m. p.*