

ALLEMAGNE ET PAYS-BAS

Accord établissant des dispositions moins rigoureuses pour le transport par chemins de fer entre les deux pays d'objets qui, aux termes de la Convention internationale concernant le transport des marchandises par chemin de fer, du 23 octobre 1924, sont exclus du transport ou n'y sont admis que sous certaines conditions, signé à La Haye, le 6 juin, et à Berlin, le 11 juin 1931, et échange de notes y relatif, Berlin, le 15 mai, La Haye, le 6 juin, et Berlin, le 11 juin 1931.

GERMANY AND THE NETHERLANDS

Agreement establishing less strict Provisions for the Transport by Railway between the two Countries of Goods which, in accordance with the International Convention concerning the Traffic of Goods by Rail of October 23, 1924, are excluded from the Traffic or are only admitted subject to certain Conditions, signed at The Hague, June 6, and at Berlin, June 11, 1931 and Exchange of Notes relating thereto, Berlin, May 15, The Hague, June 6, and Berlin, June 11, 1931.

TEXTE NÉERLANDAIS. — DUTCH TEXT.

N^o 2778. — OVEREENKOMST¹ TUSSCHEN HET KONINKRIJK DER NEDERLANDEN EN DUITSCHLAND, HOUDENDE MILDERE BEPALINGEN VOOR HET VERVOER IN ONDERLING VERKEER VAN DE VOORWERPEN, DIE VOLGENS DE INTERNATIONALE OVEREENKOMST OMTRENT HET GOEDERENVERVOER PER SPOORWEG VAN 23 OCTOBER 1924 VAN HET VERVOER ZIJN UITGESLOTEN, OF DAARTOE SLECHTS VÓORWAARDELIJK TOEGELATEN ZIJN. GETEEKEND TE 'S-GRAVENHAGE, DEN 6 DEN JUNI EN TE BERLIJN DEN 11 DEN JUNI 1931.

German and Dutch official texts communicated by the Netherlands Minister at Berne. The registration of this Agreement took place August 11, 1931.

Op grond van artikel 4, § 2 van de Internationale Overeenkomst² van 23 October 1924 betreffende het goederenvervoer per spoorweg is overeengekomen, dat in het rechtstreeksch verkeer tusschen de Spoorwegen de volgende afwijkende bepalingen van de voorwaarden van de op 1 Juli 1931 ingevoerd wordende nieuwe Bijlage I van deze Overeenkomst met ingang van 1 Juli 1931 van kracht zullen zijn :

In de *Inleidende opmerking* tot Bijlage I worden

1. in randgetal 1 de woorden „Deze benamingen moeten rood onderstreept worden” vervangen door :

„Deze benamingen moeten bij de voorwerpen van de Klassen I c, IV, V, VI rood onderstreept worden”.

2. Aan het slot van randgetal 3 de volgende zinnen toegevoegd :

„Indien de samenpakking of de samenlading toegestaan is, kan voor zulke zendingen een gemeenschappelijke vrachtbrief worden opgemaakt. In den gemeenschappelijken vrachtbrief moeten de voorwaardelijk ten vervoer toegelaten voorwerpen afzonderlijk worden opgegeven en zoodanig aangeduid worden, als in rechtstreeksch verkeer tusschen de spoorwegen is voorgeschreven”.

3. In randgetal 5 de woorden „volgens model 1 tot 10” vervangen door :

„Volgens model 1, 1 a), 2, 2 a), 2 b), 3, 4 tot 10”.

4. In randgetal 6 de woorden „volgens model 1 tot 5, 9 en 10” vervangen door :

„volgens model à, 1 a), 2, 2 a), 3, 4, 5, 9 en 10”.

5. Aan het slot van randgetal 6 toegevoegd de woorden :

„Bij wagenladingen kan van het aanbrengen van de etiketten volgens model 4, 5, 9 en 10 op de colli zelf worden afgezien”.

¹ Came into force July 1st, 1931.

² Vol. LXXVII, page 367 ; Vol. C, page 248 ; and Vol. CXVII, page 186, of this Series.

TEXTE ALLEMAND. — GERMAN TEXT.

NOTENWECHSEL.

Communiqué par le ministre des Pays-Bas à Berne, le 23 mars 1932. *Communicated by the Netherlands Minister at Berne, March 23, 1932.*

I.

Abschrift.

DER REICHSVERKEHRSMINISTER.

E. I. 15 Nr. 3822.

BERLIN, W 8, den 15. Mai 1931.

Einschreiben :

Betrifft : Leichtere Vorschriften zu der am 1. Juli d. J. in Kraft tretenden neuen Anlage I des Internationalen Übereinkommens über den Eisenbahnfrachtverkehr.

Zu dem Schreiben Nr. La. A, Afd. Vervoer-en Mijnwezen vom 27. Februar 1931.

Eurer Exzellenz beehre ich mich, in dreifacher Ausfertigung die Vereinbarung leichterer Vorschriften für die nach dem Internationalen Übereinkommen über den Eisenbahnfrachtverkehr vom 23. Oktober 1924 von der Beförderung ausgeschlossenen oder nur bedingungsweise zugelassenen Gegenstände im gegenseitigen Eisenbahnwechselverkehr in der Fassung zu übersenden, wie sie auf der Konferenz in Berlin vom 5. bis 9. Mai d. J. von unseren beiderseitigen Vertretern in Gemeinschaft mit Vertretern solcher Staaten, welche die bisherigen leichteren Vorschriften gleichfalls angenommen haben, verabredet worden sind.

Die Niederschrift über die erwähnten Verhandlungen füge ich ebenfalls in dreifacher Ausfertigung ergebenst bei.

Ich erkläre mich mit diesen Abmachungen ergebenst einverstanden. Ich werde entsprechend den Vorbehalten Ihrer Herren Vertreter (S. 6 der Niederschrift) unter der Voraussetzung, dass Eure Exzellenz der Vereinbarung gleichfalls zustimmen, worüber ich um eine sehr gefällige Mitteilung bitten darf, bei Veröffentlichung der leichteren Vorschriften folgendes bekanntgeben :

Zu den Bestimmungen unter Klasse I a), Abschnitt B (Beförderung und Aufgabe) Abs. 2 a) In den Niederlanden dürfen bis auf weiteres Dynamit und dynamitähnliche Sprengstoffe (Sprengmittel der 2. Gruppe unter e) nur befördert werden :

a) von den Grenzübergängen
Herzogenrath Grenze und *Richterich-Grenze*
 Kerkrade Rolduc Grenze Sijpeldeld Grenze
 nach den niederländischen Bergbauwerken,

b) von und nach der Station Echt der Niederländischen Eisenbahnen nach und von den unter a) genannten Grenzübergängen...

¹ TRANSLATION.

No. 2778. — AGREEMENT BETWEEN GERMANY AND THE NETHERLANDS ESTABLISHING LESS STRICT PROVISIONS FOR THE TRANSPORT BY RAILWAY BETWEEN THE TWO COUNTRIES OF GOODS WHICH, IN ACCORDANCE WITH THE INTERNATIONAL CONVENTION CONCERNING THE TRAFFIC OF GOODS BY RAIL OF OCTOBER 23, 1924, ARE EXCLUDED FROM THE TRAFFIC OR ARE ONLY ADMITTED SUBJECT TO CERTAIN CONDITIONS. SIGNED AT THE HAGUE, JUNE 6, AND AT BERLIN, JUNE 11, 1931.

In virtue of Article 4 paragraph 2 of the International Convention of October 23, 1924, concerning the Transport of Goods by Rail, the two parties have agreed, in respect of international railway traffic between them, to allow the following exceptions (to take effect as from July 1, 1931) to the provisions of the new Annex I of the said Convention which came into force on July 1, 1931.

In the preliminary observations to Annex I :

1. Under marginal No. 1, for the words " this description must be underlined in red ", read :
" This description must be underlined in red in respect of Classes I (c), IV, V and VI. "
2. At the end of marginal No. 3, the following sentences shall be added :
" If it is permitted to pack or load these articles with other articles, a joint way-bill may be made out for such consignments. Articles accepted for transport under certain conditions, must be enumerated separately in the joint way-bill and marked in accordance with the regulations for international railway traffic between the two countries. "
3. Under marginal No. 5, for " in accordance with models No. 1 to No. 10, " read :
" In accordance with models Nos. 1, 1 (a), 2, 2 (a), 2 (b), 3 and 4 to 10. "
4. Under marginal No. 6, for " in accordance with models Nos. 1 to 5, 9 and 10 ", read :
" In accordance with models Nos. 1, 1 (a), 2, 2 (a), 3, 4, 5, 9 and 10. "
5. At the end of marginal No. 6 add the following sentence :
" When the articles are sent in complete waggonloads, labels in accordance with models Nos. 4, 5, 9 and 10 need not be affixed to the individual packages. "

The provisions relating to Classes 1 (a) and 1 (b) (marginal Nos. 9 to 44) are replaced by the following regulations :

¹ Translated by the Secretariat of the League of Nations, for information.

CLASS I.

SUBSTANCES LIABLE TO EXPLOSION.

I (a). *Mining and gun explosives*¹.

The following explosives will not be accepted for conveyance :

A. MINING EXPLOSIVES².

FIRST GROUP.

*Explosives which can be conveyed as separate packages*³.

(a) *Explosives composed of nitrate of ammonia, viz :*

Explosives composed of non-gelatinous nitrate of ammonia and explosives composed of gelatinous nitrate of ammonia (gelatinised with dinitrohydrochlorine or dinitroglycol) provided that these explosives do not, when heated for 48 hours at a temperature of 75° C., give off oxide of hydrogen, and that, before and after heating, they are not more sensitive to shock, friction or combustion than the explosive used for comparison, with the following composition :

80% nitrate of ammonia ; 12% trinitrotoluol ; 4% sawdust ; 4% nitroglycerine, provided that under the regulations in force in the country of consignment, these explosives may be admitted for transport on the least strict conditions relating to explosives.

The manufacturer shall, by repeated tests, satisfy himself at all times that the explosive complies with the regulations and is not more dangerous than that used for comparison. Without prejudice to the responsibility of the manufacturer, the competent authority of the country of consignment may at any time investigate whether these conditions have been complied with, and, if necessary, forbid the transport of the explosive.

(b) *Organic nitrated bodies, viz :*

1. *Trinitrotoluol,*
Hexanitrodiphenylamin and
Picric acid.

2. Consigned in separate quantities not exceeding 500 gr. each, or 5 kg. in all, net weight, equivalent to a gross weight of approximately 15 kg.

Nitrated bodies not more dangerous than picric acid *intended for scientific or pharmaceutical use.*

¹ Substances which are not used for gun fire or for causing explosions, which cannot be detonated by contact with fire and which are not more sensitive to shock or friction than dinitrobenzol shall not be regarded as explosives within the meaning of the present Agreement.

In respect of the forwarding of one of these substances, the consignor certifies in the way-bill that it is not suitable for use for gun fire or for exploding mines, that it cannot be detonated by contact with flame, and that it is not more sensitive to shock or friction than dinitrobenzol, this substance is not regarded as coming within the conditions laid down for substances belonging to Class I (a).

² Until further notice, nitroglycerine may be replaced in these explosives, either wholly or in part, by nitroglycol or dinitrohydrochlorine or by a nitrated mixture of glycerine and sorbite, a nitrated mixture of glycol or hydrochlorine and sorbite, a nitrated mixture of glycerine, sorbite, glycol or hydrochlorine, in the last three cases with the addition of diphenylamin.

³ This division into groups does not affect the methods of calculating costs of transport laid down in the various tariffs.

(c) *Nitrocellulose* (gun-cotton, gun-cotton for collodion) viz :

(a) Nitrocellulose *not compressed* and containing, in weight, 75 parts of dry nitrocellulose and at least 25 parts of water or alcohol (ethyl alcohol, propyl alcohol, butyl alcohol or amyl alcohol) or a mixture composed of equal parts of these alcohols and of camphor ; nitrocellulose *not compressed* containing not more than 12% of nitrogen and composed, in weight, of 75 parts of dry nitrocellulose and at least 25 parts of xylol.

(β) Nitrocellulose *compressed*, containing not less than 15% of water (85 parts of dry matter to 15 parts of water).

Nitrocellulose must comply with the following conditions of stability :

When heated for two hours at a temperature of 132° C., it must not give off more than 3 cm³ of oxide of nitrogen per gramme of nitrocellulose : the detonation temperature must be above 180° C.

(d) *Explosives similar to black powder*¹ and composed as follows : Mixture containing 70 to 75% of nitrate of sodium. Not more than 20% of the total quantity of the explosive may be replaced by nitrate of potassium, 9 to 11% by sulphur and 10 to 15% by carbon, provided that under the regulations of the country of consignment such explosives may be admitted for transport on the least strict conditions relating to explosives.

SECOND GROUP².

Explosives which may only be conveyed in complete wagon loads.

(a) Organic nitrated bodies, on condition that when heated for 48 hours at 75° C. they are stable (of stable weight) and that when exposed to shock, friction or combustion they are not more dangerous :

(a) In the case of explosives *not soluble in water* — than tetranitromethylaniline³,

(β) In the case of explosives *soluble in water* — than trinitroresorcine.

(b) *Explosives with a basis of chlorate and perchlorate* (mixture of chlorates or perchlorates of lime or alkaline earths with combinations rich in carbon, e. g., hydrocarbons, resins, oils, nitrated aromatic hydrocarbons, vegetable flours, anorganic salts, etc.), provided that they are admitted for railway transport under the regulations of the country of consignment. *Chlorate mixtures* must not contain ammoniated salts, and the explosives must not be more sensitive to shock, friction or combustion than an explosive with a basis of chlorate composed as follows : 80% of chlorate of potassium, 10% of dinitrotolnol, 5% of trinitrotoluol, 4% of castor oil and 1% of sawdust.

The manufacturer shall, by repeated tests, satisfy himself at all times that the composition of the explosive is in accordance with the regulations and is not more dangerous than the explosive used for comparison.

(c) *Penta-erythritetranitrate* (nitro-pentaerythrite) finely crystallised and moistened uniformly with 30% of water ;

Also *pentaerythritetranitrite* (nitropentaerythrite) finely crystallised with the addition of 10% of lignite wax.

¹ In traffic with Italy, the Netherlands and Norway, explosives analogous to black powder are only accepted for transport as separate packages in quantities of not more than 100 kg. When the quantity is greater, these explosives are, in traffic with these countries, only accepted for transport in complete wagon loads and on the conditions applicable to explosives in the 2nd group.

² This division into groups does not affect the methods of calculating the costs of transport laid down in the various tariffs.

³ Tetranitromethylaniline in quantities of not more than 200 kg. may be dispatched as separate packages in cases containing not more than 25 kg.

(d) *Black powder* (explosive powder), a mixture of nitrate of potassium, sulphur and carbon, granulated, compressed or pulverised, provided it is not more sensitive to shock, friction or combustion than the finest sporting powder, with the following composition — 75% nitrate of potassium, 10% sulphur, 15% charcoal provided that, under the regulations of the country of consignment, this substance is admitted for transport by rail.

(e) *Dynamite and explosives similar to dynamite*, on condition that, in accordance with the regulations of the country of consignment, they are admitted for transport by rail.

They must not be more dangerous than gum dynamite containing 93% of nitro-glycerine.

B. GUN EXPLOSIVES.

FIRST GROUP ¹.

Gun explosives which may be conveyed as separate packages, viz ;

Smokeless gelatinised nitro-cellulose powder and nitro-cellulose powder containing nitro-glycerine, provided that, under the regulations of the country of consignment, they are admitted for transport on the least strict conditions applicable to such gun explosives.

SECOND GROUP ¹.

Gun explosives which may only be conveyed in complete waggon loads, viz :

(a) *Smokeless gelatinised nitro-cellulose powders which do not comply with the conditions laid down for the powders of the first group.*

(b) *Smokeless non-gelatinised nitro-cellulose powders (called mixed powders).*

(c) *Black powder (compressed or in grains) and similar powders suitable for use as gun explosives.*

The gun explosives mentioned under (a) and (b) must have the stability required by the regulations of the country of consignment for gun explosives belonging to the first group.

CONDITIONS OF TRANSPORT FOR THE EXPLOSIVES MENTIONED UNDER I (a), A AND B.

A. PACKING.

The packing shall comply with the regulations of the country of consignment.

Each package containing *mining or gun explosives of the first group* must bear a label in accordance with model No. 1, and each package containing *mining or gun explosives in the second group* must bear a label in accordance with model No. 1 (a).

B. TRANSPORT AND DESPATCH.

1. The following may not be consigned by *grande vitesse* :

Mining and gun explosives of the second group.

The other explosives belonging to Class I (a) may not be consigned by *grande vitesse*.

¹ This division into groups does not affect the methods of calculating the cost of transport laid down in the various tariffs.

Exceptions are :

- (1) Explosives with a basis of nitrate of ammonia (I (a) A, First Group (a)).
- (2) Trinitrotoluol (I a) A, First Group (b)).
- (3) Gun explosives of the First Group (I (a) B, First Group).

2. In the case of *mining and gun explosives of the second group*, the following regulations also must be observed :

(a) These articles may not be consigned to railway stations or by railway lines to which the transport of such goods is prohibited.

(b) Acceptance of a consignment, if not despatched by special train, may be restricted by previous notice to specified days and trains.

(c) At the time of despatch, each consignment must be declared and handed over for transport in accordance with the regulations of the country of consignment.

C. CERTIFICATES, WAYBILLS.

1. The description of the contents must be surrounded :

(a) By a red line in the case of *mining and gun explosives of the first group*.

(b) By two red lines in the case of *mining and gun explosives of the second group*.

2. In the case of *mining and gun explosives of first group*, a chemical expert approved by the competent authority, or by the monopoly administration, as the case may be, must certify on the waybill that, in accordance with the regulations of the country of consignment by its composition the explosive belongs to Group I, and has been analysed.

Further, the consignor must, for all consignments, certify on the waybill that the explosive is packed in accordance with the requirements of the country of consignment.

In the case of the forwarding of partial consignments by consignors other than the producing factories, the certificate prescribed in the first sub-paragraph of the present paragraph 2 may be dispensed with, if the consignor states in the waybill that the packages belong to the consignment which has been analysed and certified and that the original packing has not been changed. Proof hereof shall be produced on demand.

The contracting States over whose territories the goods are to be carried shall specify, in their own laws, any further certificates which may be required.

3. In the case of *mining and gun explosives of the second group*, the following regulations must be observed :

(a) In addition to the mark and number, the waybills must indicate the number and nature of the receptacles and the gross weight of each receptacle.

(b) The consignor must certify on the waybill that the nature and packing of the explosives comply with the regulations of the country of consignment. Further, each consignment of *dynamite cartridges* must be accompanied by a certificate of origin made out by the manufacturer and officially certified, and by a certificate furnished by a chemical expert approved by the competent authority or by the monopoly administration showing that the nature of the explosive and the packing are in due order.

(c) The contracting States over whose territories the goods are to be carried shall specify, in their own laws, any further certificates which may be required.

D. METHOD OF TRANSPORT.

1. *All explosives* must be carried in covered goods-waggon.
2. The following provisions are applicable to *mining and gun explosives of the second group* :

(a) All waggons used must have spring shock and traction appliances, solid roofs, thick walls and properly shutting doors, if possible without breaking appliances.

(b) Waggons in which there are projecting iron nails, screws, nuts etc. must not be used.

(c) The doors and windows of the waggons must close tightly and must be kept shut.

(d) All waggons used must be inspected periodically not less than once a month or lubricated not less than once in two months. No waggon which will not be inspected within one month of the date of loading may be used.

(e) Consignments must be despatched in the same waggon from the despatching station to the station of destination and may not be transshipped en route, except when this is inevitable.

(f) Loaded waggons must bear high up on the front and back walls or on the two side walls, clearly visible black rectangular flags showing the letter " p " in white.

E. LOADING AND OTHER REGULATIONS.

1. Explosives (I (a) must not be stowed in the same waggon with :

Explosive signals (Class I (b) No. 3).

Detonators (Class I (b) No. 5 A).

Instantaneous combustion fuses (Class I (b) No. 5 C) or ammunition specified in Class I (b)

No. 12.

Mining gun explosives of the second group must not be stowed in the same waggon with *Inflammable liquids* (Class III (a), danger group A I).

2. At the time of the loading or handling of *mining & gun explosives of the second group*, the following regulations also must be observed :

(a) The receptacles must be stowed in the railway waggons firmly enough to secure them against friction, shaking shocks or overturning or falling. In particular, barrels must not be placed upright, but laid on their sides parallel to the side walls of the waggon and secured by wedges covered with felt in order to prevent any rolling movement ;

(b) The special loading appliances and warning signals (coverings, flags, etc.) must be supplied by the consignor and delivered to the consignee with the goods.

(c) In regard to the precautionary measures to be taken at stations and during the journey, the destination of trains and the position in convoys of waggons loaded with explosives, notice to intermediate railway stations and to the transport authorities, arrival at the station of destination and delivery of the consignment, the internal regulations of the station or railway line in question shall apply.

I (b). AMMUNITION.

Only the following categories of ammunition may be accepted for transport :

1. *Fuses, non-primed.*

(a) *Quick burning fuses* (fuses composed of thick tubing with a large-diameter core of black powder, or with a core of threads of nitrated gun cotton.

For slow-burning fuses, see I (c), No. 1 (c).

(b) *Detonating fuses* (consisting of thin-walled narrow metallic tubes, having a core of explosive matter not more dangerous than pure picric acid, or of narrow fabric tubing, with a core of explosive matter not more dangerous than tetranitrate of pentaerythrite (nitropentaerythrite).

For instantaneous burning fuses, see No. 5 (c).

2. *Non-detonating primers* (primers which do not produce an explosive effect either with the aid of detonators or any other means) :

(a) *Percussion caps for fire-arms and ammunition ;*

(b) *Empty cartridge cases with detonators for fire-arms ;*

(c) *Quick matches, even fitted with screw, and other igniters containing a light charge of black powder exploded by friction, percussion or electricity.*

Non-detonating igniters for hand grenades (with or without handles), *powder caps for grenades with handles* for training purposes, and for other kinds of ammunition, in all cases, only if they comply with the regulations of the country of consignment.

(d) *Fuses for projectiles without detonators or other bursting appliances ; primings for projectile fuses, etc.*

(3) *Fire-works for signalling :*

Especially large gun charges containing not more than 200 gr. of granular black powder or 70 gr. of smokeless powder and *percussion caps* (formerly known as *railway fog signals*), if they comply with the regulations of the country of consignment.

With regard to small gun charges containing not more than 75 gr. of granular powder, used for fire-works, see I (c) No. 3 (b).

4. *Cartridges for portable fire-arms.*

(a) *Complete cartridges, with all-metal cases.* The projectiles must be fitted into the cases in such a way that they will not come out and that the powder charge cannot creep out.

(b) *Charged cartridges, with part-metal cases.* The whole of the powder charge must be contained in the metal base of the cartridge and secured therein by a plug or wad ; the cardboard must be strong enough not to break during transport.

(c) *Charged cartridges with cardboard cases and central percussion.* The cardboard must be strong enough not to break during transport.

(d) *Flobert cartridges loaded with ball.*

(e) *Flobert cartridges loaded with shot.*

(f) *Flobert cartridges not loaded with ball or shot.*

5. A. *Detonating primers.*

(a) *Detonators* (with or without delay-action primers).

(b) *Detonators with electric primers* (delay-action or otherwise).

(c) *Detonators solidly attached to a fuse of black powder.*

(d) *Delay-action detonators with percussion caps* (cartridges for echo sounding).

(e) *Detonators combined with a transmission charge composed of a compressed explosive,* which is not more dangerous than tetranitromethylaniline.

(f) *Detonators in the fuses of projectiles with or without transmission.*

(g) *Detonating primers for hand grenades* (with or without handles).

B. *Detonating caps for taking soundings* (detonators with caps, enclosed in tin sheet tubes bombs for taking soundings whether floating or otherwise).

C. Instantaneous burning fuses (narrow fabric fuses having a core of explosive more dangerous than tetranitrate of pentaerythrite provided they comply with the regulations of the country of consignment).

6. *Military ammunition* not otherwise specified (e. g. cartridge cases, charged shells) all *without* detonator, provided they comply with the regulations of the country of consignment.

7. *Hand or rifle grenades* without detonator, if they comply with the regulations of the country of consignment.

8. *Detonating charges for shells, torpedoes and mines, and percussion boxes, etc., tetryl cases all without* percussion caps, if these charges etc. comply with the regulations of the country of consignment.

9. *Lighting and signalling apparatus.*

This category includes :

Verrey lights and signal rockets .
Signal shells
Star rockets
Roman candles
Range-indicating shells by flare or dust
Squibs (detonating squibs)

} The fusing, propelling or lighting substance must be so condensed that the objects do not explode when set fire to.

10. Smoke spreading *Fumigating apparatus* if it complies with the regulations of the country of consignment.

11. *Substances designed to produce artificial fog*, if they comply with the regulations of the country of consignment.

12. *The ammunition specified in Nos. 6 to 8 with safety detonators or fuses*, if such ammunition complies with the regulations of the country of consignment and is despatched in complete waggon loads.

CONDITIONS OF TRANSPORT.

A. PACKING.

Packing must comply with the regulations of the country of consignment.

Each package containing *articles coming under Nos 3, 5 A and 5 C* must bear a label in accordance with Model No. 2, each package containing *articles coming under Nos. 6, 7, and 9* must bear a label in accordance with model 1 and each package containing *articles coming under No. 12* must bear a label in accordance with Model No. 2 (a).

B. CERTIFICATES, WAY-BILLS.

1. The description of the contents must be surrounded by :

- (a) A black line in the case of *articles coming under Nos. 3, 5 A and 5 C* ;
- (b) A red line in the case of *articles coming under Nos. 6, 7, 8 and 9* ;
- (c) Two black lines in the case of *articles coming under No. 12* :

2. In the way-bills relating to *ammunition coming under Class I (b)*, with the exception of those mentioned under No. 1 (a), the consignor must certify that the nature of the goods and the packing comply with the regulations of the country of consignment.

3. In the case of *ammunition coming under Nos. 6 to 9 and 12*, the declaration as to the nature of the goods and the packing must be confirmed either by the competent authority or by a chemist or expert approved by him, and mention must be made of such declaration in the way-bill.

4. The Contracting States over whose territories the goods are to be carried shall specify, in their own laws, any further certificates which may be required.

C. ROLLING STOCK.

1. *Explosives of every kind*, must be carried in covered goods waggons.

2. *Ammunition coming under No. 12* shall also be governed by the regulations applicable to in Class I (a) of Chapter D (rolling stock), paragraph 2.

D. LOADING.

1. *Fire-works for signalling* (No. 3) *detonating primers* (No. 5 A) *instantaneous burning fuses* (No. 5 C) and *ammunition coming under No. 12* may not be loaded in the same wagon as *explosives* (I (a)), *ammunition coming under Nos. 6, 7, 8 and 9 or inflammable liquids* (Class III (a)) *danger group A* (I).

2. *Ammunition coming under No. 12* shall also be governed by the regulations applicable to Class I (a) of Chapter E (loading and Further Regulations), paragraph 2.

E. METHOD OF TRANSPORT.

Substances coming under Nos. 3, 5A, 5 C, 6, 7, 8, 9 and 12 may not be carried by " *grande vitesse* ".

In the regulations relating to Class I c (*Igniters, fireworks, etc.*) ;

1. No. 3 (a) and (b) of the preliminary provisions (marginal No. 48), read as follows :

" 3. *Fire-works.*

(a) *Bombs and fire-pots*, that is to say, fire works ejected by a mortar with a total weight of 9 kg. including the propelling charge (gross weight 12 kg.) ;

Incendiary bombs, rockets, Roman candles, fountains, wheels, etc., with charges, weighing not more than 500 grammes each ;

(b) *Small cannon charges* composed of paper cartridges, wrapped with string and coated with glue and containing not more than 75 grammes of granular powder or 25 grammes of detonating salt (powder made of aluminium and perchlorate of potassium without sulphur), as also *gun charges* (crackers)¹, containing not more than 20 grammes of granular powder consisting of a cylindrical paper cover closed at both ends, both provided with fuses, the outer core of which must be covered, and other similar articles intended to produce a loud report.

As regards large gun charges (fire-works for signalling) see Class I (b), No. 3.

(The foot-notes to Annex I IÜG are unchanged).

2. In " Conditions of transport ", Section A (Packing) in paragraph (I) (marginal No. 49), the last sentence " in the case of articles mentioned under (2), the lids of the cases must be screwed down " is omitted.

3. At the end of paragraph 2 (k) (marginal No. 63), the following passage is added :

" As regards bombs of a gross weight of more than 5 kg., the propelling charge must be protected by a cardboard socket covering the lower part of the bomb. The bombs must be packed in cases and the spaces must be entirely filled with wood-wool or a similar substance. "

4. Paragraph 4 (marginal No. 66) is deleted.

5. In paragraph 5 (marginal No. 67), the beginning of the second sentence reads as follows :

“ The total weight of the explosive substance (propelling charge, bursting charge and lighting substance) must not exceed 20 kg. for the articles enumerated under (1) (e), 36 kg. for fireworks properly so-called mentioned under (3) (a), 25 kg. for small fireworks, etc. (continue as before). ”

6. Paragraph 6 (marginal No. 68) is replaced by the following :

“ (6) Each package containing articles coming under (2) (a), (2) (b) (β), (2) (e), (2) (f) and (3) must bear a label in accordance with Model No. 2 (b). ”

7. In Chapter B (*Further Regulations*), paragraph 4 (marginal No. 72) reads as follows :

“ (4) In the case of articles mentioned under (1) (b), (1) (d), (1) (e), (2) (a), (2) (b), (β), (2) (e), (2) (f) and (3), the consignor must certify on the way-bill that the character of the consignment and its packing are in accordance with the regulations laid down in Class I (c) of Annex I of the International Convention and the present Agreement. ”

8. Chapter C (*Method of Transport*) (marginal No. 75) is omitted.

The regulations relating to Class I (d) (compressed and liquefied gases and gases dissolved under pressure) are amended as follows :

under pressure) are amended as follows :

Preliminary provisions (marginal No. 76).

1. Under No. 7, after the word “ chlorine ” read “ hydrochloric acid ”, and after the word “ tetroxide of nitrogen ” is added :

“ The gas known as “ T ” (mixture of ethylene oxide and carbonic acid, the pressure of which at a temperature of 50° C. does not exceed that of liquefied chlorine) ”.

2. Under No. 8, after the word “ spray-perfume ” is added “ vinyl chloride and methyl bromide ”.

3. Add a footnote ², to the words “ methyl bromide ”, as follows :

“ ¹ The mixtures of methyl bromide and ethyl bromide in a ratio of 1 : 1 shall be accepted for transport unconditionally. ”

In Chapter B (*official testing of receptacles*) of this class, paragraph 2 (b) (marginal No. 82) reads as follows :

(b) In the case of the liquefied gases specified under (5), (6), (7) and (8) :

Carbonic acid	190 kg/cm ²
Oil gas	190 »
Protoxide of nitrogen	180 »
Ethylene	225 »
Hydrochloric acid	110 »
Ethane	95 »
Gas known as “ Z ”	40 »
Propylene	35 »
Ammonia	30 »
Oxychloride of carbon (phosgene)	15 »
Chlorine, gas known as “ T ”	22 »
Sulphurous acid	12 »
Tetroxide of nitrogen	22 »
Methyl chloride	16 »
Methyl ether	16 »
Methylamine	14 »
Ethyl chloride, methyl bromide, ethylamine, ethyl oxide and butadiene	10 »
Vinyl chloride	11 »

In Chapter D (*filling of receptacles*), the following is inserted at the end of paragraph 2 (2) (marginal No. 90) :

For hydrochloric acid . . .	1 kg. of liquid per 1.50 litre ¹	} of the capacity of the receptacle
For vinyl chloride	1 kg. » » 1.26 »	
For methyl bromide	1 kg. » » 0.70 »	
For gas known as " T " . .	1 kg. » » 1.34 »	

In Chapter E (*Further Regulations*).

1. In paragraph 2 (marginal No. 95) the last sentence — "receptacles for *carbonic acid, oil gas and protoxide of nitrogen*, loaded loose, must be painted white" is omitted.

2. In paragraph 6 (marginal No. 99), No. 1 (sub-paragraph 3) and No. 6, the word "November" is replaced in each case by the word "October".

Regulations relating to Class II (*substances liable to spontaneous ignition*) :

1. In Chapter A (*Packing*), at the end of paragraph 6 (marginal No. 129), the following is inserted :

"No packing is required if iron wagons with movable roofs are used."

2. In Chapter A (*Packing*), paragraph 17 (marginal No. 140) is deleted.

3. In Chapter B (*Further Regulations*), in paragraph (2) (marginal No. 142) a fresh paragraph (*e*) is inserted which reads as follows :

"(e) (α) *Paper spools* (No. 12) after being impregnated with varnish, grease or oil have been heated for a length of time and in such a manner that any danger of spontaneous combustion is precluded.

"(β) *The paper and cardboard rings* are dried and have been exposed to the air for such a length of time and in such a manner that any danger of spontaneous combustion is precluded."

(The former paragraphs (*e*) and (*f*) become paragraphs (*f*) and (*g*.)

4. In Chapter B (*Further Regulations*), paragraph (4) (marginal No. 144) is omitted.

5. In Chapter B (*Further Regulations*), in paragraph (5) (marginal No. 145), the time limit is changed from : "from March to September" to "from April to September".

6. In Chapter B (*Further Regulations*), paragraph 8 (marginal No. 148) is deleted.

7. The whole of Chapter D (*Loading*) (marginal No. 151) is omitted.

8. This section D is replaced by a new Chapter D (*Waybills*) which reads as follows :

D. WAY-BILLS.

Under the description of the contents, the way-bills must bear the mention : "liable to spontaneous combustion". "Articles of category II"; this mention must be in red or underlined in red."

The regulations concerning *Class III (a)* (marginal Nos. 152 to 169) are replaced by the following provisions :

¹ In traffic with Italy, the maximum charge allowed is 1 kg. of liquid per 1.50 litres of the capacity of the receptacle.

CLASS III.

INFLAMMABLE SUBSTANCES.

III (a). *Inflammable liquids*¹.

The following liquids and artificial mixtures thereof, whether liquid or in the form of paste, at temperatures below 15° C. (shortly described hereinafter as "inflammable liquids") are subject to special conditions.

A. *Inflammable liquids in groups A (1), (2) and (3)* — that is to say, those of such a kind that either the liquids themselves or their inflammable liquid components, do not mix with water :

1. *Inflammable liquids of Group A 1*, that is to say, those with an ignition point below 21° C.² and containing a total of solid materials³ soluble and/or in suspension in the liquids :

(a) Not exceeding 30 %.

The following substances in particular are included in this category :

Natural very light mineral oils, first fractions of the distillation of tar and gas oils, carbon bisulphide, ethyl ether, collodion and other solutions containing ethyl ether ; crude petroleums and other crude oils, together with their volatile distillation products, such as the light essences of petroleum, light and heavy benzines, benzine naphtha, ligroin and various products of the distillation of coal tar, such as light oil, benzol, toluene and certain varnishes with a basis of nitro-cellulose.

(b) Exceeding 30 %.

The following substances in particular are included in this category : certain colours for the dyeing and stamping of leather, varnishes and rubber (gum) solutions.

2. *Inflammable liquids of group A 2*, that is to say, those with ignition points between 21° C. and 55° C.² not containing more than a total of 30 % of solid materials³ soluble and/or in suspension in the liquids. The following substances in particular are included in this category : paraffin oil, "Test" petroleum, Standard White, crude or purified, kerosene, various light products of the distillation of wood-tar, peat, lignite and coal, such as solvent-naphtha, xylol, turpentine substitute (white spirit) and also vegetable turpentine and various mixtures of alcohol and benzene.

3. *Inflammable liquids of group A 3*, that is to say, those with an ignition point above 55° C. but not above 100° C.² and containing not more than a total of 30 % of solid materials³ soluble and/or in suspension in the liquids. The following substances in particular are included in this category : distilled coal-tar, crude tar, solar oil, certain oils for internal combustion motors (motorine, etc.), oils made from wood tar, peat, lignite or coal, schist oils, cleaning oils, gas oils and paraffin.

B. *Inflammable liquids of group B* — that is to say, those of such a kind that either the liquids themselves or their inflammable liquid components can mix with any quantity of water and have

¹ Small packages in ordinary commercial packing, and samples of inflammable liquids belonging to all groups (those in group A 1 (a) not to exceed 200 grammes in weight for each small package) securely fixed in a strong collective packing (tin plate, wood or card-board) so as to prevent breaking, will be accepted for transport unconditionally.

² The ignition point is determined by the Abel-Pensky apparatus by bringing it to a pressure of 760 mm.

³ The following materials must be placed on the same footing as solid matter, consistent oils (heavy linseed oil) or similar substances with an ignition point exceeding 100° C.

an ignition point below 21° C. ¹ and not containing more than a total of 30 % of solid materials ² soluble and/or in suspension in the liquids. The following substances in particular are included in this category : wood spirit (methanol) raw or rectified, and mixtures of these liquids, ethyl-alcohol and its mixtures, denatured alcohol and the substances commonly used to denature it (a mixture of pyridine and methanol), acetone and its mixtures, acetic aldehyde and its mixtures.

CONDITIONS OF TRANSPORT.

A. PACKING.

1. These goods must be packed in solid receptacles, airtight and properly closed, and the material of which they are made (sheet iron or other metals, glass, stone-ware, wood) must be proof against corrosion by the liquid contents. Wooden receptacles may not be used for the *liquids enumerated under A 1*, and for *xylol* and *amyl acetate*. This prohibition does not, however, apply to *mixtures* in which *rubbers* (gums) or *similar substances* are dissolved : for such articles, thick oak barrels with iron hoops may be used.

2. Receptacles of glass or stone-ware must be firmly fixed either singly or in sets in other receptacles (metallic hampers or baskets, tubs or cases). These outer covers (with the exception of cases) must have good solid handles. The outer uncased covers must have a protecting lid ; and if the latter is made of straw, rush, reeds or other similar substances which are readily inflammable, it must be steeped in slip (cream of clay), milk of lime, etc., mixed with soluble glass. The gross weight of such a package must not exceed 75 kg.

The seams of sheet iron receptacles containing not more than 5 kg. must be rivetted and soldered. Sheet-iron receptacles containing *inflammable liquids of group A 1 (a)* and of a net weight exceeding 20 kg. must be packed in outer covers ; the composition of these outer covers shall be governed *mutatis mutandis* by the above-mentioned regulations. The gross weight of such a package must not exceed 75 kg. Receptacles of *ordinary* sheet-iron containing *ethyl-ether* or *carbon bisulphide* must always (even for quantities of less than 20 kg.) be carefully packed in outer covers of the kind described. However, these are not essential if the ethyl ether or carbon bisulphide is packed in strong *welded* sheet-iron receptacles which are airtight and securely closed.

3. Receptacles of iron or other metals must not be used for the *liquids enumerated under A 1 (a)* for more than 95 % of their capacity at a temperature of 15° C.

4. Any package containing the *liquids enumerated under A 1 (a) and (b)* must bear a label as in model No. 3. Baskets and tubs containing liquids enumerated under *A 1 (a)* must bear a label as in model No. 7. They must not be carried on the shoulders or backs of men. They may not be moved on wheels except on trucks known as "sackkarren".

B. WAYBILLS.

1. Waybills must contain the following remarks underneath the description of the contents in accordance with the tariff or commercial custom :

" Goods of Class III (*a*) group . . . (in accordance with the introductory provision)".

The remarks must be written in red or underlined in red.

¹ The ignition point is determined by the Abel-Pensky apparatus by bringing it to a pressure of 760 mm.

² The following materials must be placed on the same footing as solid matter, consistent oils (heavy linseed oils), or similar substances with an ignition point exceeding 100° C.

2. If the group is not indicated, the consignment is to be treated in accordance with the regulations relating to group A 1 (a).

OTHER REGULATIONS.

1. The following may be packed with other articles in solid wooden boxes, airtight and well closed, subject to the regulations concerning receptacles laid down in Chapter A :

(a) *Liquids specified under A 1 (a)* in total quantities not exceeding 60 kg., 5 kg. for carbon bisulphide, and 20 kg. for very light natural mineral oils, ethyl ether, collodion and other solutions containing ethyl ether.

(b) *Liquids specified under A 1 (b), A 2, and A 3 and B*, without restriction.

Motor cars may be transported with full petrol tanks in covered or open wagons, provided the carburettor feedpipe is closed or the gas pressure in the petrol tank is reduced, it being understood that in both cases the carburettor must be emptied by running the motor. Auxiliary tanks firmly attached to the vehicles may also be filled with petrol provided the tanks are well closed.

2. The goods must be carried in open wagons. Nevertheless,

the liquids specified under A 1 (a) in receptacles of a total gross weight not exceeding 60 kg.,

12 kg., in the case of carbon bisulphide, 20 kg. in the case of *very light mineral oils, ethyl ether collodion and other solutions containing ethyl ether,*
the liquids specified under A 1 (b), A 2 and A 3 (including acetone and mixtures thereof) in receptacles of a gross total weight not exceeding 80 kg.,

and the *liquids specified under B* (with the exception of acetone and mixtures thereof) in receptacles of any size, may also be loaded, without regard to the number of packages, in covered wagons, either by themselves or together with other articles in accordance with the provisions of paragraph 1 (a) and (b).

In this case, the seams of the sheet iron receptacles must be very carefully rivetted and soldered. The glass or stoneware receptacles must in such cases be packed in an outer cover which must be seamless and firmly closed (not a basket). Single receptacles accepted for transport in covered wagons must also be fixed in collective containers of a gross weight not exceeding 100 kg. The single receptacles must be so fixed in the collective retainers as to prevent any shifting. Spirits of wine in glass carboys packed in tiers in cases may also be transported as complete loads in covered wagons; in this case, the lids provided for under A 2, second sub-paragraph, for the open outside packing are not required if the capacity of the carboys is not greater than 1 litre, and if the outside packings are stowed in the wagon in such a way that they cannot be overturned or fall.

Ethyl ether in glass carboys with a capacity not exceeding 250 grammes, well packed in solid and well-closed wooden receptacles with a gross weight of not more than 50 kg., may also be transported in covered wagons.

3. Furthermore, in the case of the *liquids enumerated under A 1 (a) and (b)*, the following regulations must be complied with :

(a) Before loading begins, labels in accordance with model No. 3 and model No. 11 must be affixed on both sides of wagons.

(b) Packages should be firmly secured in the wagons, uncovered baskets and tubs should be lashed to the sides of the wagons and not be stowed one upon the other.

(c) Receptacles which have become damaged during transport shall be unloaded immediately, and, if they cannot be quickly repaired, may be sold with any remaining part of the contents without further formality, for account of the consignor.

(d) Empty receptacles may only be forwarded if they are well closed. Such receptacles of iron or other metals may be carried in covered waggons. Other receptacles must be transported in open waggons. A note of the purpose for which such receptacles have previously served should be made on the waybill.

In the case of *acetone and its mixtures*, the regulations (b) to (d) must also be complied with.

4. The regulations set forth under A (Packing) paragraph (1) and under B (Way-bills) shall apply to the carriage in tank waggons of *all liquids belonging to Class III a*. Furthermore, in the case of *liquids belonging to Classes A 1 and A 2*, the regulations laid down under A (Packing) paragraph 3 and C (Further Regulations) paragraph 3 (a) shall also apply.

Nevertheless, the provisions of Chapter A (Packing) paragraph 3 are not compulsory for tank waggons, provided they are fitted with devices which on the one hand prevent production of internal tension, and on the other hand hinder the spreading of fire inside the tank.¹

The tanks of tank waggons must be made of sheet-iron or other metal, and must have an electric connection with the under-carriage.

D. METHOD OF TRANSPORT.

Inflammable liquids and empty receptacles which have contained these liquids are not accepted for transport by *grande vitesse* in small lots packages. Provided the provisions of C. (Further Regulations), paragraph 2, are observed, exceptions are made irrespective of the number of packages loaded in a waggon, in the case of :

1. The liquids mentioned under A 1 (a) contained in receptacles with a gross weight not exceeding 60 kg. ; 12 kg. for carbon bisulphide and 20 kg. for very light natural mineral oils, ethyl ether, colloidion, and other solutions containing ethyl ether ;
2. The liquids mentioned under A 1 (b), A 2, A 3 and B, contained in receptacles with a gross weight not exceeding 80 kg.

If the single receptacles are firmly fixed in collective containers, the gross weight of these may amount to as much as 100 kg.

3. Ethyl ether in glass carboys with a capacity up to 250 gr., well packed in solid well closed wooden receptacles with a gross weight not exceeding 50 kg. ;

4. Empty, hermetically closed receptacles of iron or other metal.

E. LOADING.

Inflammable liquids of Class III A, Group A 1, may not be loaded in the same waggon with mining and gun explosives and of Class I (a) A and B, 2nd group, or with substances specified in Class I (b), Nos 3, 5 A, 5 C and 12.

Amendments to the regulations relating to Class III b (solid inflammable materials).

¹ In traffic with Italy, this exception applies only to tank waggons containing benzene or mineral oils.

1. No. 3 of the introductory regulation (marginal number 170) reads as follows :

3. *Celluloid in plates, sheets, rods or tubes ; articles made of celluloid ; film celluloid in rolls*¹ *celluloid films*² *which have been exposed (whether developed or not) ; celluloid and film waste.*

2. Footnotes to the inserted¹ to " film celluloid in rolls " and² " celluloid films ".
In Chapter A (*Packing*) of this class

1. Paragraph 3 (*d*) (marginal number 176) reads as follows :

(*d*) The weight of a package must not exceed the following :

(1) Packed in accordance with (*a*) (α) to (δ) : 60 kg. for tubes and 100 kg. for rods,

(2) Packed in accordance with (*c*) (β) to (δ) : 40 kg. ; packed in accordance with (*c*) (δ) in a double wrapping : 80 kg.

2. Paragraph 4 (marginal number 177) reads as follows :

" 4. *Peroxide of benzoyl or superoxide of benzoyl with less than 25 % but not less than 5 % of water (No. 4) must be packed in cardboard boxes containing not more than 2 kg. These boxes must be fixed in strong, airtight and well-closed wooden cases. No case may contain more than 25 kg. of peroxide or superoxide of benzoyl* ".

In chapter B (Method of Transport) of this class (marginal No. 178), the first paragraph reads as follows :

" *The materials specified in 1, except those which are packed, and celluloid and film waste, in accordance with paragraph 3 (*c*) (β) to (δ) of Chapter A (Packing), may not be accepted in part loads in carriage by grande vitesse.* "

In the regulations relating to *Class IV* (Poisonous Substances), No. 7 of the introductory rules (marginal No. 180) reads as follows :

" *Oxalic acid and oxalate of potassium in the solid state, together with the salts of hydrofluosilicic acid* " Footnote 1, to No. 7 is omitted.

No. 9 (marginal No. 180) : " 9 aniline (aniline oil) " is omitted.

No. 9 of Chapter A (*Packing*) of this class (marginal No. 189) is omitted.

In Chapter B (*Further Regulations*) of this class, the following are omitted :

(1) In paragraph 1 (*b*) (marginal No. 194) the words " and under IV 9 " ;

(2) In paragraph 1 (*c*) (marginal No. 194) the number " 9 " :

Chapters C (Method of Transport) and D (Loading) of this class (marginal numbers 200 and 201) read as follows :

" C. METHOD OF TRANSPORT. "

The substances enumerated under 1, 3, 4, 5, 6 (a), 6 (c) and 10 with the exception of the substances coming under number 3, in the case of consignments required urgently for the destruction of parasites and sublimate (No. 6 (a)) in the case of consignments to be used for the prevention of epidemics, as also empty receptacles (including sacks), which have contained substances coming under the above-mentioned numbers will not be accepted for transport by grande vitesse in part loads, unless the subs-

¹ That is to say, the raw material for films without emulsion.

² Films which have not been exposed are accepted for transport unconditionally, as are also films of all kinds which have been exposed (whether developed or not) contained in customary commercial packing : that is to say, packed at least in solid, airtight wooden or tin boxes or in thick hard cardboard boxes, which are in their turn packed in solid wooden cases, provided that the nature of the packing is certified by the consignor in the waybill in writing, printing or by means of a stamp.

stances are contained in hermetically-sealed tin or glass receptacles which are carefully packed in wood wool and placed in airtight soldered tin receptacles, the latter being themselves packed in strong wooden cases.

D. LOADING.

The substances enumerated under 1, 3, 4, 5, 6 (a), 6 (c) and 10, except the substances coming under number 3, in the case of consignments required urgently for the destruction of parasites, and sublimate (No. 6 (c)) in the case of consignments to be used for the prevention against epidemics, as also consignments of empty receptacles (including sacks) which have contained these substances, may not be loaded in the same waggon as foodstuffs, unless these substances are contained in hermetically-sealed tin or glass receptacles which are carefully packed in wood wool and placed in airtight soldered tin receptacles, the latter being themselves packed in solid wooden cases.

(Paragraph 2 of this Chapter is omitted.)

In the regulations relating to Class V (*Caustic Substances*) :

(1) In Chapter A (*Packing*), paragraph 13 (marginal No. 218), the second sentence : “ packages containing *fuming red nitric acid* (1) must also bear a label as in Model No. 3,” is omitted.

(2) Chapter D (*Loading*) (marginal No. 236) is omitted.

ANNEXES.

Model No. 1, like Model No. 1 (red) of Annex I to the I.C.M., surrounded by one line.

Model No. 1 (a), like Model No. 1 (red) of Annex I to the I.C.M., surrounded by two lines.

Model No. 2, like Model No. 2 (black) of Annex I to the I.C.M., surrounded by a line.

Model No. 2 (a), like Model No. 2 (black) of the Annex to the I.C.M., surrounded by two lines.

Model No. 2 (b) torch (green).

The present Agreement shall come into force on July 1, 1931.

THE HAGUE, June 6, 1931.

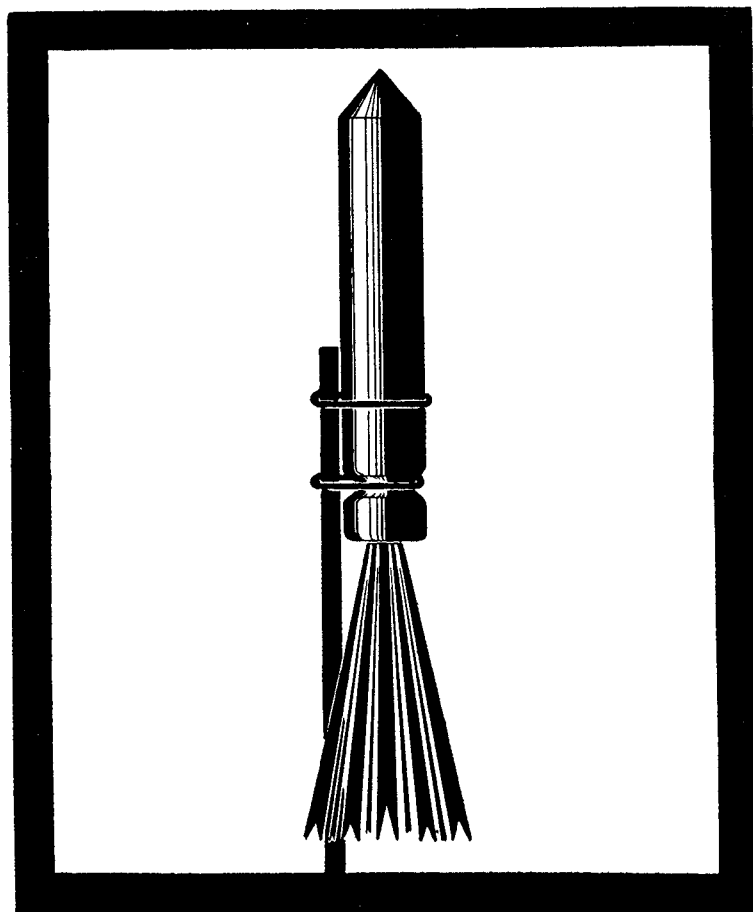
BERLIN, June 11, 1931.

Transport Minister of the Reich :
(Signed) VON GUÉRARD.

The Minister of Waterways :
(Signed) P. J. REYMER.

MODÈLE DE L'ÉTIQUETTE 2 b.

MODEL OF LABEL NO. 2 b.



¹ TRANSLATION.

EXCHANGE OF NOTES.

I.

GERMAN MINISTER OF COMMUNICATIONS.

E. I. 15 No. 3822.

BERLIN, *May* 15, 1931.

Concerning the less strict provisions of the new Annex I — coming into force on July 1, 1931 — of the International Convention concerning the Traffic of Goods by Rail.

Ad letter La. A., Alf. Vervoer-en Mijnwezen du 27 février 1931.

MONSIEUR LE MINISTRE,

I have the honour to forward to you in three copies the text of the Agreement concerning less strict provisions for the transport of goods which, in accordance with the International Convention of October 23, 1924, concerning the Traffic of Goods by Rail are excluded from the traffic or are only admitted subject to certain conditions by the railways of our two countries ; this text was agreed upon at the Conference held in Berlin from May 5 to 9, 1931, by our respective delegates together with delegates of such States as have already adopted the previous less strict provisions.

I also forward in three copies the Protocol of the negotiations in question.

I beg to say that I approve the arrangements made. In accordance with the reservations made by your delegates (page 6 of the Protocol), and provided that Your Excellency also accepts the Agreement as to which I would request you kindly to inform me — I shall issue the following notice at the time of publication of the less strict provisions in question :

Ad. Class I (a), section B (Transport and Despatch), paragraph (2) (a).

“In the Netherlands dynamite and similar explosives (explosives of group 2 (e)) may until further notice be transported only :

(a) From the frontier crossing-points
Herzogenrath Grenze and *Richterich Grenze*
 Kerkrade Rolduc Grenze and *Simpelveld Grenze*
 to the Netherlands mines ;

(b) From and to Echt station on the Netherlands Railways to and from the frontier crossing-points mentioned in (a).”

Ad class I (a), section E (Loading and other provisions), (2) (c) :

“The consigning railway shall notify the General Directorate of the Netherlands Railways at Utrecht of the despatch to the Netherlands of consignments of *dynamite* and *similar explosives* (explosives group 2, (3)), not less than 48 hours before the arrival of such consignments at the frontier crossing-point ; the notice shall state the contents

¹ Translated by the Secretariat of the League of Nations, for information.

and net weight of the consignment, the station of destination, the frontier crossing-point, the date on which the consignment may be expected to arrive, and also if possible, the train number."

If your reply contains an approval without further reservations, I shall consider the Agreement to be thereby concluded and shall arrange for it to come into force between our two countries on July 1, 1931.

If, however, Your Excellency desires the Agreement to be concluded by the exchange of two copies signed by both of us, I beg you to return two copies bearing your signature. I will then at once send back one of these copies signed by me.

If your Excellency desires the Agreement to be concluded not only in German but also in Dutch, would you be so good as to send with your reply two signed copies of the Agreement in Dutch as well as the two signed copies in German? I will then return a copy of the Agreement in Dutch and one in German both signed by me.

If, contrary to expectation, the conclusion of the Agreement should for any reason not be possible by July 1, 1931, I should be very grateful if Your Excellency would inform me, if possible by June 10, as to the probable date on which the Agreement can come into force between our two countries.

With regard to the Agreement to be concluded, I hereby declare that I also approve the arrangement made by our respective delegates to the effect that the Agreement shall remain in force until denunciation by one of the Contracting Parties at two months' notice as from the date of the letter of denunciation.

I have forwarded a similar note to the following :

The Federal Ministry for Commerce and Communications, Vienna I,
 The Royal Danish Ministry of Public Works, Copenhagen,
 The Royal Hungarian Ministry of Trade, Budapest,
 The Royal Italian Ministry of Communications, Rome,
 The Royal Norwegian Department of Public Works, Oslo,
 The Royal Roumanian Ministry of Communications, Bucharest,
 The Royal Swedish Department of Communications, Stockholm,
 The Ministry of Railways of the Czechoslovak Republic, Prague,
 The Ministry of Communications of the Kingdom of Yugoslavia, Belgrade.

I have, etc.

p. p.
 (Signed) GUTBROD.

His Excellency
 The Royal Netherlands Minister of Waterways,
 The Hague.

II.

MINISTRY OF WATERWAYS.

Reply to the letter of May 15, 1931, E. I 15 No. 3822.

Subject : Less strict provisions concerning the
 transport of explosives by rail.

MONSIEUR LE MINISTRE,

THE HAGUE, June 6, 1931.

I accept the draft agreement enclosed with the above-mentioned letter and return herewith two copies signed by me.

I also forward two signed copies of a Dutch translation which I have had made of the agreement.

I beg Your Excellency to sign both of these also, and to send me back as soon as possible one signed copy of the agreement and one of the translation.

I approve the reservation made by the Netherlands delegates at the Berlin Conference, and I would therefore also request Your Excellency to arrange for the issue of the notice mentioned in the third paragraph of your letter above referred to.

I have no objection to the proposed entry into force on July 1, 1931; that date is accordingly adopted for the purpose.

In the event of denunciation two month's notice shall be given.

(Signed) P. J. REYMER,
Minister of Waterways.

To the German Minister of Transport
Berlin W. 8.
Wilhelmstrasse 80.

III.

GERMAN MINISTER OF COMMUNICATIONS.

E. I. 15. 4642.

BERLIN, June 11, 1931.
Wilhelmstrasse 80.

Subject: Less strict provisions of the annex 1
of the International Convention con-
cerning the Traffic of Goods by Rail.

In reply to Your Excellency's letter of the 6th instant — La. A. Afd. Vervoer-en Mijnwezen — I have the honour to return herewith a copy of the agreement in the Dutch language and one in the German, both signed by me.

I will make the necessary arrangements for the publication of the reservations made by your Minister at Berlin.

I have, etc.

(Signed) VON GUÉRARD.

To His Excellency The Royal Netherlands Minister of Waterways,
The Hague.