

ALLEMAGNE ET BELGIQUE

Arrangement concernant la frontière commune à l'Allemagne et à la Belgique, avec annexes et protocole de clôture ; Accord relatif à l'exploitation de certains débits situés à proximité de la frontière belgo-allemande ; Accord relatif à l'exploitation de certains débits dans les gares de la voie ferrée Raeren-Kalterherberg, et Protocole concernant les points de passage de la frontière belgo-allemande, signés à Aix-la-Chapelle, le 7 novembre 1929, et Protocole relatif à la gare de Rötgen, signé à Aix-la-Chapelle, le 25 octobre 1929.

GERMANY AND BELGIUM

Agreement concerning the Frontier between Germany and Belgium, with Annexes and Final Protocol ; Agreement concerning the Management of certain Retail Establishments situated near the Belgo-German Frontier ; Agreement concerning the Management of certain Retail Establishments in the Stations of Raeren-Kalterherberg Railway Line, and Protocol relating to the Belgo-German Frontier Crossing-Points, signed at Aix-la-Chapelle, November 7, 1929, and Protocol relating to Rötgen Station, signed at Aix-la-Chapelle, October 25, 1929.

¹ TRADUCTION. — TRANSLATION.

No. 2795. — AGREEMENT ² CONCERNING THE FRONTIER BETWEEN GERMANY AND BELGIUM. SIGNED AT AIX-LA-CHAPELLE, NOVEMBER 7, 1929.

French official text communicated by the Belgian Minister for Foreign Affairs. The registration of this Agreement took place August 31, 1931.

HIS MAJESTY THE KING OF THE BELGIANS, of the one part, and THE PRESIDENT OF THE GERMAN REICH, of the other part, having deemed it expedient to supplement and adapt to present conditions the provisions of November 6, 1922, relating to the frontier common to Belgium and Germany, have for this purpose resolved to conclude an Arrangement and have appointed as their Plenipotentiaries :

HIS MAJESTY THE KING OF THE BELGIANS :

M. Maximilien SUTENS, Director at the Ministry of Foreign Affairs, and

THE PRESIDENT OF THE GERMAN REICH :

Dr. Paul ECKARDT, Envoy Extraordinary,

Who, having communicated their full powers, found in good and due form, have agreed as follows :

I.

The provisions of November 6, 1922, relating to the frontier between Belgium and Germany, shall in future be worded as follows :

SECTION I.

PROVISIONS RELATING TO THE RAILWAY LINE
FROM RAEREN TO KALTERHERBERG.

CHAPTER I.

GENERAL PROVISIONS.

Article 1.

§ 1. The Belgian administrations shall use the German language in their communications with the public on the Raeren-Kalterherberg railway-line. Their employees must know German,

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

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

² The exchange of ratifications took place at Brussels, July 16, 1931.

and make all announcements and give all information, indications and replies in that language.

§ 2. Tariffs and scales of fares in force on the Raeren-Kalterherberg line, and all notices or official inscriptions in the stations, shall be in the German language.

§ 3. Forwarding agents shall be entitled to write their waybills and other forwarding documents in German.

§ 4. The five stations of the Montjoie Kreis shall continue to have German names.

Article 2.

Payment of tickets, freights, charges, rents and fines, shall be made in German currency unless the person concerned wishes to pay in Belgian currency. Change shall be given in the currency in which payment has been made. On no account may the Belgian railway administration demand payment in Belgian currency.

Article 3.

The public shall be given access to the railway not only for the purpose of travelling by train, but for any other purpose connected with the railway and shall be entitled to use it free from passport restrictions, Customs duties, charges or statistical dues, or any police or Customs control.

Article 4.

Traffic shall not be restricted by the enforcement of provisions which are not absolutely necessary in the interests of the service or of operation.

Fines imposed by the railway police may not exceed the maximum amount in German currency published and fixed by German regulations; they shall be collected only through the medium of German services. No penalty of imprisonment shall be inflicted by Belgian agents on German nationals for infringement of the railway police regulations.

Article 5.

The railway installations shall be kept in perfect working order. In particular, ditches and culverts shall be kept in regulation order so that all damage to neighbouring houses or ground may be avoided.

Article 6.

§ 1. Judicial disputes which may arise between German inhabitants and the Belgian railway administration or its employees, on any matter relating to the railway line from Raeren to Kalterherberg, shall come within the jurisdiction of the German Courts (in First Instance before the District Court (*Amtsgericht*) at Montjoie or the County Court (*Landgericht*) at Aix-la-Chapelle). German law shall be applied, whether action be brought by a German inhabitant against the Belgian railway administration or its employees, or vice-versa.

§ 2. This, however, shall in no way detract from the right of German inhabitants to sue in Belgian Courts.

§ 3. The Belgian railway administration shall submit to decisions of the German Courts. However, if it considers that the German Courts have exceeded the jurisdiction given them under the present provisions, it may, within one month after the sentence has become operative, bring this plea before an arbitral tribunal for decision.

Should the arbitral tribunal reject the plea, the decision of the German Court shall hold good. If, on the other hand, the arbitral tribunal considers that the plea is justified, it shall itself pronounce judgment on the merits of the case.

§ 4. The arbitral tribunal shall consist of two members, one of whom shall be nominated by the Belgian Minister of Justice, and the other by the Prussian Minister of Justice. If these two members cannot agree, the Ministers above mentioned shall each appoint another member, and one of the two latter members shall be chosen by lot to act as umpire.

The meetings of the arbitral tribunal shall be held at Aix-la-Chapelle.

§ 5. When the same fact gives rise to criminal proceedings before a Belgian Court and a civil action before a German Court, the latter shall suspend its decision until after that of the Belgian Court.

§ 6. Disputes between German inhabitants and the Belgian railway administration, which are not brought before the Courts, shall be submitted for decision to a Joint Conciliation Commission composed of one Belgian and one German representative, who, in the event of disagreement, shall request the Chairman of the railway administration at Cologne to give a casting vote.

CHAPTER II.

PROVISIONS REGARDING OPERATION.

Article 7.

§ 1. Passenger trains between Aix-la-Chapelle and Saint-Vith shall be made up of set trains which may not be divided between Raeren and Kalterherberg. They shall stop at these two stations and at all intermediate stations. German and Belgian Customs inspection shall be carried out at Raeren and Kalterherberg. Passengers, luggage, express parcels and parcels sent by passenger train (*grande vitesse*) to one of the stations of the Montjoie Kreis or to a Belgian station beyond Raeren or Kalterherberg, shall be subject to Belgian or German Customs inspection according to the provisions of Annex 1.

§ 2. Goods trains from Saint-Vith to Raeren and vice-versa shall run direct between Kalterherberg and Raeren without stopping at Montjoie, Conzen, Lammersdorf or Rötgen. They shall leave wagons destined for these stations at Kalterherberg or Raeren, where Belgian and German Customs inspection shall be carried out. The goods service for stations in the Montjoie Kreis shall be effected by special trains running between Walheim and Kalterherberg and stopping at all stations on this line.

§ 3. Goods traffic using the loop line joining the Eupen-Raeren and Raeren-Rötgen (Belgian) lines, and not passing through the German Customs Office at Raeren, is authorised under the conditions laid down in Annex 2.

Article 8.

§ 1. Exchange of locomotives and staff, and the number of passenger and goods trains allotted to German traffic, shall be fixed by the Belgian railway administration and the railway

administration at Cologne in agreement. The Belgian Administration shall have regard to the traffic requirements indicated by the railway administration at Cologne.

All passenger trains shall have second and third class carriages.

§ 2. Goods waggon shall not be attached to passenger trains except in special circumstances, such as, for instance, the express transport of animals.

Article 9.

§ 1. At the request of the railway administration at Cologne and in agreement therewith, the Belgian railway administration shall organise special trains in exceptional circumstances justifying an increase in the service (chiefly for excursions, annual fairs, festivals, pilgrimages, etc.).

§ 2. The local railway service shall notify the Customs Authorities concerned in good time of the running of special trains.

Article 10.

Both railway administrations shall jointly draw up time-tables, the interests of the Belgian and German Customs authorities being consulted as regards the duration of halts at the frontier.

Article 11.

The railway administrations shall together fix the composition of trains and the supply of rolling stock. The latter shall conform to the usual regulations, exchanges being made as far as possible in kind. The two Parties shall fix the rates chargeable for the journey to and from the frontier of the country.

CHAPTER III.

PROVISIONS REGARDING DESPATCH.

Article 12.

In the five stations of the Montjoie Kreis, the German railway regulations concerning traffic, the opening of ticket-offices and waiting-rooms, the posting of time-tables, tariffs and fares, luggage porters, cloak-room, taking of hand-luggage in trains, etc., shall be applied.

Article 13.

Printed tickets for German Stations shall be available to the public in at least as large measure as previously under German management.

Article 14.

The German provisions regarding the transport of persons, luggage, goods, express goods, bicycles, animals, milk, corpses, etc., shall apply as regards both railway and Customs formalities.

The German regulations for acceptance, delivery, return and surrender of goods, notification of arrival, statements of damage, etc., shall also remain in force.

Article 15.

With regard to packing, loading of goods and animals, and admission of escorts for animals, conditions more severe than those contained in the German regulations shall not be applied.

Article 16.

The German provisions regarding daily or monthly payment of freights and also regarding official cartage shall be applied by the administration of the Belgian railways.

Article 17.

The German regulations concerning the supply of wagons and the time available to the public for loading and unloading them shall remain in force. No preferential treatment shall be given to traffic going towards Belgium. Loaded wagons arriving from Germany shall be used first of all to cover the requirements of traffic to Germany.

Article 18.

In general, the public shall not be subjected to more stringent regulations than those of the German administration. In case of doubt the German Regulations shall be applied.

CHAPTER IV.

PROVISIONS REGARDING TARIFFS.

Article 19.

§ 1. The provisions of the "Deutsche-Eisenbahn Verkehrsordnung" shall apply to transport, in particular as regards forms of waybills and other forwarding documents.

§ 2. Tariffs shall be fixed on the same principles as the German tariffs, in respect of all categories of goods and types of wagon, and shall give the rate for the various methods of despatch mentioned in the German Regulations. (Goods sent by goods train (*petite vitesse*), by *grande vitesse*, accelerated *grande vitesse*, express, animals, corpses, bicycles, milk, etc.). Local and accessory charges shall also be fixed in accordance with the principles of the German tariff.

§ 3. Waybills, forwarding documents and tickets for traffic between the five stations concerned and between those stations and Germany must be made out in German.

§ 4. Fares and local and accessory charges must be expressed in German currency. The equivalent in Belgian currency may also be given.

Article 20.

§ 1. Passenger traffic shall conform to the provisions of the German tariff regulations as regards the reduction of fares for weekly tickets, Sunday tickets, monthly tickets, students' monthly tickets, workmens' return tickets, the transport of bicycles, etc. These regulations shall apply also to special reduction of fares for students' journeys, scientific journeys, journeys of the medical service, etc. Luggage may be taken into the carriages under the conditions laid down in the German regulations.

§ 2. Passenger fares and rates for transport of luggage, express goods, corpses, milk, etc., together with accessory charges for passenger traffic, shall be fixed in accordance with those in force on the railway of the Reich.

§ 3. The above provisions shall apply not only to traffic between the five stations of the Montjoie Kreis but also to that between these stations and Germany. The rates for passengers and for conveyance of luggage and of express goods, etc., shall therefore be fixed according to rules in force on the railway of the Reich. The administration of the Belgian railways shall receive in German currency, the sums found to be due to it as its share on the taking of accounts, such sums being calculated in relation to the rates fixed per kilometre and per unit of weight. The share of the entire charges thus assigned to the Belgian railways shall include the share of the German Railway Ticket Tax. Forwarding charges included in traffic charges for express goods and for corpses shall be shared equally by the two railway administrations.

§ 4. The Belgo-German passenger and luggage tariff regulations shall apply to traffic between the five stations of the Montjoie Kreis and Belgium, the German rates on the section from Raeren frontier to Kalterherberg frontier being used as a basis. In this case also, fares and other charges shall be collected for the entire distance at the stations mentioned in German currency.

§ 5. Should it be necessary to fix charges for the conveyance of passengers and luggage via Kalterherberg-Losheimergraben/Bleialf, the principles of the Belgo-German tariff shall be applied, the German rates being applied to transport from and to Kalterherberg frontier. In this case also, fares and other charges shall be collected for the entire distance at the five stations on the line in German currency.

Article 21.

§ 1. The goods traffic tariff shall be drawn up on the model of the German tariff. It shall embody the German system of classifying goods and the German method of calculating freight rates and accessory charges for all categories of goods.

§ 2. The rates shall be the same as those in force on the railway of the Reich. Exceptional German rates shall also be applied. The share of the entire rate attributable to the Belgian railways, shall include the share of the German railway ticket tax.

§ 3. The German Tariff shall also apply to traffic between the five stations of the Montjoie Kreis and Germany, so that the rates for the entire distance to or from the five stations of the Montjoie Kreis from or to German Stations shall be calculated according to German rates. The Belgian railways shall receive in German currency the sums found to be due to them as their share on the taking of accounts, such sums being calculated in relation to the varying rates for individual distances together with half of the fixed forwarding charges. The Belgian railways shall receive their due share of the commercial tax included in the charges.

§ 4. Traffic between the five stations of the Montjoie Kreis with Germany, via Kalterherberg-Losheimergraben/Bleialf shall be subject to the regulations of the Belgo-German goods tariff, German rates being applied to transport on the section to and from Kalterherberg frontier, from and to the five stations. In this case also payment of freight and charges for the entire distance shall be made (in German currency) in these stations.

§ 5. Traffic between the five stations of the Montjoie Kreis and Belgium shall be subject to the regulations of the Belgo-German goods tariff, and the German rates shall apply to transport on the section from Raeren frontier to Kalterherberg frontier. Freight and charges for the entire distance shall be paid in German currency in the five stations of the Montjoie Kreis. Traffic between the five stations of the Montjoie Kreis and other foreign countries shall be regulated in accordance with agreements to be concluded for this purpose, due respect being paid to German interests.

CHAPTER V.

CUSTOMS PROVISIONS.

Article 22.

§ 1. The Belgian and German administrations, having each a Customs Office at Raeren and Kalterherberg, shall agree as to the occupation and use of the Customs premises in these places. If necessary, the Belgian railway administration shall construct at Raeren and at Kalterherberg any further installations necessary and shall place at the disposal of the German service the premises intended for it. For the use of these premises the German administration shall pay an annual rent not exceeding 10 gold marks to the Belgian State, with the object of safeguarding the property rights of the latter. The import of furniture, service equipment and material necessary for the organisation, upkeep and working of the German Customs Offices at Raeren and at Kalterherberg shall be free of import duty.

§ 2. The German Customs Offices shall bear the inscription : *Deutsches Zollamt Bahnhof Raeren*, and *Deutsches Zollamt Bahnhof Kalterherberg* and also on the outside the official coat-of-arms.

§ 3. The German Customs officers concerned shall alone be entitled to maintain order in the premises, buildings and goods-yards allotted to them, and are authorised to remove from these places any persons who are found disturbing order. German Customs officers and offices shall be guaranteed the same measure of protection from the Belgian police on Belgian territory as are the Belgian Customs officers and offices. The Belgian Government shall in no way hinder German officers in the performance of their duties nor oppose the measures provided by the German administration for the safeguarding of documents and funds.

Article 23.

§ 1. In its capacity as a carrier, the Belgian railway administration shall be obliged to appoint the necessary superintendents in the German Customs Offices at Raeren and Kalterherberg stations, and shall not be exempt from this obligation unless, by virtue of an arrangement with the railway administration of the Reich, the appointment of superintendents has been entrusted to the latter. Failing other provisions, the existing German provisions relating to the crossing of the frontier by persons and goods shall be observed on the Raeren-Kalterherberg line.

The Belgian railway administration shall make time-tables in accordance with specimen 2 of the German Railway Customs regulations (*Deutsche Eisenbahnzollordnung*) and shall provide the German Customs therewith so that with the help of such time-tables, waybills and Customs observations it may be possible to check whether goods have in all cases been duly inspected

by the Customs. The Belgian railway shall collect charges in conformity with the provisions of Article 21.

§ 2. In its capacity as a carrier and irrespective of whether the superintendents have been appointed and authorised by it or by the railway administration of the Reich, the Belgian railway administration is responsible for the settlement of Customs disputes, unless an agreement between the Belgian railway administration and the railway administration of the Reich has entrusted such settlement to the latter.

Article 24.

§ 1. The official Customs dispatch of passenger and goods trains is regulated in Article 7 and in Annexes 1 and 2 thereto belonging.

§ 2. Official Customs dispatch of postal parcels is regulated by Article 34, § 2.

Article 25.

§ 1. Officials of the German Customs on duty are entitled to wear German uniform and carry German equipment on the territory of the Walheim-Kalterherberg line, and on the most direct route between their house in Belgian territory and the railway and Customs premises, or between these and the establishments near the stations where they take their meals.

§ 2. They are authorised to perform their duties on the Walheim-Kalterherberg line under the same conditions as in Germany, and in particular to search and examine persons, goods and wagons, to take goods in charge, to forward confiscated goods into German territory and to take any measures necessary to ascertain and follow up various cases of infringement. Violations of the German regulations shall be subject to German penalties and punished by the competent German authorities. The latter shall not be hindered in the exercise of their executive powers in Customs Offices, goods-yards, halts and trains supervised by the German Customs, and, if necessary, they are authorised to make arrests. However, no Belgian nationals or nationals of third countries shall be arrested on railway territory at Raeren without the intervention of the competent Belgian authority, who, at the request of the German Customs Office or officers, shall investigate whether the infringement is sufficiently important to justify the arrest and transfer to Germany of Belgian nationals or nationals of third countries.

§ 3. The Belgian Customs and railway administrations undertake to hold back at the request of the German Customs any goods giving rise to the suspicion that the German Customs regulations or provisions regarding imports, exports and transit have been infringed on the line between Walheim and Kalterherberg.

These goods shall be handed to the German Customs after a decision by the competent German authorities.

§ 4. The German Customs shall notify the nearest local Belgian authority (local Chief Customs Officer or station-master) of any arrest or seizure effected on Belgian territory, indicating the reasons for such measure.

Article 26.

§ 1. The administration of the German Customs shall be entitled to place, free of charge and on presentation of their duty warrant, two German Customs officers on any passenger or goods train running on the Walheim-Kalterherberg line, for the purpose of supervising these trains.

§ 2. On presentation of their duty warrant German Customs officers on duty shall be authorised to proceed freely over the territory of the Walheim-Kalterherberg line.

§ 3. The Belgian railway administration shall place at the disposal of the higher German officials (*Bezirksozollkommissare* and *Hauptzollamtsvorsteher*) entrusted with the supervision of the German Customs Service, free permits to travel in passenger trains by second-class and in goods trains over the Belgian part of the Walheim-Kalterherberg line.

Article 27.

Goods arriving from Germany on the Walheim-Kalterherberg line may not, without the authority of the German Customs, be re-forwarded to Belgium, either on a fresh waybill or on receipt of subsequent orders. The same applies to goods arriving from Belgium at the stations on the above-mentioned line for further dispatch to Germany.

Article 28.

§ 1. The Belgian railway administration undertakes to forward free of charge German Customs documents, and any necessary export or import licences, etc., and to leave these intact, annexed to the waybills.

§ 2. German Customs seals affixed to luggage, goods, wagons, etc., and Customs marks, shall be left intact by the Belgian administrations.

§ 3. The Belgian railway administration shall grant German Customs officers free use of its telephones for official communications between the German Customs officers. The German Customs Office at Raeren station is authorised to place its official letters and consignments in the German mail carriages without payment of the Belgian postal charges.

Article 29.

German Customs officers shall be entitled, in agreement with the station-master or his deputy to inspect all documents, registers and files of the local Belgian railway service, and to examine goods for the purpose of ascertaining and following up any infringements of the Customs, import, export, transit, taxation or police regulations.

Article 30.

German Customs officers appointed to the German Customs Office at Raeren shall be authorised to reside with their families on Belgian territory. If they are domiciled in German territory, they shall be entitled to use free of charge passenger and goods trains between their domicile and Raeren.

Should they take up their domicile on Belgian territory, their furniture, including official uniform and equipment, shall be free of all Belgian Customs duties. During their residence at Raeren, they shall be subject to German law and German authorities for any breach of duty or discipline, in the event of which they shall be handed over to the competent German authorities, at the request of the latter.

Article 31.

§ 1. Belgian nationals employed in Belgian public services and residing on the Belgian territory of the Raeren-Kalterherberg line, may receive from, or send into, Belgium goods and articles for

their personal use free of all German Customs duties and charges, and all import and export restrictions in force in Germany. A detailed list of these persons shall be communicated to the German Customs administration by the Belgian railway administration.

§ 2. The Belgian railway and Customs administrations shall make the necessary provisions to ensure that goods and articles bought in Belgium are used by the persons mentioned in Section 1 only for their personal needs, and that no attempt is made to smuggle these imported or exported goods.

§ 3. Goods or articles imported or exported by the persons designated in Section 1 shall be imported or exported by rail and pass through the German Customs offices at Raeren or Kalterherberg. If fraud is suspected, the German Customs shall be entitled to demand proof that no attempt will be, or has been, made to smuggle them.

If any infringement of the German Customs, import, export or transit regulations has been proved, the administration to which the offender belongs shall be responsible for the recovery of any duties, fines or subsequent charges claimed by the competent German authority, and shall restore to the latter on request any goods which have been seized.

Moreover, if the facts reported out by the German administration are sufficiently serious, the offender shall be removed from the railway territory.

§ 4. Under the conditions set forth in Sections 2 and 3, the facilities granted in Section 1 shall be extended to include the Belgian proprietors of restaurants and book-stalls situated on Belgian railway territory, and also the imports of the various products and goods required in the restaurants and book-stalls for sale in small quantities, to be consumed either on the spot or on the journey.

A special agreement between the Belgian and German Governments shall fix the maximum quantities receivable by the proprietors of the restaurants at Lammersdorf and at Montjoie, and the book-stall at Montjoie.

§ 5. The Belgian railway administration shall bind the proprietors in question by contract to carry out the provisions laid down in regard to them.

CHAPTER VI.

PROVISIONS REGARDING POSTAL SERVICE.

Article 32.

§ 1. The Belgian railway administration shall convey all classes of postal matter by passenger trains between the stations of Walheim and Kalterherberg. The Belgian railway administration and the German postal administration shall fix by agreement which trains shall be used for the conveyance of the German mail. German postal matter shall not be limited or controlled in any way by Belgian authorities.

§ 2. At the choice of the German postal administration, postal consignments may be conveyed either by mail-van, postal compartment, or third-class compartment, or may be given in charge of the guard of the Belgian train. Mail-vans and postal compartments shall be supplied by Germany and accompanied by employees of the German postal service; in the case of conveyance by third-class carriage, the latter shall be reserved exclusively for the German employee accompanying the postal consignment. Closed letter-bags only shall be conveyed by Belgian guards. In the case of consignments conveyed by the Belgian train staff, the Belgian railway administration shall be equally responsible with the German postal administration for any loss or damage proved to have been suffered on the Belgian line.

§ 3. The Belgian railway administration shall receive, as a commission for the conveyance of postal matter, an appropriate lump sum to be assessed every two years, on the weight of the consignments. This lump sum shall be fixed and payable in German currency. It shall comprise a remuneration for all the work of the Belgian railway administration, in particular for transport of the German mail-carriages, the supply of a third-class compartment, and the conveyance both of postal consignments by the Belgian train staff and of the travelling German staff ; the number of this staff shall be fixed by the German postal administration.

Article 33.

On presenting their duty warrant, the employees of the German postal service shall be entitled to move about freely with their equipment (trucks, etc.) on the platforms of the five stations of the Montjoie Kreis. In particular, they shall be allowed to hand to passengers on trains running between Raeren and Kalterherberg telegrams arriving at post offices in the places where the five stations concerned are situated.

Article 34.

§ 1. Persons domiciled on Belgian territory formerly belonging to the Montjoie Kreis shall receive their postal correspondence through the medium of an employee of the Belgian Postal Service. This employee shall not deliver parcels or registered matter, with the exception of official communications.

§ 2. Belgium shall not establish any public post office or postal agency in the five stations ; however, installations for the use of the Belgian employees and their families may be placed inside the offices. In order to avoid any infringement of the Customs regulations, etc., the employee of the Belgian postal service must present himself, with his postal matter, at the German Customs Office in Kalterherberg or Raeren, both at the beginning and end of his delivery round. If examination should give rise to the suspicion that any consignments contravene the German import or export regulations, the German Customs Officer shall have the right to stop such consignments. The necessary subsequent enquiry shall be made jointly by the Belgian and German Customs administrations ; should it bring to light any infringement of the German provisions, the consignments shall be dealt with in accordance with the German regulations in force. Official consignments are free of all Customs control.

§ 3. Belgium may not maintain any public telephone or telegraph installation in the stations of the Montjoie Kreis without the consent of the German postal administration. It shall be understood, however, that Belgian Customs and Police Officers shall have the same right as the railway staff to use the existing installations for the despatch and receipt of all service communications.

CHAPTER VII.

CLAIMS.

Article 35.

Any complaints of non-fulfilment of obligations undertaken by the Belgian railway administration shall be addressed to the Chairman of the German Railway Administration at Cologne, who shall endeavour to settle the dispute with the Belgian railway administration.

SECTION II.

REGULATIONS CONCERNING THE GERMAN TERRITORIES WEST OF THE RAEREN-KALTERHERBERG RAILWAY-LINE, THE PARTS OF THE MONTJOIE KREIS TRANSFERRED TO BELGIUM, THE PARTS OF THE FORMER EUPEN AND MALMEDY KREISE RETROCEDED TO GERMANY, AND THE FRONTIER TRAFFIC.

CHAPTER I.

GENERAL PROVISIONS.

Article 36.

§ 1. The existing rights of usufruct and lease of lands situated in that part of the Montjoie Kreis transferred to Belgium, in particular as regards timber, litter, peat, combustibles in general, fruits of all kinds, earth, stone, game, etc., shall be respected; natural products of all kinds, originating from the above territories may be freely brought into German territory, that is to say they shall not be subject either to German or Belgian Customs duties, charges or statistical dues, nor to any import or export prohibition.

§ 2. As regards timber, the above privilege shall apply not only to communes of the Montjoie Kreis owning forests in Belgian territory, but also to persons residing on German territory who have bought the timber of such forests, either standing or cut, directly from these communes. Such persons must, however, produce timber clearance certificates (*Holzabfuhrscheinen*), certificates from the competent communal authority or other similar documents to prove that the timber actually originates from the forests in question.

Article 37.

In accordance with the principle that the rights of property and possession must be respected, Belgium shall undertake to refrain from any measure of sequestration of property belonging to German physical or legal persons in those parts of the Montjoie Kreis transferred to her sovereignty.

Article 38.

§ 1. As regards infringements of forest, agrarian, fishing or game laws in those parts of the Montjoie Kreis transferred to Belgium, Article 9 of the Belgian law of April 17, 1878 (Chapter I of the Code of Criminal Procedure) and the Belgo-German Convention of April 29, 1885, renewed in virtue of the General Diplomatic Act of May 29, 1920, shall both be applied.

§ 2. Should the Belgo-German Convention of April 29, 1885, be denounced, each Contracting Party shall undertake that nationals of the other Party shall be accorded a treatment no less favourable than that accorded to nationals of any other country in respect of infringements mentioned in Section I above, committed either in the German territory west of the Raeren-

Kalterherberg railway line, in the parts of the Montjoie Kreis transferred to Belgium, or in the parts of the former Eupen-Malmédy Kreise retroceded to Germany.

Article 39.

§ 1. Communal woodland situated in the territory of the Montjoie Kreis allotted to Belgium shall be considered by Belgium as private property subject to Belgian public law ; communes owning such woodland, however, shall have the rights of administration and exploitation and also the shooting-rights.

§ 2. The right to issue gun, game and fishing licences is reserved to the Belgian authority ; however, as a special privilege, free gun and game licences shall be issued to German communal foresters for the purpose of destroying foxes and boars.

§ 3. The provisions of § 1 and § 2 are also applicable to woodlands of any area whatsoever owned by Belgian communes in those parts of the Eupen and Malmédy Kreise retroceded to Germany.

Article 40.

§ 1. Belgium undertakes not to increase beyond a sum of 10 gold marks per annum the total amount of taxes on the entire property owned by the German communes of the Montjoie Kreis in that part of the Kreis transferred to Belgian rule.

§ 2. Germany undertakes not to levy taxes amounting to more than a total of 10 gold marks per annum on the entire property of Belgian communes of the former Eupen and Malmédy Kreise in those parts of the Kreise transferred to German rule.

§ 3. If for any reason all or part of the property in question should cease to be the exclusive property of the Belgian or German communes concerned, the usual system of taxation shall apply.

§ 4. These taxes shall be cancelled each year by mutual set-off.

Article 41.

§ 1. Belgium undertakes to permit the installation across the line of overhead or underground conductors recognised to be of public utility and required by German public authorities or undertakings, in particular of telegraph, telephone or electric wires, water-pipes, etc. ; and to permit also the raising or lowering of roads, and the construction of bridges across the railway-line. In special circumstances and when rendered necessary by ground conditions, a level-crossing shall be permitted. These installations shall be the subject of special concessions, the terms of which shall be drawn up with regard to present or future needs, the operation of the railway-line and the safety of railway traffic. A special concession shall be granted to ensure and regulate the upkeep of each installation. Public authorities or enterprises to which concessions have been granted shall be liable for any prejudice or damage ensuing to the railway line.

§ 2. New ditches and culverts desired by private persons and rendered necessary by the progress of cultivation, shall not be constructed on railway land without an authorisation from the Belgian authority in each case. The expenses of construction and upkeep shall be borne by the grantees. Such authorisation shall specify the conditions to be observed as regards the operation of the line and the safety of trains ; the authorisation is revocable and shall be granted against payment of a rent for use of State property. Applications for authorisations shall be favourably considered.

§ 3. Subject to the provisions of Section 1 above, Belgium undertakes not to damage in any way the water-mains supplying the Montjoie hospital, nor to obstruct future plans for public water-supply ; and further to respect contracts made for fixed periods between the town of Montjoie and the German railway administration for the supply of gas to the stations ; further, to place no obstacles in the way of establishments supplying electric power to the Montjoie Kreis, nor to impede the future completion of the public electricity supply in this Kreis.

§ 4. Should the Belgian railway administration consider it advantageous to connect the stations with the Kreis electric supply, it may make special contracts with the parties concerned ; but it reserves the right, if need be, to procure electric current for the needs of the railway from other sources.

§ 5. As in the past, Germany shall undertake to place the house owned by the German railway administration and situated on German territory opposite Lammersdorf station, at the disposal of the Belgian railways for the accomodation of their staff, for a reasonable rent to be arranged between the two administrations.

§ 6. Germany shall undertake the protection of the waterconduit leading from the Weser barrage to the railway-station at Rötgen in so far as the former is situated on its territory, and shall permit the Belgian railway staff to do the work necessary for repair and upkeep.

Article 42.

Germany undertakes not to hinder the construction across the highroads from Fringshaus to Rötgen, Lammersdorf and Conzen, of overhead or underground conductors recognised to be of public utility and required by public authorities or by Belgian public utility undertakings, and in particular of telegraph, telephone and electric wires, water mains, etc., provided that the public bodies or undertakings to whom the necessary concession has been granted shall be responsible for all damage to the highroads.

Article 43.

That part of the road leading over German territory from Kalterherberg station to the Kalterherberg highroad via Leykoul, of a length of about 200 metres, shall be kept in good condition by Germany.

CHAPTER II.

TRAFFIC REGULATIONS.

Article 44.

Traffic of all kinds shall be authorised by Belgium along the main and other roads between the German territories west of the Raeren-Kalterherberg line and Germany, free of all passport regulations, Customs duties, charges, statistical dues, and all police and Customs control. Belgium shall not levy any tax on motor vehicles used on the roads referred to.

Article 45.

The provisions of Article 44 shall be applied to traffic between German territory situated west of the railway line from Saint-Vith towards Ulflingen and Germany.

Article 46.

Under conditions to be fixed in each case by the German or Belgian Customs, the routes indicated in Table I annexed hereto may be used by the persons designated therein for the transit of the articles or products specified, free of all Customs duties.

Article 47.

Under conditions to be fixed in each case by the German or Belgian Customs, the main and other roads indicated in Table II annexed hereto, may be used for transport towards the neighbouring country of trees and other forest products originating from places indicated therein, free of all Customs duties, charges and statistical dues.

Article 48.

§ 1. Officials and employees of the public administrations designated in Table III annexed hereto may use the railways, roads and paths mentioned therein in the performance of their duties.

§ 2. This privilege shall be granted merely to facilitate traffic, and officials and employees of either country shall be strictly forbidden to exercise their duties in any shape or form on the railway roads and paths situated in the territory of the other country.

Article 49.

Under conditions to be fixed in each case by the Belgian or German Customs, persons mentioned in Table IV annexed to the present Agreement may convey products and articles specified therein from their residence or the place of origin of the said products or articles to the stations therein indicated for the purpose of forwarding them into the neighbouring territory, or they may receive at such stations the products and articles mentioned coming from neighbouring territory, and convey them to their residence in their own territory, free of all Customs duties, charges and statistical dues.

Article 50.

The roads indicated in Tables I to IV shall be open in both directions to traffic on foot, on horseback, by carriage, by bicycle and by any motor vehicle, unless otherwise provided with regard to certain roads.

Article 51.

Tables I to IV may be modified or extended by an exchange of notes between the Governments of both States.

Article 52.

Should the highway from Conzen to Fringshaus be obstructed by snow, Belgium shall permit the use of three roads situated to the east thereof and parallel thereto, without any passport formalities or payments of Customs duties, charges or statistical dues and without any police or Customs control.

Article 53.

Should any roads be constructed on German territory in the direction of the Raeren-Kalterherberg line across the Fringshaus-Rötgen, Fringshaus-Lammersdorf and Fringshaus-Conzen roads, traffic at such cross-roads shall be open to all without passport formalities, the payment of Customs duties, charges or statistical dues or any police or Customs control. Motor vehicles shall not be liable to taxation on these routes.

Article 54.

As in the past, Belgium shall permit German nationals to make pilgrimages to the place called *Kreuz im Venn*, situated between Mützenich and Kuitshof, without passport, police or Customs formalities.

SECTION III.

PROVISIONS REGARDING WATER AND WATERCOURSES.

(Water supply and Land drainage boards).

CHAPTER I.

LOSHEIM-HERGERSBERG AND KREHWINKEL WATER SUPPLY.

Article 55.

Both States undertake to abstain, in the territories crossed by the Losheim-Hergersberg and Krehwinkel water mains from any measure which might decrease the flow or in any way prejudice the water supply of the Communes concerned.

Article 56.

Both States undertake to come to an agreement with regard to the necessary measures before making any alterations in the present water-mains which might in any way prejudicially affect the quantity or quality of the water.

Article 57.

§ 1. The Belgian Communes concerned shall be exclusively responsible for the supervision, cleansing and upkeep of the Krehwinkel spring and of the main which it supplies.

§ 2. In the event of any disturbance, cleansing operations, or any other circumstances affecting the spring which supplies the Losheim-Hergersberg main, the officials of the competent service of both Powers shall be referred to.

The cost of repairs shall be borne jointly by the Losheim and Hergersberg communes for the section situated between the spring and the village of Losheim, and by the commune of Hergersberg alone for the section beyond Losheim.

Article 58.

The communication between the two mains supplying Losheim and Krehwinkel, at their crossing point in the Ourtal, shall be abolished, so that each main shall be supplied exclusively by the spring which feeds it.

Article 59.

In the case of subsequent dispute, the present condition of the sites and installations in the area mentioned in Article 56 is indicated in sketch (a) in the atlas mentioned in Article 76.

CHAPTER II.

WATER SYSTEM OF THE DREILÄGERBACH AND WESER BASINS AND LAMMERSDORF WATER SUPPLY.

Article 60.

§ 1. The basin of the Dreilägerbach barrage and that part of the Weser basin in German territory, and the basin whence the Lammersdorf water supply is obtained shall not be impaired by any building, establishment or factory, the discharges from which might pollute the water.

§ 2. Before erecting any building which might alter the present situation and have a prejudicial effect on the quality of the water, the Governments of both States shall come to an agreement with regard to the necessary protective measures. In no case is it permissible to let water injurious to public health flow into streams and ditches.

Article 61.

§ 1. Belgium shall undertake not to authorise any deflection of a water course such as might prejudicially affect the supply of the Dreilägerbach basins or the Lammersdorf water supply, situated on its territory, without previously coming to an agreement with the German Government.

§ 2. Germany undertakes on its part, a similar obligation with regard to that part of the Weser basin situated in its territory.

Article 62.

In case of subsequent dispute, the present position of the catchment sites, mains and installations is indicated in sketches (b), (c), (d), in the atlas mentioned in Article 76.

CHAPTER III.

EYNATTEN AND RAEREN WATER SUPPLY.

Article 63.

§ 1. Germany guarantees that the town of Aix-la-Chapelle shall not deepen its present water catchment installations (at Brandenburg and Schmidthof) situated near Lichtenbusch,

and that it shall not alter, by boring fresh wells or making new galleries, the present condition of the water supply of the Belgian communes situated between Lichtenbusch and Schmidthof along those parts of the Eupen Canton which have been retroceded to Germany.

§ 2. If in future it should be necessary to alter or extend the installations described in § 1, the town of Aix-la-Chapelle shall inform the commune of Raeren of such a plan before putting it into execution. If any withdrawal of water should result from this plan, to the loss of the Raeren and Eynatten communes, the injured communes shall be compensated by Germany.

Article 64.

The present scope of the catchment installations at Brandenburg and Schmidthof is indicated on sketches (*e*), (*f*), (*g*), in the atlas mentioned in Article 76.

CHAPTER IV.

KALTERHERBERG WATER SUPPLY.

Article 65.

The Belgian Government shall allow the competent German authorities to carry out, over an area extending between boundary-stones 638 and 642, prospecting operations in Belgian territory, with a view to catching water for the supply of the Kalterherberg commune from the Breitenbach springs. This area is marked by the line 638, (*a*), (*b*), (*c*), (*d*), (*e*), (*f*), 642, on sketch (*h*) of the atlas mentioned in Article 76.

Article 66.

§ 1. The area described in Article 65 shall be delimited at Germany's expense by stakes joined with barbed wire. The material necessary for setting up these fences shall be imported temporarily free of Customs duty on condition that it is re-exported within a maximum period of six months.

§ 2. Roads and paths in the prospecting area shall be kept in good repair by Germany, at its expense. These roads shall remain open to traffic for the duration of the prospecting operations to the extent prevailing hitherto.

Should the prospectors consider it necessary during the course of these operations to dig trenches across one of these communicating roads, Germany shall provide, at its own expense, bridges capable of bearing traffic.

Existing plantations shall only be destroyed in those places where such destruction is inevitable.

§ 3. Free entry for official reasons into the prospecting zone shall be granted at all times to the following Belgian officials: engineers attached to the geological service or to the Central Sanitary Inspection Board; officials of the technical agricultural service, Customs officers, gendarmes and local police on the territory of the commune of Sourbrodt. The same shall be granted to technical officials wishing to ascertain the progress of the work. For this purpose the German authorities shall be obliged to supply them with all information, plans and data.

§ 4. The result of the prospecting and the plans for the erection of plant shall be communicated to the Belgian Government, who shall have a period of three months to investigate whether the catchment of waters in the area described in Article 65 might have a prejudicial effect on neighbouring property in Belgian territory.

Article 67.

§ 1. If the investigation provided for in § 4 of Article 66 shows that there is no danger of injury to neighbouring property on Belgian territory, Belgium shall cede the zone described in Article 65 to Germany. The owners of the pieces of land thus ceded shall receive prior compensation from Germany. Should any expropriation be necessary, it shall be effected through the medium of Belgian authorities in accordance with Belgian legislation.

§ 2. Should the result of the prospecting operations be negative, or should the Belgian Government esteem that the making of a cut for water supply at the place of source would prejudice the interests of Belgians, the territory shall not be ceded and Germany shall be responsible for as complete a restoration as possible, at its own expense, of the area where prospecting has been carried out.

§ 3. The owners concerned shall be compensated for the destruction of plantations in the prospecting zones.

Article 68.

§ 1. Without prejudice to the provisions of Article 66, § 1, no objects, instruments, apparatus or materials intended for prospecting operations shall be introduced into the zone placed at the temporary disposal of Germany except at a frontier point and under terms to be fixed by the Belgian Customs. The same shall also apply to all articles and foodstuffs intended for the maintenance of German officials, employees and workers occupied in the zone referred to.

§ 2. Customs duties shall be paid on the occasion of each importation. However, prospecting material may be imported temporarily free of Customs duties, provided that the Belgian regulations are observed and that the material is re-exported within a period of six months.

CHAPTER V.

WATER SUPPLY FOR THE BELGIAN COMMUNE OF BULLINGEN AND THE GERMAN COMMUNE OF UDENBRETH.

Article 69.

The Belgian and German Governments shall agree as to the necessary measures before proceeding to any alteration, of the existing catchments for the water supply of the communes of Bullingen in Belgium and Udenbreth in Germany, described in sketch (i) of the atlas mentioned in Article 76, such as might prejudicially affect the quality or quantity of the water.

CHAPTER VI.

WATER COURSES.

Article 70.

The Belgian and German Governments undertake not to injure in any way existing water-courses which cross the frontier, and to recognise the servitudes imposed on such water-courses, in particular the right to use their water.

CHAPTER VII.

DRAINAGE AND LAND DRAINAGE BOARDS.

Article 71.

§ 1. Certain portions of ground situated in Belgium are shown by hachures on sketches (*k*), (*l*), (*m*) and (*n*) in the atlas referred to in Article 76. Owners of such portions shall be permitted to let the water in sewers and underground drains laid for the drainage of these lands flow over the frontier at those places where it runs out at present. Belgian Land Drainage Boards acting on behalf of owners and entrusted with the task of drainage shall be granted the same permission.

§ 2. The owners of German lands shall tolerate the water that thus flows on to them. The same shall apply to German Drainage Boards in charge of outlet drains.

Article 72.

§ 1. The owners of portions of ground situated in Germany and shown by hachures on the maps referred to in Article 71 are authorised to let the water in sewers and underground drains laid down for the drainage of these lands, flow across the frontier at the places where they at present run out. German Drainage Boards acting on behalf of owners and entrusted with the work of drainage shall be granted the same permission.

§ 2. The owners of Belgian lands shall tolerate the water that thus flows on to them. The same shall apply to Belgian Land Drainage Boards who have charge of outlet drains.

Article 73.

With regard to the execution of the obligations laid down in Articles 71 and 72, Belgian and German Land Drainage Boards or persons concerned shall intercommunicate through the medium of the technical services of the *Hydraulique agricole* in Brussels and the Landrat of Schleiden.

Article 74.

§ 1. Should Land Drainage Boards be entrusted either at present or in future with the task of draining lands situated in the district of Losheim, Hergersberg and Krehwinkel of which a portion are owned by nationals of the neighbouring State, the Land Drainage Boards shall be permitted and, on request, obliged to admit such owners to membership and treat them as nationals.

§ 2. If at least 10 % of the area covered by a Belgian or German Land Drainage Board is owned by nationals of the neighbouring country, the latter shall be entitled to have at least one representative on the Board.

§ 3. The representative, or representatives, shall be appointed in the case of Belgium by H. M. the King of the Belgians, and in the case of Germany by the Prussian Government, from a list presented by the nationals of the neighbouring State and containing the names of three candidates for each seat reserved to nationals of that State.

§ 4. Should no candidates be presented, the Belgian or German representative on the Land Drainage Board in the neighbouring country shall be chosen by H. M. the King of the Belgians or by the Prussian Government from a list of two candidates submitted by the technical service of the "Hydraulique agricole" in Brussels or by the Landrat of Schleiden.

§ 5. If the address of a foreign member cannot be found, all notifications, reminders, etc., shall be communicated to the mayor of the commune in which the office of the Land Drainage Board is situated.

CHAPTER VIII.

CROSSING OF THE FRONTIER BY OFFICIALS, EMPLOYEES, AND WORKMEN.

Article 75.

Officials, employees and workmen shall be allowed, under the provisions of the present section to cross the frontier without any passport formalities or payment of Customs duties, charges, dues, and without depositing any security, provided they are called upon to do so in the exercise of their duties or for the purpose of carrying out work entrusted to them, and under the aforesaid conditions they may also cross the frontier at places other than the authorised crossing-points and may reside in the territory of the neighbouring country.

CHAPTER IX.

ATLASES.

Article 76.

The annexes to which reference is made in the provisions of the present Section are contained in an atlas, of which four copies have been certified, two being sent to the Belgian and German Governments respectively, and the other two kept respectively by the Central Office of the *Hydraulique agricole* in Brussels and the Prussian Government at Aix-la-Chapelle.

SECTION IV.

MAINTENANCE OF THE FRONTIER AND PRESERVATION OF BOUNDARY STONES.

Article 77.

The new frontier between Belgium and Germany has been defined on the spot, marked by boundary stones and measured by the Delimitation Commission, appointed under Article 35 of the Treaty of Versailles. The results of the work of delimitation and measurement are contained in the three official and uniform collections of maps which were checked on November 6, 1922, at Aix-la-Chapelle, and of which a copy has been sent to each of the two countries concerned, the third being sent to the Ambassadors' Conference.

Article 78.

§ 1. The Belgian and German Governments undertake, to the best of their ability, to protect the boundary-stones placed by the Belgo-German Delimitation Commission from any wilful or wanton displacement and from any damage, to take the necessary steps to keep the frontier line

open in the woods, to prevent any wilful deflection of the water-courses of which either the median line or one side forms the frontier, and to see that no damage shall be done to their banks.

§ 2. The median line of the frontier water-courses shall be calculated at their mean level.

§ 3. The line thus defined shall follow the gradual and natural shifting of such water-courses.

§ 4. Should any sudden or important alteration occur in their courses, the median line existing before such alteration shall continue to form the territorial frontier until such time as a final agreement shall be concluded between the two States concerned.

§ 5. In the case of other water-courses, the frontier shall in principle remain fixed in accordance with the measurements taken at the time of delimitation and set forth in the sketch-maps.

§ 6. No water-course may be artificially displaced without preliminary agreement between the two riparian States.

Article 79.

§ 1. In future no building of any kind or enclosure may be made at less than 10 metres from the frontier. When the median line or side of the road forms a frontier, the space of 10 metres shall be measured from that side of the road nearest to the emplacement of the building or enclosure.

§ 2. The space referred to may be reduced to five metres from the boundary of the railway ground in the case of buildings or enclosures to be erected on either side of the sections of railway lines crossing German territory.

§ 3. This prohibition applies also to buildings intended to replace demolished or destroyed buildings or enclosures.

§ 4. It shall not apply to the work of partial reconstruction intended solely to rehabilitate existing buildings or enclosures without altering in any way the nature of the site.

§ 5. The provisions of §§ 1 to 4 shall not apply to buildings intended for public use, including, if necessary, those for the accommodation of staff; nor shall they apply to enclosures formed by quickset hedges of less than one metre in height, or by stakes joined by wires, when such hedges or enclosures are intended to delimit fields. A sufficient number of openings, however, must be made in such hedges or enclosures to permit Customs agents to move about freely in the territory of their country marked by the ten or five metre space along the frontier, referred to above.

§ 6. Infringement of the provisions of §§ 1 to 3 shall be punished in each country in conformity with its legislation. In all cases buildings and enclosures erected contrary to these provisions shall be demolished within a period fixed by the competent authority, after which period, if need be, the competent authority shall proceed with demolition at the cost of the offender.

Article 80.

Private persons shall be prohibited from marking the boundaries of their property with boundary-stones along that part which coincides with the frontier. However, existing boundary-stones may be maintained.

Article 81.

§ 1. Officials and employees charged with the supervision of the frontier and the preservation of frontier-posts, together with workmen accompanying them, shall be authorised to move freely

along the frontier and to cross it when the exercise of their duties so demands. They may take with them the necessary tools and instruments (not being new) for the execution of their duty or their work, without presenting themselves at any Customs Office, and free of all duties or charges, provided they re-export such objects. They may also take with them food for their personal use. They must carry either their official identification papers, or an ordinary passport or a frontier card.

§ 2. No work may be undertaken without previous agreement between the authorities concerned.

Article 82.

§ 1. Each State shall, on principle, maintain at its expense those boundary-stones situated entirely on its own territory.

§ 2. Belgium shall therefore keep the following 113 stones in repair (all these stones bear their number and the letter B) :

1, 3, 4, 8, 10, 12, 31, 40, 42, 44, 46, 48, 50, 52, 54, 55, 56, 58, 60, 62, 64, 66, 69, 70, 71, 72, 73, 108, 149, 151, 152, 152 c), 153, 155, 157, 158, 159, 160, 162, 164, 166, 170, 172, 174, 176, 178, 180, 182, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 333, 336, 338, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 553, 555, 557, 559, 560, 561, 563, 565, 567, 592, 593, 595, 604, 606, 608, 610, 612, 614, 616, 617, 619, 640, 658, 660, 662, 664, 666, 832, 834, 868, 870, 872, 874, 876, 878.

Germany, on its part, shall keep the following 111 boundary-stones in repair (all these stones bear their number and the letter D) :

1/52, 2, 7, 9, 11, 13, 14, 30, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 68, 69, 71, 73, 150, 154, 156, 161, 163, 165, 167, 169, 171, 175, 177, 179, 181, 251, 252, 253, 254, 334, 335 a), 335 b), 337, 339, 532, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 552, 554, 556, 558, 561, 562, 564, 566, 568, 592, 594, 603, 605, 607, 609, 611, 613, 614, 616, 618, 620, 658, 659, 661, 663, 665, 683, 685, 686, 687, 688, 689, 747, 748, 749, 833, 835, 869, 871, 873, 875, 877, 879, 880, 905, 906, 907, 908, 909, 910, 911, 912.

§ 3. The cost of maintaining common boundary-stones (bearing in addition to their numbers the two letters B and D) shall be divided between the two States as follows :

The 473 common boundary-stones from No. 5 to No. 624 shall be kept in repair by Belgium.

The remaining 468 common boundary-stones from No. 625 to No. 1031 shall be kept in repair by Germany.

§ 4. Neither of the two States shall be entitled to repair, replace or displace boundary-stones for the upkeep of which it is responsible, without having previously come to an agreement with the other State.

§ 5. No other material shall be employed for the repair or replacement of a boundary-stone than that used at the time of delimitation of the frontier, without a previous agreement between the two States.

Article 83.

§ 1. The Belgian and German Governments shall do what is necessary to ensure that watercourses on their respective territories, one side of which forms the frontier, shall be kept in good condition and cleansed if necessary.

§ 2. The total cost for the upkeep of frontier watercourses shall be borne by both States. The responsibility for the upkeep of all watercourses shall be borne by Belgium from the Grand Duchy of Luxembourg as far as stone 332 and by Germany from stone 333 to the Kingdom of the Netherlands.

§ 3. The foregoing provisions do not exempt riparians, etc., from their former obligations with regard to the cleansing and upkeep of watercourses. Each State shall undertake to ensure that the work of cleansing and upkeep is effected in the proper manner. In particular the two Governments shall arrange that their respective work on frontier watercourses shall be carried out simultaneously.

Article 84.

§ 1. The following persons shall be entrusted with the maintenance, upkeep and supervision of the frontier :

On the part of Belgium ; the Surveyor-General of the Province of Liège, at Liège.

On the part of Germany : the Oberbürgermeister of the town of Aix-la-Chapelle and the Landräte for the frontier territories coming under their respective administrations.

§ 2. All public officials employed in the neighbourhood of the frontier shall see to the maintenance of the latter and shall immediately notify the competent authority in their country of any damage sustained or likely to be sustained by boundary-stones, of the obliteration of the frontier line and of any infringements of the obligation to keep the latter uncovered.

§ 3. Should measuring operations for the re-establishment of the frontier line be found necessary, application shall be made to officials of the Ordinance Survey. If need be the presence of an official from one State alone will suffice.

Article 85.

§ 1. Every ten years, beginning from 1934, the frontier shall be inspected in each administrative district by the local Survey and Customs officials, after previous agreement between the Surveyor-General of the Province of Liège, at Liège, and the German officials enumerated in § 1 of Article 84.

§ 2. Each party shall have the right to summon other officials.

§ 3. During these inspections of the frontier, the boundary-stones, and if necessary, the frontier line shall be checked.

§ 4. If for special reasons a boundary-stone cannot be kept or replaced in its original position, the survey officials shall look for a new site, taking into account the nature of the locality. A report of this operation shall be drawn up in duplicate, with sketches annexed, giving all the measurements necessary for the exact indication of the new site.

Article 86.

All work carried out and all inspections of the frontier shall be mentioned in two identical reports drawn up in French and in German, one of which shall be sent to the Belgian Government in Brussels through the medium of the Surveyor-General of the Province of Liège, at Liège, and the other to the Landesgrenzstelle at Berlin through the medium of the Regierungspräsident at Aix-la-Chapelle or at Trèves.

SECTION V.
GENERAL PROVISIONS.

Article 87.

§ 1. The Conventions at present in force between Belgium and Germany with regard to passport and Customs facilities in frontier traffic shall be applied in those cases, mentioned in § I to § IV, in which the frontier is crossed.

§ 2. Should the Conventions mentioned in the preceding paragraph be denounced, both Governments shall apply their general regulations concerning goods, unless an arrangement has been made to exempt them from all Customs duties, charges or statistical dues, or to abolish all import or export prohibitions. They shall also apply their general passport regulations, unless this formality has been dispensed with altogether or another method of proving identity has been adopted.

Article 88.

Both Governments reserve the right to conclude special arrangements regulating the use of certain highways and, in particular, in cases where the only normal access to a retail establishment lies along a road in the neighbouring country and one side of such road forms the frontier, to fix the maximum quota of goods which may be conveyed along such road for sale in such establishment.

Article 89.

The provisions of both States relating to taxes on motor vehicles shall be maintained, the right to make exceptions and exemptions being reserved.

Article 90.

§ 1. If the present provisions permit goods coming from the territory of one State to be conveyed free of all Customs duties, charges and statistical dues through the territory of the other, the Customs authorities of the country through which transit is effected shall not demand the deposit of any security, unless this is justified by exceptional circumstances.

§ 2. No charge shall be levied for any Customs escort which is considered necessary, unless the two Governments have made a different arrangement with regard to the use of certain roads.

Article 91.

Should it be found that the facilities granted by the present provisions with regard to the movement of persons or goods have been abused by the smuggling of goods from one country to the other, the competent authority of the country of origin of such goods shall take the necessary measures to put a stop to such abuses. In case of serious fraud, these measures may include the prohibition to continue trading in goods, the sale of which is subject to quota.

Article 92.

§ 1. Officials and employees in public services who are authorised by the present provisions to cross the frontier either by certain roads or away from such roads and to reside in the territory of the neighbouring country, shall be exempt from payment of all Customs' duties, charges, or deposits and from all passport formalities. They shall be obliged, however, to carry a duty-warrant with a photograph attached or, if the warrant bear no photograph, then also an identity document bearing a photograph. During their residence in the territory of the neighbouring country they shall comply with those of its police regulations to which their compatriots are subject. Failing an arrangement to the contrary, they may wear their service uniform and carry their regulation arms.

§ 2. No taxes shall be levied on motor vehicles when conveying public officials and employees on the journeys referred to above.

Article 93.

The Belgian and German Customs Authorities and other competent administrations of both parties shall assist each other in discovering and following up any infringements of Customs, import, export, transit, taxation or police regulations.

Article 94.

§ 1. Such differences of opinion with regard to the interpretation and application of the clauses of Sections I to IV as cannot be amicably settled by the Administrations concerned shall be adjusted by a Joint Administrative Commission composed of four members, each country appointing one representative from the Ministry of Foreign Affairs and one representative from the competent Department. The two Governments shall inform each other of the names of their representatives on the Commission thus formed.

§ 2. The position of Chairman of the Commission shall be filled alternatively by the representatives from the Ministry of Foreign Affairs of each country, for the duration of one calendar year. The country on whom the Chairmanship shall devolve for the year of coming into force of the present Arrangement shall be chosen by lot.

§ 3. The meetings of the Commission shall be held in the country of the Chairman in office, either at Cologne or at Brussels.

§ 4. The Commission shall assemble at the request of the Party which considers itself to be injured, within one month from the date on which the other Party shall have been notified through diplomatic channels.

§ 5. The decisions of the Commission shall be by a majority. In the case of a tie, the casting vote shall be given by an umpire who shall be appointed by the Royal Government of the Netherlands, and shall be a national of a third state.

§ 6. Each Party shall defray the expenses incurred by the presence of its representatives at the meetings of the Commission, and half the expenses of the umpire.

ANNEX I

TO ARTICLE 7, SECTION I, OF THE PROVISIONS CONCERNING THE FRONTIER
BETWEEN BELGIUM AND GERMANY.

Traffic Regulations for Passenger Trains on the Raeren-Kalterherberg line.

A. AIX-LA-CHAPELLE TO SAINT VITH.

I. — *Procedure at Raeren.*

(a) Before the arrival of the train, the gates of the platform shall be closed and the platform completely cleared.

(b) Passengers alighting at Raeren shall pass through the German and Belgian Customs rooms.

(c) Passengers actually in the train, who are continuing their journey by the same train, and also with luggage, express parcels and parcels sent by passenger train (*grande vitesse*), shall be exempt from all Belgian Customs formalities.

(d) Passengers shall not be allowed to enter the train at Raeren until they have passed through the Belgian and German Customs rooms.

(e) All passengers shall submit to the German Customs inspection.

(f) Registered luggage, expressed parcels and parcels sent by passenger train (*grande vitesse*) from one part of Belgium to the other via Raeren-Kalterherberg, shall be placed in a special compartment of the van under German Customs seals for the inspection of German and Belgian Customs officers at Kalterherberg. The same regulations shall apply to the hand luggage of passengers who are travelling from one part of Belgium to the other via Raeren-Kalterherberg. When such hand luggage is composed of used articles or trifles, these may, by agreement between the two Customs, be left in the possession of their owner. The chief guard of the train shall fill in a deposit voucher for hand luggage placed in the special compartment of the van and shall give this to the passenger concerned.

(g) The provisions with regard to Customs clearance of luggage sent in direct transit through German Customs territory (Annex b of the German Railway Customs Regulations) shall be duly observed with regard to articles or goods placed in the special compartment of the luggage van.

II. — *Procedure at Kaltherberg.*

(a) Before the arrival of the train, the station, *i. e.* that part of the platforms which is enclosed, shall be completely cleared.

(b) Passengers alighting at Kalterherberg shall pass through the German and Belgian, Customs rooms.

(c) Customs seals affixed by the German Customs at Raeren on the special compartment of the van shall be removed in the presence of German and Belgian Customs officers.

(d) Passengers shall not be allowed to enter the train at Kalterherberg until they have passed through the German and Belgian Customs' rooms.

B. SAINT VITH TO AIX-LA-CHAPELLE.

I. — *Procedure at Kaltherberg.*

(a) Before the arrival of the train, the station, *i. e.* that part of the platforms which is enclosed, shall be completely cleared.

(b) All passengers arriving by the train shall submit to Belgian and German Customs inspection.

(c) Passengers shall not be allowed to enter the train at Kalterherberg until they have passed through the Belgian and German Customs rooms.

(d) With regard to registered luggage, express parcels, parcels sent by passenger train (*grande vitesse*) and hand luggage, transported from one part of Belgium to another via Kalterherberg-Raeren, the transport regulations A, I, f and g shall be duly complied with.

II. — Procedure at Raeren.

(a) Before the arrival of the train, the gates of the platform shall be closed and it shall be completely cleared.

(b) Passengers alighting at Raeren shall pass through the German and Belgian Customs rooms.

(c) Customs seals affixed by the German Customs at Kalterherberg on the special compartment of the van shall be removed in the presence of German and Belgian Customs officers.

(d) Passengers continuing their journey by the same train, and also registered luggage, express parcels and parcels sent by passenger train (*grande vitesse*), such as are not in the special sealed compartment of the van and are being forwarded by the same train to Germany, shall be exempt from all Belgian Customs inspection.

(e) Passengers shall not be allowed to enter the train at Raeren until they have passed through the Belgian and German Customs rooms.

(f) All passengers shall be subject to German Customs inspection.

ANNEX II.

TO ARTICLE 7, SECTION 3, OF THE PROVISIONS CONCERNING THE FRONTIER BETWEEN BELGIUM AND GERMANY.

Traffic Regulations for goods trains running over the loop-line between the Eupen-Raeren and Raeren-Rötgen (Belgian) lines.

Traffic of goods trains over the loop-line between the Eupen-Raeren and Raeren-Rötgen Belgian lines shall be authorised on the following conditions :

1. The Belgian railway administration shall run goods trains over the loop-line near Raeren from Eupen to Sourbrodt, or Sourbrodt to Eupen without allowing them to stop at the intermediate stations of Rötgen, Lammersdorf, Conzen and Montjoie.

2. The goods trains mentioned in No. 1 shall always be inspected by the German Customs at the Customs office in Kalterherberg and, if possible, on the loop-line near Raeren. For the purpose of inspection here the Belgian railway administration shall erect at its own expense a platform with a look-out stand, and shall provide premises to be used as offices by the Customs staff, for upkeep, heating and lighting of which it shall be responsible; it shall also ensure that all trains arriving at the platform of the loop-line shall stop at the request of the German Customs for the purposes of inspection.

3. (a) Immediately on arrival at Kalterherberg, the chief guard on through trains running from Sourbrodt to Eupen shall present to the German Customs a train list duly drawn up and signed in accordance with the copy prescribed by the German Customs.

After this list has been *visé* by the Customs, it shall be returned to the chief guard of the train. Should a German Customs inspection take place on the loop-line near Raeren, the list shall be handed to the German Customs officers responsible for such inspection.

(b) The chief guard of through trains running from Eupen to Sourbrodt shall, if there is a German Customs inspection on the loop-line near Raeren, hand the train list to the German Customs officers, who shall return it to the chief guard of the train when it has been provided with the Customs visa. On arrival at Kalterherberg the chief guard shall present the list to the German Customs, whether an inspection by them takes place on the loop-line near Raeren or not.

(c) The chief guards of through trains running from Sourbrodt to Eupen or from Eupen to Sourbrodt shall be considered as appointed by the Belgian railway administration for this traffic, within the meaning of Sections 1 and 2 of Article 23 of the provisions relating to the frontier between Belgium and Germany (text of November 7, 1929). As such they shall be responsible for indicating accurately the number of waggons and the numbers thereon, as well as the nature and quantity of the goods. They shall also undertake to resubmit the waggons intact for purpose of final Customs clearance, either at the loop-line platform near Raeren, in the case of trains running from Sourbrodt to Eupen, if the German Customs officers so request, or in any case at the German Customs at Kalterherberg station, for trains running from Eupen to Sourbrodt; failing which they undertake, to be answerable for payment of the Customs duties at the highest tariff rates on the quantities of goods mentioned in the train lists.

4. Time-tables of through trains shall be sent in quadruplicate to the chief officers of the Customs at Aix-la-Chapelle — foreign traffic — and at Düren, if possible a week before they come into force. Any alterations of these timetables shall also be sent in quadruplicate to the service referred to, if possible a week before they come into force.

5. Through trains not indicated on the time-tables shall be announced by telephone in good time to the German Customs Offices at Raeren and Kalterherberg stations, and in any case before the train leaves its starting-point.

6. When through trains are obliged for any reason whatever to make an unexpected stop on the Raeren-Kalterherberg section, the nearest German Customs Office shall be immediately informed by telephone (Raeren station, Rötgen station or Kalterherberg station) of the place and probable duration of the stop.

7. Through trains shall be distinguished by means of several placards bearing the easily readable inscription in German: *Durchgehender Zug Eupen-Sourbrodt* or *Durchgehender Zug Sourbrodt-Eupen*.

8. Without prejudice to the regulations — applicable also to through trains by virtue of Section I, Chapter V — of the provisions concerning the frontier between Belgium and Germany, the Belgian railway administration shall undertake to use all disciplinary means at its disposal to prevent its employees from committing any infringement of the German Customs or import and export regulations. Should the German Customs authorities bring a complaint against a Belgian railway employé for infringement of the regulations referred to, the Belgian railway administration shall inform the German Customs administration of the steps it has taken with regard to the offending employé.

TABLE I.

(Article 46 of the Provisions concerning the Frontier between Belgium and Germany.)

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
1	Atherstrasse from boundary-stone 988 to Langheide, and main road from Langheide to Bildchen as far as boundary-stone 990.	Inhabitants of German territory between the railway and the highroad from Hergenrath to Bildchen.	Agricultural material and products.	At boundary-stones 988 and 990.
2	Raeren - Rötgen main road from boundary-stone 889 to boundary-stone 888.	Inhabitants of the place called "Kreuzerhof" and of the German Customs buildings erected there.	All articles and goods used by these inhabitants for their household, or for their trade or profession.	Direct approach to road opposite the buildings.
3	Road leading from frontier-boundary-stone 848 to place called "Reinartzhof".	All persons of German nationality proceeding to Reinartzhof.	No goods allowed.	At boundary-stone 848.
4	Stretch of main road of about 100 metres on the way from the place called "Ruitzhof" to the village of Kalterherberg, running parallel to and about 20 metres from the frontier formed by the Schwarzbach in Belgium and crossing the railway line by the station (from boundary-stone 659 via the stone 657 to boundary-stone 656A.)	Inhabitants of the place called "Ruitzhof" and of the neighbouring German territory west of the railway line, proceeding to the village of Kalterherberg.	All objects and goods used by these inhabitants for their household, or for their trade or profession.	At boundary-stones 659 and 656 A.

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
5	Road from the hamlet of Deutsch-Leykoul to Kaltherberg station from boundary-stone 651, and stretch of road leading, from a point on the frontier about 100 metres east of boundary-stone 649, to boundary-stone 648.	All German subjects free of all passport and police formalities.	All objects, goods and products free of Customs formalities.	At boundary-stone 651, at a point on the frontier about 100 metres east of boundary-stone 649, and at boundary-stone 648.
6	(a) Road from Hulscheid to Losheim (Eifel) as far as boundary-stone 437.	Farmers of Losheim (Eifel).	Agricultural products originating from land cultivated by these farmers in Belgium, and the necessary material for this purpose.	(a) At boundary-stone 437.
	(b) Road from Bertherath to Losheim (Eifel) as far as boundary-stone 427.			(b) At boundary-stone 427.
7	Main road passing through Manderfeld to Losheim (Eifel) station.	Inhabitants of Auw, Laudensfeld, Wischeid, Verschneid.	Baggage containing only used articles or effects, and eatables with the exception of wines and alcoholic liquors.	At boundary-stones 418 and 313.
8	Main road skirting the Our from the Our Bridge near Steinebrück station as far as the foot-bridge opposite Urbi village, or as far as the ford about 750 metres southwest of the foot-bridge mentioned.	Inhabitants of Urb.	Baggage containing only used objects (portable tools, etc.) or effects, and eatables excluding wines or alcoholic liquors.	Footbridge between boundary-stones 178 and 179; ford between boundary-stones 174 and 175.
			Agricultural and forest products as gathered; mill products; sawn or squared timber; combustibles; raw building-materials (sand, lime, cement, lead ashes, stones, bricks, etc.); manures; furniture in removal.	

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
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BELGIAN TERRITORY (*continued*).

9	Lützkampen-Weverer main road as far as the bridge over the Our and from this bridge, the highway to Oberhaesen, leaving Belgian territory by roads to Stupbach or Welchenhausen.	Inhabitants of Stupback and Welchenhausen proceeding to Germany.	Baggage containing only used objects (portable tools etc.) or effects and eatables with the exception of wines or alcoholic liquors. Agricultural and forest products; manures.	At boundary-stones posts 55 and 71 and at boundary-stone 91 on the authorised main road Burg-Reuland-Leitzkampen.
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GERMANY TERRITORY.

1	The two roads from boundary stones 983 and 985 to boundary-stone 991 on the highway Hergenrath - Bildchen.	<p>(a) Inhabitants of the farms of Kessel, Haag and Heide.</p> <p>(b) All tradesmen conveying goods to shopkeepers in the places called Im Grünenthal, Kapershag, Wolfsheide and Kalksdelchen.</p> <p>(c) Station-porter at Hergenrath to deliver parcels to inhabitants of the places mentioned under (a) and (b).</p>	<p>Agricultural materials and products and household provisions.</p> <p>(b) Goods of all kinds covered by the regular Belgian and German Customs documents.</p> <p>(c) Parcels arriving by rail addressed to inhabitants and covered by railway waybill or by a regular Belgian Customs documents.</p>	At boundary-stones 983, 985 and 991.
2	Main road Aix-la-Chapelle - Raeren, from boundary-stone 943 to post 920.	(a) Inhabitants of the Belgian parts of Lichtenbusch, of Langfeld and Marienthal, as also the inhabitants of Raeren and Berlotte, whose houses have no normal access to the Aix-la-Chapelle-Raeren road.	All objects and goods required by these inhabitants for their household trade or profession.	Authorised main roads at boundary stones 939 and 920.

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
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GERMAN TERRITORY (Continued.)

2		<p>(b) Inhabitants of the Belgian parts of Lichtenbusch, Langfeld and Marienthal whose houses normally have access to the Aix-la-Chapelle - Raeren main road and who do not use them as a shop.</p> <p>(c) Inhabitants of the places mentioned under (b) who keep a shop for which they have signed the undertaking prescribed by the Agreement concerning the keeping of certain shops in the neighbourhood of the frontier: customers of these shops.</p>	<p>All objects and goods required by these inhabitants for their household trade or profession.</p> <p>All objects and goods required by these inhabitants for their household, trade or profession.</p>	<p>Direct approach to main road opposite the houses.</p> <p>Direct approach to the main road opposite the houses.</p>
3	Road skirting the frontier from boundary post 884 to stone post 880 along the Rötgen-Fringshaus main road.	<p>Inhabitants of houses which are situated in Belgian territory and are normally approached by this road, provided that the inhabitant:</p> <p>(a) Does not use such a house as a shop;</p> <p>(b) Uses it as a shop for which the undertaking referred to under No. 2 (c) has been signed; — customers of such shops.</p>	<p>All objects and goods required by these inhabitants for their household, trade or profession.</p>	<p>Direct approach to the road opposite the houses.</p>
4	Rötgen-Reinartzhof road via boundary stones 799 E, 856, 846 and 848.	<p>(a) Farmers of the place called "Reinartzhof".</p>	<p>Objects and products that are required by these farmers for their household or work, and are covered by Belgian Customs documents.</p>	<p>At boundary-stone 848.</p>

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
GERMAN TERRITORY (Continued.)				
4		(b) Belgian or German nationals visiting these farmers.	No goods allowed.	
5	<p>The following main-roads:</p> <p>(a) Petergensfeld-Rötgen Fringshaus.</p> <p>(b) Lammersdorf (station) Fringshaus.</p> <p>(c) Conzen (station) Fringshaus.</p>	All Belgian subjects, free of all passport and police formalities.	<p>All objects, goods and products, free of Customs formalities.</p> <p>This freedom of passage does not exempt Belgian subjects, conveying goods over the German part of these highways, from stopping at the request of the German Customs officers, giving them information as to the origin, destination, type and quantity of the goods conveyed, and allowing these officers to investigate whether the types and quantities have been correctly described and to escort the transport into Belgian territory in case of suspected fraud.</p> <p>If the conveyance of goods is covered by Belgian Customs documents, the latter must be shown to German Customs Officers on request.</p>	<p>(a) At boundary-stone posts 888, 812 and 813 and all crossings beyond the two latter stones according to traffic requirements.</p> <p>(b) At Lammersdorf station and boundary-stones 775 and 776, and all crossings beyond these stones according to traffic requirements.</p> <p>(c) At Conzen station, and boundary-stones 761 and 762, and all crossings beyond these stones according to traffic requirements.</p>

Number 1	Description of routes 2	Persons authorised to use routes 3	Articles and products which may be transported 4	Frontier crossing-points 5
6	Road from Kalterherberg station via Leykoul to Elsenborn over the German section of about 200 metres leading from boundary stone 651 to a point on the frontier about 100 metres east of boundary-stone 649.	All Belgian subjects free of passport and police formalities.	All objects, goods and products free of Customs formalities.	At boundary-stone post 651 and at a frontier point about 100 metres east of boundary-stone 649.
7	Elsenborn - Kalterherberg main road in the direction of Montjoie station.	Restaurant - keeper at the Montjoie station and his suppliers.	Beer for the station restaurant at Montjoie covered by the regulation Belgian and German Customs documents.	Authorised main road at boundary-stone 636 and at approach to Montjoie station.
8	Losheimergraben main road at Losheim (Eifel) station.	Inhabitants of Losheimergraben proceeding to Losheim (Eifel) station in order to travel by train.	Baggage including only used objects (portable tools, etc.), or effects and provisions.	Authorised main road at boundary-stone 476.
9	The two roads leading from boundary-stones 417 and 418 to Losheim (Eifel) station.	Inhabitants of Manderfeld and of the hamlets in this commune, proceeding to Losheim (Eifel) station in order to travel by train.	Ditto.	At boundary-stone 417 and on authorised main road at boundary stone 418.

GERMAN TERRITORY (Continued.)

TABLE II.

(Article 47 of the provisions concerning the Frontier between Belgium and Germany).

Number	Authorised routes	Starting-points	Frontier crossing points
1	2	3	4
BELGIAN TERRITORY.			
1	Road from Reinartzhof to boundary-stone 848.	Forest of Conzen.	At boundary-stone 848.
2	Section of the main road Eupen - Mützenich between Neuhattlich and boundary stones 712 and 713.	South-eastern part of the forest of Eupen.	Authorised main road at boundary-stones 712 and 713.
3	Section of the Rocherath-Wahlerscheid main road from boundary-stone 584 to 572.	Forest of Hofen.	Direct from German territory to main road and vice-versa, as required.
4	Lanzerath-Hollerath main road from boundary-stone 471 to boundary-stones 476 and 477.	Cerolstein Wood.	Ditto.
GERMAN TERRITORY.			
1	Road from boundary-stone 1014 to the Aix-la-Chapelle-Moresnet main road and along the latter via the Customs office at Bildchen to boundary-stone 997.	Northerly point of Moresnet Wood and Preuss Wood.	At boundary-stone 1014 and authorised main road at boundary-stone 997.
2	Road from boundary-stone 958 in a north-easterly direction towards the Aix-la-Chapelle-Eupen main road and along the latter to boundary-stone 957.	Communal Wood at Hauset.	At boundary-stone 958 and authorised main road at boundary-stone 957.
3	Eupen-Mützenich main road from boundary-stones 712 and 713 to the Montjoie station.	South-easterly section of the State woods at Eupen.	Authorised main road at boundary-stone 712 and 713 and approach to Montjoie station.
4	Road from Kalterherberg station via Leykoul to Elsenborn over a stretch of German territory of about 200 metres, leading from boundary stone 651 to a point on the frontier about 100 metres east of boundary-stone 649.	All Belgian woods (Exemption from all Customs, passport and police formalities).	At boundary stone 651 and at a point on the frontier about 100 metres east of boundary stone 649.

Number	Authorised routes	Starting-points	Frontier crossing-points
1	2	3	4

GERMAN TERRITORY (*Continued.*)

5	Elsenborn - Kalterherberg main road from boundary-stone 636 through the village to Kalterherberg station.	Communal and State woods at Krummen Ast. Domain Woods called "Hohemark" and "Klosdickel". Communal Wood called "Elsenbornwald".	Main road at boundary-stone 636 and approach to Kalterherberg station at boundary-stone 656A.
6	All forest roads in the territory bounded by the frontier and a hypothetical line between boundary-stones 602 and 579	North-west section of the Domain Forest at Elsenborn.	All clearance roads as required.
7	Roads approaching and leaving the Losheimgraben-Hollerath main road from boundary-stone 477 to the bend in the east of boundary-stone 510.	Communal woods at Bullingen.	Direct from Belgian territory to the main road and vice-versa, as required.

TABLE III.

(Article 48 of the Provisions relating to the Frontier between Belgium and Germany.)

Number	Description of routes	Officials and employees authorised to use routes	Frontier crossing-points
1	2	3	4

BELGIAN TERRITORY.

I	<p>(a) Aix-la-Chapelle-Eynatten-Raeren main road.</p> <p>(b) Lichtenbusch-Eynatten-Raeren main road.</p> <p>(c) Sief-Meurisse-Raeren main road.</p> <p>(d) Rötgen-Petergensfeld-Raeren main road.</p>	Officials of the German Customs office at Raeren station and of the Finance Department of the Reich entrusted with their supervision.	Authorised main roads at boundary-stones : <p>(a) 957 ;</p> <p>(b) 939 ;</p> <p>(c) 920 ;</p> <p>(d) 888.</p>
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Number 1	Description of routes 2	Officials and employees authorised to use routes 3	Frontier crossing-points 4
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BELGIAN TERRITORY (*Continued*).

2	Rocherath - Wahlerscheid main road from boundary-stone 584 to boundary stone 572.	(a) Officials of the Customs office and examining post at Wahlerscheid and officials of the Finance Department of the Reich supervising them. (b) German State and communal employees including officials supervising them in the Department of Woods and Forests.	Approaches to authorised main road as required by service.
3	Road from the village to the station at Losheimergraben and railway towards Losheim (Eifel).	Officials of the German Customs Office and examining post at Losheimergraben and officials of the Finance Department of the Reich supervising them.	Authorised main road at boundary-stone 477 and railway.
4	Losheimergraben-Lanzerath main road from boundary-stones 476 and 477 to boundary-stone 471.	German State and communal employees and officials supervising them in the Department of Woods and Forests.	Access to main road, as required by the service.
5	Main roads : (a) Losheimergraben-Lanzerath - Manderfeld-Auw. (b) Losheim (Eifel) station-Bertherath-Manderfeld-Auw.	Officials of the Finance Department of the Reich supervising Customs officers at the frontier from Losheimgraben to Auw.	Main roads at boundary stones : (a) 476-477 and 313 ; (b) 418 and 313.
6	Main road from Lutzkamper-Weveler to the Our Bridge and from thence the main road in the direction of Oberhausen, leaving Belgian territory by the roads running to Stupbach or Welchenhausen.	Customs officials of Stupbach and Welchenhausen and officials of the Finance Department of the Reich entrusted with their supervision.	At boundary-stones 55 and 71 ; authorised main road at boundary-stone 91.

Number 1	Description of routes. 2	Officials and employees authorised to use routes 3	Frontier crossing-points 4
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GERMAN TERRITORY.

1	The two roads leading from boundary-stones 983 and 985 to boundary-stone 991 on the Hergenrath-Bildchen main road, and thence as far as boundary-stone 990; and the road leading from this to boundary-stone 988.	<p>(a) Officials of the neighbouring Customs offices and posts and officials of the Belgian Department of Customs and Excise entrusted with their supervision.</p> <p>(b) Judicial authorities and police in plain clothes.</p> <p>(c) Road surveyors.</p> <p>(d) Officials of the Land Irrigation Department.</p> <p>(e) Officials of the Department of Woods and Forests.</p>	At boundary-stones 983, 985, 988, 990 and 991.
2	Path skirting the frontier from boundary-stone 957 on the Eupen-Aix-la-Chapelle main road to boundary-stone 958.	Employees in the neighbouring Customs offices or posts, and officials of the Belgian Department of Customs and Excise supervising them.	At boundary-stone 958 and main road as far as boundary-stone 957.
3	Eupen-Aix-la-Chapelle main road from boundary-stone 957 to the German Customs Office at Grenzhof; thence past the forester's lodge at Lichtenbusch as far as Aix-la-Chapelle-Raeren main road, and following this main road until it meets the road south of "Schellartshof" leading to boundary-stone 947.	Inspector in the Department of Customs and Excise at Eupen and his assistant.	At boundary-stone 947 and authorised main road to boundary-stone 957.
4	Roads from boundary-stone 947 to Aix-la-Chapelle-Raeren main road south of "Schellartshof", and this road as far as boundary stone 914.	As in No. 1.	Access to the main road from Belgian territory at boundary-stone 947 and between stones 943 and 914, according to service requirements.
5	Road leading from the Rötgen-Fringshaus main road along the frontier from boundary-stone 884 to boundary-stone 880.	As in No. 1.	Any passage between boundary-stones 884 and 880 according to service requirements.

Number 1	Description of routes, 2	Officials and employees authorised to use routes 3	Frontier crossing-points 4
GERMAN TERRITORY (<i>Continued.</i>)			
6	Rötgen-Reinartzhof road at boundary-stones 799 E, 856, 846 and 848.	As in No. 1.	At stone 848.
7	Main roads : (a) Petergensfeld-Rötgen-Fringshaus ; (b) Lammersdorf (station)- Fringshaus ; (c) Conzen (station)-Fringshaus.	Absolute freedom of traffic for all officials and employees in public services in plain clothes or in uniform with their regulation equipment.	(a) At boundary-stones 888 and 812-813 and all passages beyond the two latter posts according to service requirements ; (b) At Lammersdorf station and at stones 775-776, and all passages beyond these posts according to service requirements ; (c) At Conzen station and at boundary-stones 761-762 and all passages beyond these stones according to service requirements.
8	Eupen-Mützenich main road as far as Montjoie station.	As in No. 1.	Authorised main road at boundary-stones 712 and 713 and approach to Montjoie station.
9	Main road from Kalterherberg station to Ruitzhof and various roads leading thence in a northerly or north-easterly direction into Belgian territory.	Employees of neighbouring Customs offices or posts, and officials of the Belgian Department of Customs and Excise supervising them.	At boundary-stone 659 and between boundary-stones 667 and 673.
10	Road from Kalterherberg station via Leykoul to Eisenborn over about 200 m. of German territory, leading from boundary-stone 651 to a point on the frontier about 100 m. east of boundary-stone 649.	All officials and employees in public services in civil dress or in uniform with their regulation equipment, exempt from German Customs, passport and police formalities.	At boundary-stone 651 and at a frontier point about 100 m. east of stone 649.
11	Eisenborn-Kalterherberg main road from boundary-stone 636 through the village to Kalterherberg station.	As in No. 1.	Authorised main road at boundary-stone 636 and approach to Kalterherberg station at boundary-stone 656A.

Number 1	Description of routes. 2	Officials and employees authorised to use routes 3	Frontier crossing-points 4
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GERMAN TERRITORY (*Continued.*)

12	Approach roads to Losheimergraben-Hollerath main road from boundary-stone 477 to the bend in this main road east of boundary-stone 510.	As in No. 1.	All approaches to the main road according to service requirements.
13	Railway and highway from Losheimergraben to Losheim (Eifel) and the two roads leading from Losheim (Eifel) station to boundary-stones 417 and 418.	As in No. 1.	Railway : Authorised main road at boundary-stone 476 ; Authorised main road at boundary-stone 418 ; At boundary-stone 417.
14	Losheim (Eifel)-Prüm main road from Losheim (Eifel) station to boundary-stone 394.	Employees of the neighbouring Customs offices or posts and officials in the Belgian Department of Customs and Excise supervising them.	All approaches to the main road according to service requirements.
15	Path leaving the Weveler-Lützkampen main road and connecting the Deipert Inn to the Lützkampen-Stupbach road ; this road as far as boundary-stone 82, thence along the frontier to Stupbach and thence to boundary-stone 71.	As in No. 1.	Path between boundary-stones 88 and 89 and Our bridge at boundary-stone 71.
16	Road from the Our bridge near boundary-stone 55 through Welchenhausen, and thence path running south to a point on frontier near boundary-stone 39.	As in No. 1.	At boundary-stone 55 and near boundary-stone 39.

TABLE IV.

(Article 49 of the Provisions concerning the Frontier between Belgium and Germany.)

Number 1	Description of stations and roads to be used 3	Persons authorised to the use these stations 3	Goods to be transported 4	Frontier crossing-points 5
BELGIAN TERRITORY.				
1	Steinebrück station, by the road leading from the frontier to this station.	(a) Inhabitants of the communes of Urb, Ihren, Hemmeres, Elcherath, Walmerath, Winterspelt and Heckhalenfeld, and persons plying as carriers. (b) Employees in the Inspectorate of Woods and Forests at Prüm, and persons plying as carriers.	Agricultural and forest produce forwarded to Germany and furniture and other objects in removal. Acceptance on arrival from Germany of products necessary for exploitation purposes, and furniture and other objects in removal.	Authorised main road at boundary-stone 168 ; railway.
2	Reuland station, by the main road passing the Belgian Customs Office at Weveler and by railway via Steinebrück. German Territory	Inhabitants of the communes of Stupback and Welchenhausen.	Agricultural and forest products forwarded to Germany, and furniture and other objects in removal. Acceptance on arrival from Germany of products necessary for exploitation purposes, and furniture and other objects in removal.	All roads leading to the station as required ; railway. Boundary-stones 71 and 55 ; railway.

Number 1	Description of stations and roads to be used 2	Persons authorised to use these stations 3	Goods to be transported 4	Frontier crossing-points 5
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GERMAN TERRITORY.

1	Losheim (Eifel) station, by the roads from Manderfeld passing boundary-stones 417 and 418 to Losheim (Eifel) station, and by railway via Losheimergraben.	Inhabitants of the commune of Manderfeld.	Agricultural and forest products forwarded to Belgium, and furniture and other objects in removal. Acceptance on arrival from Belgium of products necessary for exploitation purposes, and furniture and other objects in removal.	At boundary-stone 417 and authorised main road at boundary stone 418; railway.
2	Bleialf Station by main road from Schönberg to Bleialf Station, and by the public ways from Belgium which join the above main road, and by railway via Steinebrück.	Inhabitants of the commune of Schönberg.	Forest products originating in the communal woods at Schönberg and transported to Belgium.	Authorised main road at boundary-stone 228; roads between boundary-stones 195 and 228; railway.

II.

1. The present Arrangement and its Final Protocol shall be ratified. Ratifications shall be exchanged at Brussels as soon as possible.

2. The Arrangement and Final Protocol will come into force on the first day of the month following that in which the exchange of ratifications shall have taken place.

In witness whereof the two Plenipotentiaries have signed the present Arrangement and have thereto affixed their seals.

Done in duplicate in the French and German languages, which shall be each of equal value, at Aix-la-Chapelle, November 7, 1929.

(Signed) M. SUETENS.

(Signed) Dr Paul ECKARDT.

FINAL PROTOCOL.

TO THE ARRANGEMENT OF NOVEMBER 7, 1929, CONCERNING THE FRONTIER BETWEEN BELGIUM AND GERMANY.

On proceeding to sign the Arrangement of November 7, 1929, concerning the frontier between Belgium and Germany, the Plenipotentiaries have agreed as follows :

I.

As regards Article 22, § 1, of the provisions appearing under I of the Arrangement :

The rents payable to the Belgian State by the German administration for premises used as German Customs offices in the stations at Raeren and Kalterherberg, fixed at 10 gold marks per station, or a total of 20 gold marks, shall be paid retroactively, it being understood that they will not be collected for the period January 21, 1923, to October 20, 1924.

II.

As regards Article 49 of the provisions appearing under I of the Arrangement :

(a) The word "charges" within the meaning of Article 49 shall be understood not to apply to charges and freights, levied in accordance with the railway tariffs ;

(b) A special agreement shall be made between the railway administrations concerned to regulate the supply of the necessary rolling stock for transport effected through the stations mentioned in Article 49.

III.

As regards Article 78 of the provisions appearing under I of the Arrangement :

The expression "to keep the frontier line open in the woods" shall be understood to mean that the whole of the frontier line shall be visible from boundary stone to boundary stone.

IV.

As regards Article 91 of the provisions appearing under I of the Arrangement :

Each State shall have the right to take the necessary measures to prevent abuse of the facilities granted by it. It shall not use this option, however, except in particular cases, and in general shall neither abolish nor restrict the facilities referred to, unless otherwise provided.

V.

As regards II of the Arrangement :

The two special agreements annexed hereto, which have been concluded by the two Plenipotentiaries in conformity with Articles 31, § 4, and 88 of the provisions appearing under I of the Arrangement, shall come into force on the same day as the Arrangement.

VI.

As regards II of the Arrangement :

Owing to the necessity of bringing into line with the provisions appearing under I of the Arrangement the Protocol of July 14, 1926, between Belgium and Germany concerning frontier crossing facilities to be granted to their nationals in the frontier zones, the Protocol attached hereto has been drawn up this day by the representatives of the competent administrations of both States. This Protocol, which has been approved by the two Plenipotentiaries, shall come into force on the same day as the Arrangement referred to.

VII.

During the negotiations which have led to the present Arrangement, the Belgian delegation has requested, in conformity with the Belgian Draft Convention, the cession to Belgium of parcels 340/90, at present 348/90 (commune of Walheim), 1257/99, 1259/98, 1258/95 (commune of Rötgen), purchased by the Belgian State for the extension of railway premises.

The German delegation declared that it could accede to the request of Belgium if half of that section of the highway from Raeren to Rötgen situated between boundary stones 888 and 889 were retroceded to Germany.

It will be seen from the attached *procès-verbal* of the sub-commission entrusted with an enquiry into this matter that the territory desired by Belgium cannot be ceded to it without adding thereto parcels 350/90 and 352/90 of the commune of Walheim, which, though still in German ownership, have been used by the Belgian railway administrations. The exchange contemplated above cannot be effected unless the Belgian State acquires these latter portions.

In consequence whereof, the two Plenipotentiaries have recognised that the question cannot be dealt with by the present Arrangement.

Negotiations with regard to the exchange shall be resumed as soon as the purchase of the property, which is a condition precedent of the exchange, has taken place.

In the meantime, the line of the frontier shall be reestablished provisionally in parcels 350/90 and 352/90 by the competent technical experts of the two Parties, at the expense of the Belgian railway administration.

AIX-LA-CHAPELLE, November 7, 1929.

(Signed) M. SUETENS.

(Signed) Dr Paul ECKARDT.

AGREEMENT

CONCERNING THE MANAGEMENT OF CERTAIN RETAIL ESTABLISHMENTS SITUATED NEAR
THE BELGO-GERMAN FRONTIER.

In conformity with Article 88 of the provisions concerning the frontier between Belgium and Germany (text of November 7, 1929), the undersigned Plenipotentiaries have concluded the following Agreement in the names of the Belgian and German Governments :

Article 1.

Proprietors of retail establishments to which the only normal access is by a highway situated in the neighbouring State, one side of such highway forming the frontier, shall be required to sign an undertaking to fulfil the following obligations before such access shall be permitted as a frontier crossing point :

(a) Retailers may keep in stock only certain maximum quotas, to be fixed by agreement between the Customs authorities of both countries, of such goods as in their localities may be deemed to be objects of an extensive illicit traffic.

These quotas shall be fixed for the duration of a calendar year, and shall include the quantities necessary for the requirements of the shop owners and persons living in the same house with them, as well as quantities required for trade.

A retailer who during the calendar year has received in his establishment a quantity of goods less than the fixed quota, may not add the deficit to his quota for the following year nor to that of any other retail establishment.

(b) Retailers may not introduce goods of the above-mentioned categories (hereinafter referred to as "goods") into their shops except by the road in the neighbouring country forming the normal approach to their establishment; they may not import such goods into the country except by the authorised channel, and must present them and declare them at the competent Customs office. A transport document (permit, etc.) covering the goods at the time of export from the country of origin must accompany them to the retail establishment and be affixed to a second copy of the Customs declaration signed on entering the country of transit.

Conveyance of the goods to the retail establishments must be effected within the period mentioned on the transport document.

Seals affixed by the Customs authorities must not be removed except in the retail establishment.

If during transport the goods are checked by Customs officers, the accompanying documents must be presented to the latter, and persons transporting the goods must effect the necessary handling to permit them to be checked.

(c) Retailers must keep a register of incoming and outgoing goods in accordance with the prescribed model. They must also enter in this register the quantities and qualities of goods stocked in their shop, and all new purchases immediately on arrival.

The re-export of goods from a neighbouring country shall not be considered to have taken place until their arrival has been entered in the register.

Customs and transport documents must be kept with the register.

The quantities of goods consumed in the household of the retailer, as well as those sold, shall be entered daily on the outgoing side of the register in lump totals for each category after the shop has been closed.

Entries of incoming and outgoing items shall run continuously, and shall be carried forward from page to page.

(d) Retailers shall declare the premises in which the goods are to be stored, and may not store them elsewhere. They shall allow the Customs authorities of their country to make an inventory of the goods stored and shall effect any handling necessary for this purpose.

(e) Retailers shall be prohibited from selling goods, which to their knowledge are destined to be imported illicitly into the neighbouring country.

(f) For any breach of the above regulations a retailer shall pay the fixed penalty mentioned in Article 3, § 1 (a) below.

Article 2.

§ 1. The Customs authorities shall keep each other informed as to :

(a) The name and address of retailers who have signed the undertaking mentioned in Article 1 ;

(b) All occasions on which goods pass through their office to the retailers ;

(c) All occurrences or facts coming to their knowledge, which they consider of sufficient importance to warrant the search for, and prosecution of, infringements of the preceding provisions.

§ 2. Among the communications made in conformity with § 1 shall be included the registers which are to be kept in accordance with Article 1 (c), and which are supplied to the retailers by the Customs of their country.

§ 3. The inventories of goods mentioned in Article 1 (d), shall be made without previous warning and circumstances save in special circumstances at least once every six months, a comparison having previously been made of the registers kept by the retailers and of communications received in virtue of § 1 (b), with regard to goods which have passed through the Customs office. On this occasion it shall be ascertained in particular whether the maximum quotas have been exceeded, whether the goods have been obtained in the proper manner and whether the other conditions mentioned in Article 1 have been fulfilled.

Article 3.

§ 1. With regard to those retailers who do not accept the obligations or have contravened the provisions laid down in Article 1, the competent authority of a neighbouring country may take one or more of the following measures according to the circumstances and the gravity of the case, subject to the special regulations applying to the Fringshaus roads :

(a) Impose a fine in a lump sum, which may be collected by the authority.

This fine shall not exceed the amount of duties which would have been paid if the goods giving rise to the offence had been cleared through the Customs on entering the neighbouring country.

(b) Forbid retailers to use the roads in question, or take the necessary steps to prevent such roads from being used in contravention of the law.

(c) Suppress the authorised crossing-points or prohibit its own nationals from using them.

The competent authority of either Party which proposes to suppress a frontier crossing-point shall inform the competent authority of the other Party. Suppression of a frontier passage may not become valid until two weeks after this notice.

(d) Collect Customs escort tax for goods of the categories mentioned in Article 1, as provided by the reservation contained in Article 90, § 2, of the provisions concerning the frontier between Belgium and Germany (text of November 7, 1929).

§ 2. The measures applicable under § 1 are independent of those which the competent authority of the country, in which the retail establishments are situated, is authorised in its own law to take.

AIX-LA-CHAPELLE, November 7, 1929.

(Signed) M. SUTENS.

(Signed) Dr. Paul ECKARDT.

AGREEMENT

CONCERNING THE MANAGEMENT OF CERTAIN RETAIL ESTABLISHMENTS IN THE STATIONS OF RAEREN-KALTERHERBERG RAILWAY LINE.

In conformity with Article 31, § 4, of the provisions concerning the frontier between Belgium and Germany (text of November 7, 1929) the undersigned Plenipotentiaries have concluded the following Agreement in the name of the Belgian and German Governments :

Article 1.

§ 1. The licensees of the restaurants in the stations at Lammersdorf and Montjoie and the keeper of the bookstall in the station at Montjoie shall not receive more than certain maximum

quantities of such goods as are held to be extensively smuggled into Germany ; the quantities to be fixed by agreement between the Customs Authorities of both countries.

§ 2. These quantities shall be fixed for the duration of one calendar year, and shall include both the quantities necessary for the needs of the retailers and persons living with them at the station and the quantities intended for sale in the restaurant or the bookstall.

§ 3. The restaurant-keeper or the bookstall owner who during the calendar year has received in his establishment a quantity of goods inferior to the quantity allowed, may not add the deficit to his quota for the following year.

Article 2.

§ 1. The restaurant keeper at the station at Lammersdorf may receive goods of the types mentioned in Article 1 (hereinafter called " goods ") either by rail via the Belgian and German Customs offices at Raeren and Kalterherberg stations or by road through the competent Belgian and German Customs offices (Petersensfeld and Rötgen).

§ 2. The restaurant keeper and the bookstall owner at Montjoie may receive goods by rail only and through the Belgian and German Customs offices at the Kalterherberg or Raeren stations.

Article 3.

§ 1. As a proof that goods have been submitted to them, the Belgian and German Customs at Raeren or Kalterherberg station shall place their visa and their office seal on the railway transport documents, which must mention clearly the type and quantity of the goods.

§ 2. Station-masters may not deliver goods to the restaurant keepers or the bookstall owner until they have satisfied themselves that the transport documents are provided with the above-mentioned visas and seals. If these are missing, they shall immediately inform the Belgian Customs at Raeren or Kalterherberg, which will then, in agreement with the German Customs at the same station, take the necessary steps to put the matter in order.

Article 4.

§ 1. Goods which the restaurant keeper at Lammersdorf receives by road must in all cases be submitted to the Belgian and German Customs at Petersensfeld and Rötgen.

§ 2. These goods must be conveyed direct from the German Customs office to Lammersdorf station and must be accompanied by the regulation Customs document. They shall be conveyed by the road and within the period stated thereon.

Article 5.

§ 1. The Belgian and German Customs at Raeren and Kalterherberg stations, and at Petersensfeld (Rötgen) shall note on each occasion in a special register the quantities of goods forwarded to the two restaurant keepers and the bookstall owner.

§ 2. At the end of each month the Belgian and German Customs at Petersensfeld (Rötgen) and Kalterherberg shall draw up from the data in their registers a list showing the quantities of

each class of goods which have passed through their offices during the month to the restaurant keeper at Lammersdorf station, and shall send it to the corresponding Belgian or German office at Raeren which will note in its register the total amount of each class of goods.

§ 3. The Belgian and German Customs at Raeren shall in the same way draw up a list at the end of each month of the quantities of goods passing through that station to the restaurant keeper and the bookstall owner at Montjoie and shall send it to the corresponding Belgian or German office at Kalterherberg which will proceed as above.

Article 6.

The competent Belgian and German Customs officers shall arrange from time to time to examine the Belgian and German books containing data as to goods received, and see whether these agree.

Article 7.

§ 1. The retailers referred to shall keep a register of incoming and outgoing goods in accordance with a specimen prescribed for them by the Belgian Customs Supervisor. They shall enter therein the kinds and quantities of goods stored in their establishment and shall also add any fresh acquisitions immediately on their arrival at the establishment. The Customs documents and the transport document, or a true copy thereof certified by the stationmaster, shall be included in the register.

§ 2. Each day, on closing the establishment, the retailer shall enter on the outgoing side of this register the total amount of each kind of goods consumed in his household and sold in his establishment. The data with regard to outgoing and incoming goods shall run continuously and the totals shall be carried forward from page to page.

Article 8.

The retailers shall be obliged to state the premises in which they have stored their goods and may not store them elsewhere. They shall be obliged not only to allow the Belgian Customs authorities to make an inventory of the goods stored but also to effect the necessary handling for this purpose.

Article 9.

The retailers shall be forbidden to sell goods which to their knowledge are destined to be imported illicitly into Germany.

Article 10.

The competent Belgian Customs Supervisor shall without previous warning make an inventory of the goods at least once every six months, unless special circumstances justify a more frequent verification, so that by comparing the quantities found to be in the shop, and the books kept by the Customs and by the person concerned, it may be seen whether the operations of the retailer are in order or not. On this occasion a special check shall be made as to whether the maximum quantities have been exceeded, whether the goods have been properly entered on arrival and whether the other stipulated conditions have been fulfilled.

Article 11.

§ 1. Should the Customs at Raeren ascertain that the restaurant-keeper at Lammersdorf has reached or exceeded the quotas fixed for the current calendar year, or should the Customs at Kalterherberg make the same discovery with regard to the restaurant or the bookstall at Montjoie, it shall immediately notify the other Offices through which goods may be forwarded. The Belgian or German Customs officers shall stop all consignments of goods exceeding the quota.

§ 2. Should the quota have been exceeded, or should it be found on making the above-mentioned inventory that the person concerned has misused his privilege or has not complied with the preceding regulations, the railway administration shall compel the offender to close his establishment within a period to be fixed by the Belgian Customs Administration on the ground that the clauses of the contract relating to its management have not been observed.

Article 12.

The preceding provisions do not in any way detract from the right, conferred by Article 31 of the provisions concerning the frontier between Belgium and Germany (text of November 7, 1929) of the Customs at Raeren or Kalterherberg, to control the operations of the restaurant keepers or the bookstallowner in the stations concerned.

AIX-LA-CHAPELLE, November 7, 1929.

(Signed) M. SUETENS.

(Signed) Dr. Paul ECKARDT.

PROTOCOL

RELATING TO THE BELGO-GERMAN FRONTIER CROSSING-POINTS.

On the basis of Article 7, paragraph 2, of the Belgo-German Arrangement¹ of July 1, 1926, concerning passport facilities for frontier traffic, the undersigned, namely :

FOR BELGIUM :

M. Jean CRISPIELS, Inspector-General of Customs,
M. Fernand LAVERS, Sub-Director at the Ministry of Foreign Affairs, and

FOR GERMANY :

M. Arnold BISCHOFF, Vice-President of the Administration of Aix-la-Chapelle,
have agreed as follows :

I.

The Belgo-German frontier may be freely crossed at the following places :

1. Any place where the frontier is traversed by railway or tram lines and motor-bus routes.
2. Any place where the Belgian railway lines from Raeren to Kalterherberg and from Saint-Vith to Ulflingen are crossed on German territory by public roads either on a level with, or above or below the lines.
3. All places where public approach roads to the stations at Rötgen, Lammersdorf, Conzen, Montjoie and Kalterherberg cross the frontier.
4. By the following authorised main roads (*Zollstrassen*) :
 - (a) Moresnet-Aix-la-Chapelle, at boundary stone 997 ;
 - (b) Eupen-Aix-la-Chapelle, at boundary stone 957 ;

¹ Vol. LXII, page 127, of this Series.

- (c) Eynatten-Lichtenbusch, at boundary stones 939 ;
- (d) Raeren-Meurisse-Sief, at boundary stones 920 ;
- (e) Raeren-Rötgen, at boundary stones 888 ;
- (f) Eupen-Mutzenich, between boundary stones 712-713 ;
- (g) Elsenborn-Kalterherberg, at boundary stone 636 ;
- (h) Rocherath-Wahlerscheid, at boundary stone 572 ;
- (i) Malmédy-Losheimergraben, at boundary stones 476-477 ;
- (k) Schönberg-Losheimergraben, at boundary stones 476-477 ;
- (l) Manderfeld-Losheim station (Eifel) at boundary stone 418 ;
- (m) Schönberg-Ihrenbrück-Bleialf, at boundary stone 228 ;
- (n) Saint-Vith-Steinbrück (in Germany), at boundary stone 168 ;
- (o) Burg-Reuland-Lützkampen, at boundary stone 91.

5. By the following roads :

- (a) Astenet-Aix-la-Chapelle, at boundary stone 990 ;
- (b) Reinartzhof-Rötgen, at boundary stone 848 ;
- (c) Ruitzhof-Kalterherberg, at boundary stone 659 ;
- (d) Küchelscheid-Kalterherberg, at boundary stone 657 ;
- (e) Rocherath-Udenbreth, at boundary stone 492 ;
- (f) Kreawinkel-Kehr, at boundary stone 400.
- (g) Manderfeld-Auw, at boundary stone 313 ;
- (h) Herresbach-Auw, at boundary stone 282.

6. By the roads mentioned in Tables I-IV annexed to the provisions relating to the frontier between Belgium and Germany (text of November 7, 1929) ; and under the special conditions mentioned in those provisions.

7. At those points on the frontier which are indicated in the special Agreements and under the conditions stipulated therein.

II.

The frontier may be crossed by all methods of locomotion at the places indicated under Nos. 1-4 above ; at other places the frontier may be crossed only by pedestrians and cyclists, unless it has been arranged otherwise in the provisions relating to the frontier between Belgium and Germany or a special personal authorisation has been granted.

III.

Without prejudice to provisions to the contrary in the special Agreements mentioned under No. 7 above, frontier passages may not be suppressed except by agreement between the competent authorities of both countries.

IV.

The Belgian and German authorities shall publish a list of frontier passages and of modifications made in that list.

V.

The Belgian and German Governments reserve the right by exchange of Notes to modify the present Protocol and in particular to alter the list of frontier passages.

AIX-LA-CHAPELLE, November 7, 1929.

(Signed) J. CRISPIELS.

(Signed) F. LAVERS.

(Signed) A. BISCHOFF.

(Signed) M. SUETENS.

Approved :

(Signed) Dr. Paul ECKARDT.

PROTOCOL.

On Friday, October 25, 1929, a Commission consisting, on the Belgian side, of :

M. LAVERS, Assistant Director in the Ministry of Foreign Affairs ;
M. MOMMAELS, Inspector of the National Belgian Railways Company ;
M. CREHAY, Technical Inspector, Malmédy,

and, on the German side, of :

M. KRAUSE, Director in the Reich Ministry of the Interior (*Landesgrenzstelle*) ;
Dr. NEUMEISTER, Councillor of Legation in the Ministry of Foreign Affairs ;
Dr. GENEST, Railway Councillor in the Reichsbahn Central Administration ;
M. RICHARD, Member of the Board of the Reichsbahnbetriebsamt, Aix-la-Chapelle,

proceeded to the station of Rötgen, where the following facts regarding the station installations and the boundary stones were ascertained :

1. At the station of Rötgen it was found that, in extending a loading-track, an encroachment had been made on German territory in Parcels 348/90, 350/90 and 352/90 situated in the commune of Walheim and Parcels 1257/99, 1258/95 and 1259/98 situated in the commune of Rötgen.

2. No traces could be found, in the vicinity, of boundary stone No. 886 *B*, left, km. 27.4 + 50, or the intermediate stone on the north side, or of almost all the intermediate boundary stones up to stone No. 886. *A*, mentioned in the maps enumerated in the preamble to Section V of the document dated November 6, 1922.

According to the explanations given by the Belgian representatives, the presumption is that these boundary stones were covered over by the Belgians in the process of laying the loading track.

3. The Belgian representatives were unable to produce any documents proving that the authorisation required under German law had been given for the installations on German territory.

4. According to the statements of the Belgian representatives Parcels 348/90, 1257/99, 1258/95 and 1259/98 were purchased by the Belgian Railway Administration. Parcel 350/90 still remains the property of the German Reich (*Reichseisenbahnvermögen*) and Parcel 352/90 the property of the Commune of Walheim.

AIX-LA-CHAPELLE, October 25, 1929.

(Signed) LAVERS.
MOMMAELS.

(Signed) KRAUSE.
Dr. NEUMEISTER.
Dr. GENEST.
RICHARD.