

N° 3148.

FRANCE ET ITALIE

**Convention relative à la délimitation
de la frontière sur la ligne Coni-
Vintimille avec annexes. Signée
à Paris, le 8 juillet 1930.**

FRANCE AND ITALY

**Convention regarding the Delimita-
tion of the Frontier on the Railway
Line Coni-Vintimille with Annexes.
Signed at Paris, July 8, 1930.**

¹ TRADUCTION. — TRANSLATION.No. 3148. — CONVENTION BETWEEN FRANCE AND ITALY,
REGARDING THE DELIMITATION OF THE FRONTIER ON THE
RAILWAY LINE CONI-VINTIMILLE. SIGNED AT PARIS
JULY 8, 1930.

THE PRESIDENT OF THE FRENCH REPUBLIC and HIS MAJESTY THE KING OF ITALY, having recognised the desirability of a new survey of the Franco-Italian frontier along the Coni-Vintimille railway line, in the vicinity of the Paganin brook and on the Riou Viaduct, have decided to embody the results of these investigations in a Convention.

For this purpose they have appointed as their Plenipotentiaries :

THE PRESIDENT OF THE FRENCH REPUBLIC :

M. Aristide BRIAND, Deputy, Minister for Foreign Affairs,

HIS MAJESTY THE KING OF ITALY :

His Excellency Count MANZONI, His Ambassador Extraordinary and Minister Plenipotentiary accredited to the President of the French Republic,

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

Article 1.

1. The report of the International Commission entrusted with the new survey of the Franco-Italian frontier along the Coni-Vintimille line in the vicinity of the Paganin brook and on the Riou Viaduct, signed at Breil (France) on July 27, 1929, copies of which are annexed hereto ;
2. The charts appended to the aforesaid report of July 27, 1929, copies of which are annexed hereto ;
3. The reciprocal cessions of territory as agreed on mutually between the delegates of the two countries in the aforesaid report are hereby approved.

Article 2.

The present Convention shall be ratified and ratifications exchanged in Paris as soon as possible.

In faith whereof the respective Plenipotentiaries have signed the present Convention and have thereto affixed their seals.

Done in Paris, in duplicate, July 8, 1930.

(Signed) A. BRIAND.

(Signed) G. MANZONI.

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.

DELIMITATION COMMISSION FOR THE FRANCO-ITALIAN FRONTIER
ON THE CONI-VINTIMIGLIA LINE.

PROCÈS-VERBAL

OF THE WORK CARRIED OUT BY THE COMMISSION ON JULY 25 AND 26, 1930.

I. MEETING OF THE COMMISSION AT BREIL.

On July 25, 1929, in accordance with the instructions of their respective Governments the members of the Franco-Italian Delimitation Commission appointed to trace the frontier line on the Coni-Ventimiglia railway in the neighbourhood of the Paganin brook (northern frontier) and on the Riou Viaduct (southern frontier) met at Breil.

The Italian delegation consisted of :

1. Colonel GERBINO-PROMIS Pierre, commanding the first Alpine regiment, President, representing the Ministry of War ;
2. M. GALLI Ugo, Engineer, representing the Ministry of Public Works ;
3. M. CARMINE Michelangelo, Engineer, representing the Ministry of Communications ;
4. M. CIUTI, Lieutenant in the Topographical Service of the Military Geographical Institute.

The French delegation consisted of :

1. Lieutenant-Colonel DE FONTANGES Géraud, of the Army Geographical Service, President of the French Delegation ;
2. M. AUGIER Adolphe, Engineer of the State Public Works Service attached to the Construction Supervision Service of the P. L. M. Company (appointed by the Ministry of Public Works to replace M. ISRAEL Albert, who is on ordinary leave) ;
3. Major MATHIEU (Georges) of the Army Geographical Service.

After verifying their powers and defining the object of the meeting of the Commission, the heads of the two delegations decided to begin their work at the Riou Viaduct, on the same day.

II. OPERATIONS AT THE RIOU VIADUCT (July 25).

At this place the railway line runs alongside the national road from Breil to Ventimiglia ; the frontier is marked on this road by an old boundary-stone which was retained by the Frontier Marking Commission of 1926-7 as No. 112-1.

Since the former bed of the Riou brook cannot be accurately traced under the viaduct by reason of the works carried out when the viaduct was built, the Presidents of the two delegations, after consulting the members of their delegations, decided to define the frontier at this point by the plane perpendicular to the road and to the railway line passing through boundary-stone 112-1 (it is quite understood that as from the western front of the viaduct the frontier remains defined by the bed of the Riou brook) (description of the frontier between boundary-stones 112 and 113 which was fixed on October 1st, 1927, by the Franco-Italian Frontier Marking Commission).

The position of the frontier on the viaduct has been shown by two lines engraved on the two plinths of the bridge ; on either side of each line the letters F and I have been engraved (see sketch Annex I).

III. OPERATIONS IN THE PAGANIN RAVINE (July 26).

For purposes of investigation of the ground in this neighbourhood, the Commission had two documents at its disposal :

- Construction plans of the Italian railways (scale 1/200) ;
- Construction plans of the P. L. M. railway (scale 1/1000) ;

Since these two documents were in full agreement both in respect of the ground itself and as regards the position of the frontier line, the Committee took the larger scale Italian plan as a basis of its work.

Before the Commission met, Lieutenant Ciuti, member of the Italian delegation had traced on the ground by means of exact topographical measurements the frontier line corresponding to the former bed of the Paganin brook. The greater part of these measurements had been verified by M. Puisillieux, chief of Section for the Construction of the Nice-Coni line (P. L. M. Company).

The French delegation, having itself made the necessary verifications, decided to approve the topographical operations which had been carried out.

Two boundary-stones were set up to mark the frontier in its first part upstream from boundary-stone 107 ; the marking out was not continued for the following reason :

The line of the former frontier on either side of the railway follows an irregular course, and does not take account of existing paths or constructions ; if this outline were kept, incidents might arise between the nationals of the two Governments.

The Italian delegation therefore proposed to correct the present line in certain details so as to avoid the difficulty mentioned above ; the proposed outline is shown exactly on the tracing attached to the present procès-verbal (annex 2).

It follows from the examination of this line that the areas gained and lost by each nation are the same (126 sq. metres) and in any case this land is without any value.

The French delegation, after considering the question on the ground, recognised that the Italian delegation proposal was a logical one and would seem to be to the advantage of the two nations since in both cases it made independent access to the part of the land belonging to them easier ; the Commission therefore agreed to propose this solution for approval by the two Governments.

Should this solution be adopted, the marking of the frontier should be completed by setting up signs of demarcation at points A, I and L (these last 2 points are on the crown of the culvert of Paganin following the axis of the said culvert) G, H, E. The general description of the frontier line and the sketches of the signs of demarcation will be prepared by the Commission when the operations of marking out the frontier have been completed in accordance with the line which is finally adopted.

IV. PROCÈS-VERBAL OF THE COMMISSIONS' OPERATIONS (July 26).

The Commission met on July 26 at Fontan to draw up the present procès-verbal to which the following documents are attached as annexes :

1. Sketch of the demarcation sign on the Riou viaduct ;
2. Tracing on a scale of 1/200 of the Coni-Ventimiglia line in the neighbourhood of the Paganin brook ; on this tracing the present frontier line is shown as A, B, C, D, F, and the new line proposed by the Commission as A, F, I, L, G, H, E.

The present procès-verbal has been drawn up in French and then translated into Italian ; four copies have been prepared in each language, two for each nation, which have been numbered and signed by the heads and members of the two delegations.

The present Procès-Verbal was signed at Breil on July 27, 1929.

DE FONTANGES.

AUGIER

MATHIEU.

For the French delegation.

Colonel GERBINO-PROMIS.

Ugo GALLI.

M. CARMINA.

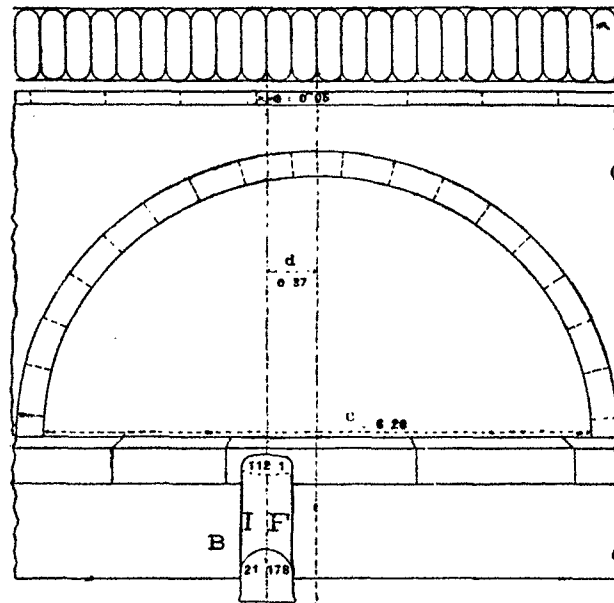
Renato CIUTI.

For the Italian delegation.

DELIMITATION COMMISSION FOR THE FRANCO-ITALIAN FRONTIER
ON THE CONI-VINTIMILLE LINE.

PROCÈS-VERBAL OF THE WORK CARRIED OUT BY THE COMMISSION ON JULY 25 AND 26, 1929.

ANNEX I.
SKETCH OF THE RIOU VIADUCT.

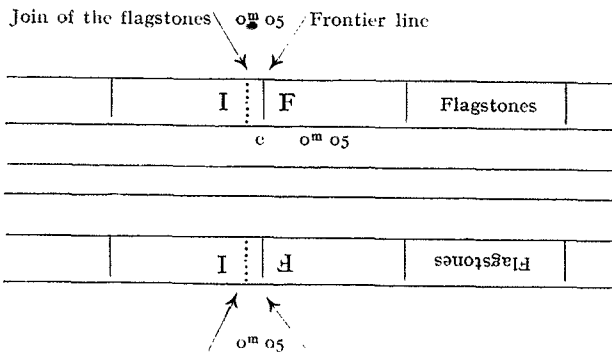


c — interval between the frontier line and the neighbouring flagstone joint.

d — distance from the transversal axis of the viaduct to the vertical plane defining the frontier line on the viaduct.

c - opening of the arch of the viaduct.

B - Boundary-stone 112-1.



Lt-Colonel de Fontanges,
President of the French Delegation,
(Signed) G. de FONTANGES.

BREIL, July 27, 1929.
Colonel Gerbino Promis,
President of the Italian Delegation,
(Signed) GERBINO PROMIS.

DELIMITATION COMMISSION
FOR THE CONI-VENTIMILLE LINE.

PROCES-VERBAL OF JULY 26, 1929.

ANNEX II.

SKETCH OF THE FRONTIER LINE
IN THE NEIGHBOURHOOD OF THE
PAGANIN VIADUCT.

BREIL, July 27th, 1929.

Lt-Colonel de Fontanges,
President
of the French Delegation.
(Signed) G. DE FONTANGES.

Colonel Gerbino Promis,
President of the Italian
Delegation,
(Signed) COL. GERBINO PROMIS.

