

No. 7444

**CZECHOSLOVAKIA
and
HUNGARY**

**Agreement concerning rail traffic between the two countries.
Signed at Budapest, on 22 October 1963**

Official texts: Czech and Hungarian.

Registered by Czechoslovakia on 27 October 1964.

**TCHÉCOSLOVAQUIE
et
HONGRIE**

**Accord relatif au trafic ferroviaire entre les deux pays. Signé
à Budapest, le 22 octobre 1963**

Textes officiels tchèque et hongrois.

Enregistré par la Tchécoslovaquie le 27 octobre 1964.

[TRANSLATION — TRADUCTION]

No. 7444. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE CZECHOSLOVAK SOCIALIST REPUBLIC AND THE GOVERNMENT OF THE HUNGARIAN PEOPLE'S REPUBLIC CONCERNING RAIL TRAFFIC BETWEEN THE TWO COUNTRIES. SIGNED AT BUDAPEST, ON 22 OCTOBER 1963

The Government of the Czechoslovak Socialist Republic and the Government of the Hungarian People's Republic, bearing in mind the steady increase in rail traffic between the two countries and the fact that the present regulation of such traffic no longer fully meets current requirements, have decided to conclude a new Agreement concerning rail traffic between the two countries. For this purpose, they have appointed as their plenipotentiaries :

The Government of the Czechoslovak Socialist Republic :

Matěj Tichý, Deputy Minister for Transport ;

The Government of the Hungarian People's Republic :

Dr. György Csanádi, First Deputy Minister for Transport and Postal Affairs, who, having exchanged their full powers, found in good and due form, have agreed as follows :

CHAPTER I

GENERAL PROVISIONS

Article 1

INTRODUCTORY PROVISIONS

1. The Contracting Parties shall permit rail traffic between the two countries and shall take all necessary steps to ensure that such traffic is carried on without interference and with due regard to the interests of both States.

2. Connecting and transit services on railway lines connecting the territory of the Czechoslovak Socialist Republic with that of the Hungarian People's Republic shall be performed at interchange stations. The competent authorities of the Contracting Parties shall agree on those interchange stations at which they shall jointly

¹ Came into force on 23 May 1964, sixty days after the exchange of notes of approval, in accordance with article 31 (1).

perform connecting and transit services and on those sections of line on which they shall jointly perform frontier traffic inspection services, as well as on the scope and procedures of the inspection services. The two Contracting Parties shall bear equal responsibility for the continuous operation of joint services.

Article 2

DEFINITIONS

The terms used in this Agreement have the following meaning :

1. "Connecting and transit services" means all railway activities required for the transfer of passengers, luggage, express and ordinary goods, coaches, wagons and vans, containers and loading devices from the railway administration of one Contracting Party to the railway administration of the other Contracting Party ;

2. "Territorial State" means the State in whose territory the connecting and transit services are performed ; "neighbouring State" means the other State ;

3. "Owner railway administration" means the railway administration of the Contracting Party in whose territory the interchange station is situated ; "neighbouring railway administration" means the railway administration of the other Contracting Party ;

4. "Interchange station" means the railway station at which the connecting and transit services are performed ; "frontier station" means, as a general rule, the last railway station in the territory of the neighbouring State ;

5. "Frontier line" means the railway line between the frontier station and the interchange station ;

6. "Frontier section" means that section of the frontier line which is situated between the State frontier and the frontier station ;

7. "Frontier connecting line" means that section of the frontier line which is situated between the State frontier and the interchange station ;

8. "Frontier traffic inspection services" means those activities of the competent authorities of the Contracting Parties which consist in the performance of frontier police, customs, veterinary, plant-protection and other types of inspection ;

9. "Employees of the Contracting Parties" means employees of the railway administrations and of the frontier police, customs, veterinary, plant-protection and other competent authorities of the Contracting Parties, as well as such other persons as may be entrusted by the aforementioned authorities with the performance of duties arising out of this Agreement ;

10. "Privileged transit traffic" means rail traffic proceeding between railway stations of one Contracting Party through the territory of the other Contracting Party.

Article 3

FRONTIER RAILWAY CROSSINGS

1. The following frontier lines shall be open to rail traffic across the frontier :

Rusovce–Rajka ;
Komárno–Komárom ;
Štúrovo–Szob ;
Filakovo–Somoskőujfalu ;
Lenartovce–Bánréve ;
Čaňa–Hidasnémeti ;
Slovenské Nové Mesto–Sátoraljauhely.

2. The following shall be the interchange stations on the frontier lines mentioned in paragraph 1 :

Rusovce ;
Komárom ;
Štúrovo ;
Somoskőujfalu ;
Bánréve ;
Hidasnémeti ;
Slovenské Nové Mesto.

3. The following shall be the frontier stations on the frontier lines mentioned in paragraph 1 :

Rajka ;
Komárno ;
Szob ;
Filakovo ;
Lenartovce ;
Čaňa ;
Sátoraljauhely.

4. The tariff interchange point for all frontier railway crossings shall be the State frontier.

5. The competent authorities of the Contracting Parties shall agree on the type of traffic which is to operate on the various frontier lines, and they may, if necessary, agree to open additional frontier crossings, to close, or to restrict the operation of, any

of the crossings mentioned in paragraph 1, or to change the interchange stations and frontier stations mentioned in paragraphs 2 and 3.

Article 4

OPERATION OF SERVICES ON FRONTIER CONNECTING LINES

1. Services on frontier connecting lines shall be operated by the owner railway administration. Save as otherwise agreed by the railway administrations of the Contracting Parties, trains shall be hauled on such lines as far as the interchange station by the neighbouring railway administration, using its own locomotives and crews.

2. The railway administrations of the Contracting Parties may agree to permit the railway administration of one Contracting Party to haul individual trains in the territory of the other Contracting Party beyond the frontier station or the interchange station, using its own locomotives and crews.

Article 5

WORKING LANGUAGES

1. Oral and written communication between the employees of the Contracting Parties at an interchange station shall be carried on in the official language of the territorial State. All telegraphic and telephonic communication between the railway administrations of the Contracting Parties in connexion with rail traffic shall be carried on in the official language of the neighbouring State. This shall be without prejudice to the provisions of article 16, paragraph 1, of this Agreement.

2. Employees of one Contracting Party who perform their duties at stations and on trains in the territory of the other Contracting Party shall have sufficient command of that Party's official language to enable them to make themselves understood to the employees of the other Contracting Party and to travellers.

3. Official regulations and official printed matter exchanged by the railway administrations of the Contracting Parties need not be accompanied by translations.

4. Records prepared and signed by the employees of the Contracting Parties shall be drawn up in two languages.

Article 6

SAFEGUARDING OF TRAFFIC BETWEEN THE TWO COUNTRIES

1. The railway administrations of the Contracting Parties shall report to each other any difficulties which might restrict, hamper or prevent the smooth flow of rail traffic between the two States or might in any way adversely affect the rail traffic of the other Contracting Party.

2. Where obstacles to traffic arise at an interchange station or frontier station or on a frontier line, they shall be removed by the Contracting Party in whose territory they arose. The railway administrations of the Contracting Parties shall, in so far as they can and upon request, assist each other in removing obstacles to traffic, in particular by providing the necessary equipment, vehicles, materials and labour. Reimbursement shall be made for the actual cost of providing such assistance.

Article 7

RAILWAY POLICE SERVICE

1. Railway police service at interchange and frontier stations and on frontier lines shall be provided by the competent authorities of the State in whose territory the station or the given section of the frontier line is situated, in accordance with the regulations of the said State.

2. Railway police service on trains hauled by the railway administration of one Contracting Party in the territory of the other Contracting Party shall be performed by employees of the said railway administration in accordance with the relevant regulations of the Contracting Party in whose territory the train is situated.

Article 8

EQUIPMENT OF INTERCHANGE STATIONS ; OFFICIAL PREMISES

1. The competent authorities of the neighbouring State shall be provided, at interchange stations, with the necessary official premises and such other areas as they may require for the performance of their duties. The premises shall be appropriately marked, and such markings may include the coat of arms and flag of the neighbouring State. The necessary inscriptions shall be in the official languages of both Contracting Parties, the text in the official language of the neighbouring State being placed first.

2. The owner railway administration shall, at its own expense, build, equip and maintain the interchange stations, including the premises and areas required by the competent authorities of the neighbouring State for the performance of their duties. In building and equipping an interchange station, the owner railway administration shall give consideration to any valid requests made by the neighbouring State.

3. The railway administration of each Contracting Party shall, on request, permit the competent authorities of the other Contracting Party to install and use telegraph and teletype lines of their own extending from the interchange station or frontier station across the area under the jurisdiction of the railway administration. These lines shall be used for direct communication between the said authorities and their employees serving in the territory of the other Contracting Party.

*Article 9*ASSIGNMENT OF EMPLOYEES, AND ESTABLISHMENT OF OFFICES
AT INTERCHANGE STATIONS

1. The competent authorities of each Contracting Party may assign to posts in the territory of the other Contracting Party, for temporary or permanent residence, the number of employees required to perform the tasks arising out of this Agreement.
2. The neighbouring railway administration may, at its own expense, establish offices at interchange stations. The details shall be settled by agreement between the railway administrations of the Contracting Parties.

*Article 10*LEGAL STATUS OF EMPLOYEES OF ONE CONTRACTING PARTY IN THE TERRITORY
OF THE OTHER CONTRACTING PARTY

1. The employees of each Contracting Party shall perform their duties in the territory of the other Contracting Party in accordance with the laws and other regulations of their own State. Subject to the provisions of those laws and regulations, they shall also comply with the instructions of competent employees of the other Contracting Party. Official acts performed by employees of either Contracting Party in the territory of the other Contracting Party shall have the same legal effects as if the employees had performed the said acts in the Territory of their own State.
2. The employees of each Contracting Party shall be answerable solely to their own superiors for offences committed in the course of their duties in the territory of the other Contracting Party.
3. Employees of one Contracting Party serving in the territory of the other Contracting Party shall be recalled forthwith if the competent authorities of the latter Party so request. A request for recall shall require no explanation.
4. Where an employee of one Contracting Party is arrested or detained in the territory of the other Contracting Party, the authority employing him must be so informed forthwith. The competent authorities of the Contracting Party in whose territory the employee has been arrested or detained shall take the necessary steps to ensure that the continuity of service is not affected and to protect the interests of the Contracting Party whose employee is involved.
5. Employees of one Contracting Party assigned to duties in the territory of the other Contracting Party and their spouses and minor children living in the same household with them shall, if they are not nationals of the other Contracting Party, be exempt in that territory from direct taxes, charges and fees and from all forms of public service of a personal or material nature.

*Article 11*PROTECTION OF AND ASSISTANCE TO EMPLOYEES OF ONE CONTRACTING PARTY
IN THE TERRITORY OF THE OTHER CONTRACTING PARTY

1. Employees of one Contracting Party serving in the territory of the other Contracting Party shall be accorded the same legal protection as employees of the latter Party.
2. Each Contracting Party shall ensure that employees of the other Contracting Party are able to perform their duties without hindrance in the territory of the former Party and shall, where necessary, provide any appropriate assistance and protection at their request.
3. Each Contracting Party shall provide appropriate maintenance, living quarters and other such social benefits to employees of the other Contracting Party, while they are serving in the territory of the former Party, under the same conditions as to its own employees.

Article 12

SOCIAL SECURITY OF EMPLOYEES OF THE CONTRACTING PARTIES

1. The social security of employees of one Contracting Party present in the territory of the other Contracting Party shall be governed by the provisions of the Agreement between the Czechoslovak Republic and the Hungarian People's Republic concerning co-operation in the field of social policy, concluded at Budapest on 30 January 1959.¹
2. An employee of one Contracting Party, or his spouse or minor child living in the same household with him, who is suddenly taken ill or meets with an accident in the territory of the other Contracting Party shall be given medical assistance free of charge.

Article 13

WEARING OF UNIFORMS AND CARRYING OF WEAPONS

Employees of one Contracting Party serving in the territory of the other Contracting Party shall be entitled to wear uniforms or service badges, both on and off duty. They shall also be entitled to carry weapons if their service regulations so provide. The relevant details, particularly with regard to the use of weapons, shall be determined by the competent authorities of the Contracting Parties.

¹ United Nations, *Treaty Series*, Vol. 351, p. 3.

*Article 14*IMPORT AND EXPORT OF OFFICIAL DOCUMENTS AND OTHER ARTICLES
CONNECTED WITH THE PERFORMANCE OF DUTIES

The competent authorities of one Contracting Party shall be entitled to import into and export from the territory of the other Contracting Party official documents and other articles connected with the performance of their duties. They shall also be entitled to export articles detained or confiscated in the course of frontier traffic inspection and currency obtained through the levying of customs and other charges or through the sale of tickets at interchange stations or on frontier connecting lines, provided that such currency is not that of the territorial State.

CHAPTER II

RAILWAY AND POSTAL PROVISIONS

Article 15

INSPECTION AND MAINTENANCE OF RAILWAY INSTALLATIONS

1. The inspection, maintenance and reconstruction of railway installations on frontier connecting lines and at interchange stations shall be carried out by the owner railway administration at its own expense.

2. The railway administrations and, if necessary, other competent authorities of the Contracting Parties shall reach agreement with regard to the maintenance, reconstruction and inspection of railway installations intersected by the State frontier.

Article 16

RAILWAY SERVICE ON FRONTIER CONNECTING LINES AND AT INTERCHANGE STATIONS

1. Rail traffic from the State frontier to the entry signal of an interchange station shall, in general, operate in accordance with the regulations of the railway administration which is hauling the trains in pursuance of article 4 of this Agreement, and in such cases the official language of the said railway administration shall be used in official communication. The making up and dispatching of trains which are to be transferred to the neighbouring railway administration at the interchange station shall be governed by the regulations of the neighbouring railway administration. An exception shall be made in the case of rail traffic at the Štúrovo-Szob frontier crossing ; the details in this regard shall be regulated by agreement between the railway administrations of the Contracting Parties.

2. Railway service at interchange stations shall be maintained by the owner railway administration. The railway administrations of the Contracting Parties

may depart from this provision where it is necessary for certain operations at an interchange station to be performed by employees of the neighbouring railway administration.

3. Trains may not be dispatched from an interchange station designated for the joint inspection of frontier traffic until their departure is authorized by the competent authorities of both Contracting Parties upon the completion of such inspection.

4. Locomotives used by the railway administration of one Contracting Party in the territory of the other Contracting Party must satisfy the regulations and technical requirements in force in the territory of the latter Contracting Party.

5. Save as otherwise agreed by the railway administrations of the Contracting Parties, locomotives of the railway administration of one Contracting Party may not be used for the needs of the railway administration of the other Contracting Party. The same applies to the railway employees of the Contracting Parties.

Article 17

TIME-TABLES

1. Time-tables for frontier lines shall be established by special agreement between the railway administrations of the Contracting Parties after consultation with the competent authorities of the two States. Time-tables shall be so drawn up as to ensure that trains make connexions with other trains of the same type.

2. Time-tables for trains crossing the State frontier shall be so drawn up as to ensure that the trains remain at the interchange or frontier station long enough for the completion of frontier traffic inspection.

Article 18

HANDING OVER AND ACCEPTANCE OF RAILWAY COACHES, WAGONS AND VANS

The handing over and acceptance of railway passenger coaches, luggage vans, goods wagons and other vehicles and of containers and loading devices shall take place in accordance with the multilateral international regulations binding on both Contracting Parties. Where need arises to relax certain requirements solely in respect of the railway administrations of the Contracting Parties, the two administrations shall conclude a special agreement for that purpose.

Article 19

OFFICIAL TELEGRAPHIC COMMUNICATION IN CONNEXION WITH RAILWAY SERVICE ; OFFICIAL CONSIGNMENTS

1. Official cables relating to railway service, as well as official correspondence and other consignments, shall be transmitted in accordance with the international

treaties in force and with agreements concluded between the railway administrations of the Contracting Parties.

2. Official correspondence and other consignments shall be delivered to a representative of the railway administration of the other Contracting Party, together with an inventory, at the interchange station. The transport of such consignments on the railway lines of the two Contracting Parties shall be without charge.

Article 20

TELECOMMUNICATIONS SERVICE AT INTERCHANGE STATIONS AND ON FRONTIER CONNECTING LINES

1. The railway administrations of the Contracting Parties shall be bound to install and keep in good condition in the territory of their respective States the telecommunications lines and equipment and the safety equipment required for rail traffic between the two countries. The said lines shall end at the interchange or frontier station and may not, as a rule, be connected with the domestic networks of the two States. An exception may be made in the case of direct telecommunications links between railway offices of the Contracting Parties situated outside the interchange or frontier station ; such links may be established by the railway administrations on the basis of agreements concluded between the competent authorities of the two States.

2. Employees of either Contracting Party shall be entitled to use the telecommunications facilities of the other Contracting Party free of charge for official cables and telephone conversations. Such facilities may not be used for private purposes.

3. The maintenance of railway telecommunications lines and safety equipment lines which cross the State frontier shall be regulated by agreements relating to local connecting services.

Article 21

POSTAL SERVICE AT INTERCHANGE STATIONS

1. The exchange of postal consignments carried by rail across the State frontier shall be effected in accordance with the Universal Postal Convention and the agreements concerning its application which are binding on the two Contracting Parties, as well as with the agreements concluded between the competent postal authorities of the Contracting Parties.

2. The competent postal authorities of the Contracting Parties shall designate, in agreement with the railway administrations, the railway stations at which postal consignments are to be exchanged. The exchange shall, as a rule, be effected at interchange stations.

3. If the railway administrations and the competent postal authorities of the Contracting Parties so agree, the exchange of postal balance sheets may be effected by railway employees of the Contracting Parties as well.

Article 22

LIABILITY

1. Liability to third persons for damage sustained or accidents occurring at interchange or frontier stations and on frontier lines shall rest with the railway administration of the Contracting Party in whose territory the damage was sustained or the accident occurred.

2. The assertion of claims as between the railway administrations of the Contracting Parties shall be governed by the following principles :

(a) Liability for damage caused by the fault of railway employees shall rest with the employing railway administration ;

(b) Liability for damage resulting from the unsatisfactory condition of structures and installations used for purposes of rail traffic or to ensure the safety of such traffic shall rest with the railway administration responsible for the maintenance and reconstruction of the structures and installations ;

(c) Liability for damage resulting from the unsatisfactory technical condition of rolling stock shall rest with the railway administration which last accepted the rolling stock for technical handling ;

(d) Where damage was caused jointly by the railway administrations of both Contracting Parties or by employees of the said administrations, or where it is impossible to determine which railway administration or the employees of which railway administration caused the damage, liability shall rest equally with the two administrations ;

(e) Liability for damage suffered by either railway administration as a result of accidents caused by *force majeure* shall rest with the railway administration concerned.

3. Liability resulting from contracts or carriage shall be governed by the multilateral or bilateral international agreements binding on the two Contracting Parties.

4. Details relating to the provisions of this article, as well as the method of conducting inquiries to determine the causes and extent of damage, shall be regulated by agreement between the railway administrations of the Contracting Parties.

CHAPTER III

FRONTIER POLICE AND CUSTOMS REGULATIONS

Article 23

CONDUCT OF FRONTIER TRAFFIC INSPECTION

1. Frontier traffic inspection at the frontier crossings designated for rail traffic may be conducted by day or night. The conduct of such inspection shall be subject to the relevant international agreements and joint regulations binding on the two Contracting Parties. The authorities conducting the inspection shall comply with their own regulations. They shall also take the regulations of the other Contracting Party into account if it is so agreed.

2. In the conduct of frontier traffic inspection, care shall be taken to ensure that trains do not remain at a station longer than the time specified by the time-table. Accordingly, the competent authorities of the Contracting Parties may, by agreement, take steps to prevent any possible delay.

3. Employees of one Contracting Party proceeding to the territory of the other Contracting Party in connexion with the conduct of frontier traffic inspection shall be entitled to travel free of charge. Where the said employees conduct the inspection while the train is under way, a special official compartment shall be placed at their disposal.

4. The frontier police and customs authorities of the two Contracting Parties shall be entitled to accompany trains on frontier lines.

Article 24

CROSSING OF THE STATE FRONTIER BY EMPLOYEES OF THE CONTRACTING PARTIES

1. Save as otherwise provided in this article, employees of the Contracting Parties who cross the State frontier in connexion with the exercise of functions arising out of this Agreement shall be provided with frontier crossing passes. The said passes shall entitle the holder to cross the State frontier, as a general rule, at the frontier crossings specified in article 3, paragraphs 1 and 5, of this Agreement and to remain in the territory of the other Contracting Party for the period of time required for the performance of his duties.

2. The frontier crossing passes referred to in paragraph 1 shall be issued by the competent authorities in accordance with the domestic regulations of each Contracting Party and shall not require visaing by the authorities of the other Contracting Party. The passes shall be drawn up in the official languages of both Contracting Parties. Models for the passes shall be prepared by agreement between the competent authorities of the Contracting Parties.

3. In justified cases, where the delay involved in obtaining a frontier crossing pass would adversely affect the performance of their duties, employees of the Contracting Parties may cross the State frontier without a pass. Crossing of the State frontier without a pass shall require prior notification of and approval by the frontier police authorities of both Contracting Parties. Employees of the Contracting Parties who cross the State frontier without a pass shall identify themselves with a service certificate bearing a photograph. Their stay in the territory of the other Contracting Party shall in such cases be no longer than is strictly necessary.

4. Employees of one Contracting Party proceeding to the territory of the other Contracting Party for the purpose of providing assistance may cross the State frontier on the basis of an appropriate entry in the journey report.

5. Employees of either Contracting Party who cross the State frontier with a frontier crossing pass or in accordance with paragraph 3 of 4 of this article shall be bound to report to the local frontier police authorities immediately upon arriving in the territory of the other Contracting Party. During their stay in the territory of the other Contracting Party, they may leave the precincts of the interchange or frontier station or of the frontier line only in cases to be specified by agreement between the competent authorities of the Contracting Parties; individual exceptions may also be authorized by the local frontier police authorities.

6. Employees of one Contracting Party permanently resident in the territory of the other Contracting Party, their spouses and minor children living in the same household with them, and employees of the former Party not covered by the provisions of paragraph 5 of this article who are serving outside the precincts of an interchange or frontier station or of a frontier line must be in possession of a passport of their State bearing an appropriate exit visa.

7. Employees of the Contracting Parties shall, as a general rule, cross the State frontier on board regular trains running in accordance with the time-table. If the interests of the service so require, they may also cross the frontier by special train, on another railway vehicle (locomotive, rail car, etc.) or at the nearest highway frontier crossing. Crossing of the State frontier on foot along the frontier line shall not be permitted without prior notification of the frontier police authorities of both Contracting Parties.

Article 25

LEAVING AND BOARDING OF TRAINS ON THE FRONTIER LINE

Only the frontier police and customs authorities of the Contracting Parties and employees of the railway administrations shall be permitted to leave or board a train on the frontier line, and they shall be permitted to do so only for official purposes.

Article 26

CUSTOMS REGULATIONS RELATING TO EMPLOYEES OF THE CONTRACTING PARTIES

1. Employees of one Contracting Party serving in the territory of the other Contracting Party shall be subject to customs examination when they cross the State frontier.

2. An employee of one Contracting Party who removes to the territory of the other Contracting Party on an extended official assignment may take with him across the State frontier the personal property required for his removal, including a reasonable quantity of food, free of customs duties and charges and without an import or export licence. For purposes of the customs handling of such property, an inventory in triplicate shall be presented to the customs authorities.

3. Employees of one Contracting Party who reside temporarily in the territory of the other Contracting Party for the purpose of performing services may take across the State frontier, free of customs duties and charges and without an import or export licence, the articles required for the performance of their duties, the articles required for their personal needs and a reasonable quantity of food.

4. The conditions under which employees of one Contracting Party may export or import articles purchased in the territory of the other Contracting Party, as well as the regulations governing the application of this article and article 14 of this Agreement, shall be determined by agreement between the competent authorities of the Contracting Parties.

Article 27

CUSTOMS REGULATIONS RELATING TO ARTICLES FOR OFFICIAL USE

Articles required for the performance of official duties, tools and materials to be used in the maintenance and repair of installations, and articles required as equipment for official premises in the territory of the other Contracting Party, as well as the articles and currency referred to in article 14 of this Agreement, may be transported across the State frontier without an import or export licence and free of customs duties and charges.

CHAPTER IV

SPECIAL PROVISIONS

Article 28

SETTLEMENT OF AND ACCOUNTING FOR COMPENSATION DUE FOR SERVICES AND BENEFITS

1. Settlements between the railway administrations of the Contracting Parties shall be made in kind in respect of the following :

(a) Locomotive services ;

(b) Compensation for the use of buildings, premises and any other areas and installations placed by the owner railway administration at the exclusive disposal of the railway administration or other authorities of the neighbouring State ;

(c) Compensation for other services and benefits provided by the railway administration of one Contracting Party to the authorities of the other Contracting Party in connexion with the implementation of this Agreement.

2. Balances remaining after the settlements made pursuant to paragraph 1 (b) and (c) shall be expressed in monetary terms, account being taken of the expenses incurred by the railway administration making the claim, and shall be converted to axle-kilometres, again on the basis of the said expenses ; such balances shall be settled together with the locomotive services referred to in paragraph 1 (a).

3. Settlements in respect of services and benefits under the provisions of paragraphs 1 and 2 shall be effected at accounting conferences to be held each year by the railway administrations of the Contracting Parties, alternately in the territory of each Contracting Party.

Article 29

PRIVILEGED TRANSIT TRAFFIC

The Contracting Parties shall, if the need arises, conclude a special agreement on privileged transit traffic.

Article 30

APPLICATION OF THE AGREEMENT

1. The competent authorities of the Contracting Parties shall conclude such agreements as may be necessary for the application of particular provisions of this Agreement.

2. On the basis of this Agreement and the agreements referred to in paragraph 1, the railway administrations of the Contracting Parties shall conclude agreements relating to local connecting services for each frontier line.

CHAPTER V

FINAL PROVISIONS

Article 31

1. This Agreement shall be subject to approval in accordance with the constitutional requirements of the Contracting Parties. It shall enter into force sixty days

after the date on which the two Contracting Parties notify each other in writing of such approval.

2. With the entry into force of this Agreement, the Agreement between the Government of the Czechoslovak Republic and the Government of the Hungarian People's Republic concerning rail traffic between the two countries and the Final Protocol thereto, concluded at Bratislava on 7 April 1952, and the Supplementary Agreement concluded at Prague on 3 September 1955 shall cease to have effect, as shall any special agreements concluded by the competent authorities of the Contracting Parties which are at variance with the provisions of this Agreement.

3. This Agreement is concluded for a term of five years from the date of its entry into force and shall be extended for successive terms of five years unless it is denounced in writing by one of the Contracting Parties not later than one year before the expiry of the current term.

DONE in duplicate in the Czech and Hungarian languages, both texts being equally authentic.

IN WITNESS WHEREOF the plenipotentiaries of the Contracting Parties have signed this Agreement and have thereto affixed their seals.

Budapest, 22 October 1963.

For the Government
of the Czechoslovak Socialist
Republic :

Matěj TICHÝ

For the Government
of the Hungarian People's
Republic :

CSANÁDI György