

DIVISION I
THE TERRITORIAL SEA AND THE CONTIGUOUS
ZONE

Sub-Division A. Multilateral Treaties

1. CONVENTION¹ AND STATUTE ON FREEDOM OF TRANSIT.
BARCELONA, 20 APRIL 1921*

2. AGREEMENT² BETWEEN DENMARK, NORWAY AND SWEDEN TO
FACILITATE THE SANITARY CONTROL OF TRAFFIC BETWEEN
THOSE COUNTRIES. SIGNED AT STOCKHOLM ON 19 MARCH
1955

Article 1

Means of transport, persons, baggage or goods arriving from any of the contracting States shall, upon arrival in another contracting State, be subject to the sanitary measures and formalities in force in the country of arrival only in the case of:

- (a) Ships which were not granted *pratique* at their last port of call;
- (b) Aircraft whose commanding officers declined to permit them to be subjected to the sanitary measures prescribed at the airport where they last landed, or which have not been subjected to sanitary measures even though the commanding officer was unable to make a satisfactory statement concerning health conditions on board;
- (c) Persons who at the time of departure from another contracting State were under surveillance by a health authority or who had travelled in transit through that State under the circumstances defined in article 34 of the International Sanitary Regulations;

¹ *Treaty Series* League of Nations, vol. VII, p. 11. The text is reproduced in ST/LEG/SER.B/6, p. 702. In force since 31 October 1922. Parties :Albania, Austria, Belgium, British Empire, Bulgaria, Chile, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, India, Iran, Iraq, Italy, Japan, Latvia, Luxemburg, the Netherlands, New Zealand, Norway, Poland, Romania, Spain, Sweden, Switzerland, Thailand, Turkey, Yugoslavia. Signatures of accessions not yet perfected by ratification: Bolivia, China, Ethiopia, Guatemala, Lithuania, Panama, Peru, Portugal and Uruguay.

² United Nations, *Treaty Series*, vol. 228, p. 106. Came into force on 1 April 1955.

(d) Goods which have passed through one of the contracting States in transit without trans-shipment.

Article 2

1. When a ship or aircraft within the meaning of article 1 (a) or 1 (b) departs for, or can be assumed as intending to depart for, a port or airport in another contracting country, immediate notification shall be made to the health authority at the port or airport (in Sweden, the Public Health Board; in Denmark, the Quarantine Board, and in Norway, the Board of Health). If the port or airport to which the ship or aircraft intends to proceed is not definitely known, arrangements should be made as far as possible to notify the health authorities in all places likely to be concerned. If necessary, a notification as laid down in this article should be made by way of the communication network of the air safety service.

2. If a person who is under surveillance by a health authority proceeds to a place in another contracting State, the health authority responsible for such surveillance shall, upon being apprised of the circumstances, forthwith inform the competent health authority at the said person's first stopping-place in the other country, indicating the reasons for the surveillance and the reporting period fixed.

3. If a health authority learns that a person in transit to another contracting State (see article 1 (c)) has come from an infected area during the incubation period of the particular disease and the said person is not placed under surveillance, the said authority shall immediately inform the health authority at such person's first stopping-place in the other State.

4. Where goods intended for one of the contracting States pass in transit without trans-shipment through another contracting State (see article 1 (d)) and the health authorities in the State of transit have reason to believe that the goods may be contaminated with the infection of a quarantinable disease or could help to spread such a disease, the health authority at the place where the goods are to be unloaded shall be notified immediately.

5. If a situation of epidemiological importance incidentally comes to the knowledge of a health authority during the inspection of a means of transport bound for another contracting State, it should notify the competent health authority in the State of destination accordingly.

6. In the event of uncertainty as to which health authority should be notified under the present article, the information may be communicated to the competent central health administration (in Sweden, the Medical Board; in Denmark, the Public Health Board, and in Norway, the Ministry of Health).

Article 3

The central health administration of each State shall immediately report cases of quarantinable disease in its own country to the corresponding administrations in the other contracting States. Information should also be supplied concerning other circumstances of special epidemiological importance.

Article 4

The central health administrations shall consult with one another concerning the details of application of the regulations laid down in the contracting States for protection against quarantinable diseases.

Article 5

If an area of one of the contracting States is infected with a quarantinable disease, the central health administrations of the countries shall consult together. In such circumstances, a central health administration shall have the right, if it is deemed absolutely necessary, temporarily to suspend the provisions of article 1.

Article 6

The provisions of this Agreement shall not apply to the Faeroe Islands¹ and Greenland.

3. CONVENTION² ON THE TERRITORIAL SEA AND
THE CONTIGUOUS ZONE. DONE AT GENEVA, ON 29 APRIL 1958

PART I

TERRITORIAL SEA

Section I. General

Article 1

1. The sovereignty of a State extends, beyond its land territory and its internal waters, to a belt of sea adjacent to its coast, described as the territorial sea.
2. This sovereignty is exercised subject to the provisions of these articles and to other rules of international law.

Article 2

The sovereignty of a coastal State extends to the air space over the territorial sea as well as to its bed and subsoil.

Section II. Limits of the territorial sea

Article 3

Except where otherwise provided in these articles, the normal baseline for measuring the breadth of the territorial sea is the low-water line along the coast as marked on large-scale charts officially recognized by the coastal State.

¹ The Agreement was extended by Protocol of 20 September 1960 to cover the Faeroe Islands. See *infra* 5.

² United Nations, *Treaty Series*, vol. 516, p. 205. Came into force on 10 September 1964. Parties to the Convention: Australia, Bulgaria, Byelorussian SSR, Cambodia, Czechoslovakia, Denmark, Dominican Republic, Finland, Haiti, Hungary, Israel, Italy, Jamaica, Japan, Madagascar, Malawi, Malaysia, Malta, Mexico, Netherlands, Nigeria, Portugal, Romania, Senegal, Sierra Leone, South Africa, Switzerland, Thailand, Trinidad and Tobago, Uganda, Ukrainian SSR, Union of Soviet Socialist Republics, United Kingdom, United States of America, Venezuela, Yugoslavia.

Article 4

1. In localities where the coast line is deeply indented and cut into, or if there is a fringe of islands along the coast in its immediate vicinity, the method of straight baselines joining appropriate points may be employed in drawing the baseline from which the breadth of the territorial sea is measured.

2. The drawing of such baselines must not depart to any appreciable extent from the general direction of the coast, and the sea areas lying within the lines must be sufficiently closely linked to the land domain to be subject to the régime of internal waters.

...

3. Baselines shall not be drawn to and from low-tide elevations, unless lighthouses or similar installations which are permanently above sea level have been built on them.

4. Where the method of straight baselines is applicable under the provisions of paragraph 1, account may be taken, in determining particular baselines, of economic interests peculiar to the region concerned, the reality and the importance of which are clearly evidenced by a long usage.

...

5. The system of straight baselines may not be applied by a State in such a manner as to cut off from the high seas the territorial sea of another State.

6. The coastal State must clearly indicate straight baselines on charts, to which due publicity must be given.

Article 5

1. Waters on the landward side of the baseline of the territorial sea form part of the internal waters of the State.

2. Where the establishment of a straight baseline in accordance with article 4 has the effect of enclosing as internal waters areas which previously had been considered as part of the territorial sea or of the high seas, a right of innocent passage, as provided in articles 14 to 23, shall exist in those waters.

Article 6

The outer limit of the territorial sea is the line every point of which is at a distance from the nearest point of the baseline equal to the breadth of the territorial sea.

Article 7

1. This article relates only to bays the coasts of which belong to a single State.

2. For the purposes of these articles, a bay is a well-marked indentation whose penetration is in such proportion to the width of its mouth as to contain landlocked waters and constitute more than a mere curvature of the coast. An indentation shall not, however, be regarded as a bay unless its area is as large as, or larger than, that of the semi-circle whose diameter is a line drawn across the mouth of that indentation.

3. For the purpose of measurement, the area of an indentation is that lying between the low-water mark around the shore of the indentation and a line joining the low-water marks of its natural entrance points. Where, because of the presence of islands, an indentation has more than one mouth, the semi-circle shall be drawn on a line as long as the sum total of the lengths of the lines across the different mouths. Islands within an indentation shall be included as if they were part of the water areas of the indentation.

4. If the distance between the low-water marks of the natural entrance points of a bay does not exceed twenty-four miles, a closing line may be drawn between these two low-water marks, and the waters enclosed thereby shall be considered as internal waters.

5. Where the distance between the low-water marks of the natural entrance points of a bay exceeds twenty-four miles, a straight baseline of twenty-four miles shall be drawn within the bay in such a manner as to enclose the maximum area of water that is possible with a line of that length.

6. The foregoing provisions shall not apply to so-called "historic" bays, or in any case where the straight baseline system provided for in article 4 is applied.

Article 8

For the purpose of delimiting the territorial sea, the outermost permanent harbour works which form an integral part of the harbour system shall be regarded as forming part of the coast.

Article 9

Roadsteads which are normally used for the loading, unloading and anchoring of ships, and which would otherwise be situated wholly or partly outside the outer limit of the territorial sea, are included in the territorial sea. The coastal State must clearly demarcate such roadsteads and indicate them on charts together with their boundaries, to which due publicity must be given.

Article 10

1. An island is a naturally-formed area of land, surrounded by water, which is above water at high-tide.

2. The territorial sea of an island is measured in accordance with the provisions of these articles.

Article 11

1. A low-tide elevation is a naturally-formed area of land which is surrounded by and above water at low-tide but submerged at high-tide. Where a low-tide elevation is situated wholly or partly at a distance not exceeding the breadth of the territorial sea from the mainland or an island, the low-water line on that elevation may be used as the baseline for measuring the breadth of the territorial sea.

2. Where a low-tide elevation is wholly situated at a distance exceeding the breadth of the territorial sea from the mainland or an island, it has no territorial sea of its own.

Article 12

1. Where the coasts of two States are opposite or adjacent to each other, neither of the two States is entitled, failing agreement between them to the contrary, to extend its territorial sea beyond the median line every point of which is equidistant from the nearest points on the baselines from which the breadth of the territorial seas of each of the two States is measured. The provisions of this paragraph shall not apply, however, where it is necessary by reason of historic title or other special circumstances to delimit the territorial seas of the two States in a way which is at variance with this provision.

2. The line of delimitation between the territorial seas of two States lying opposite to each other or adjacent to each other shall be marked on large-scale charts officially recognized by the coastal States.

Article 13

If a river flows directly into the sea, the baseline shall be a straight line across the mouth of the river between points on the low-tide line of its banks.

Section III. Right of innocent passage

Sub-section A. Rules applicable to all ships

Article 14

1. Subject to the provisions of these articles, ships of all States, whether coastal or not, shall enjoy the right of innocent passage through the territorial sea.

2. Passage means navigation through the territorial sea for the purpose either of traversing that sea without entering internal waters, or of proceeding to internal waters, or of making for the high seas from internal waters.

3. Passage includes stopping and anchoring, but only in so far as the same are incidental to ordinary navigation or are rendered necessary by *force majeure* or by distress.

4. Passage is innocent so long as it is not prejudicial to the peace, good order or security of the coastal State. Such passage shall take place in conformity with these articles and with other rules of international law.

5. Passage of foreign fishing vessels shall not be considered innocent if they do not observe such laws and regulations as the coastal State may make and publish in order to prevent these vessels from fishing in the territorial sea.

6. Submarines are required to navigate on the surface and to show their flag.

Article 15

1. The coastal State must not hamper innocent passage through the territorial sea.

2. The coastal State is required to give appropriate publicity to any dangers to navigation, of which it has knowledge, within its territorial sea.

Article 16

1. The coastal State may take the necessary steps in its territorial sea to prevent passage which is not innocent.

2. In the case of ships proceeding to internal waters, the coastal State shall also have the right to take the necessary steps to prevent any breach of the conditions to which admission of those ships to those waters is subject.

3. Subject to the provisions of paragraph 4, the coastal State may, without discrimination amongst foreign ships, suspend temporarily in specified areas of its territorial sea the innocent passage of foreign ships if such suspension is essential for the protection of its security. Such suspension shall take effect only after having been duly published.

4. There shall be no suspension of the innocent passage of foreign ships through straits which are used for international navigation between one part of the high seas and another part of the high seas or the territorial sea of a foreign State.

Article 17

Foreign ships exercising the right of innocent passage shall comply with the laws and regulations enacted by the coastal State in conformity with these articles and other rules of international law and, in particular, with such laws and regulations relating to transport and navigation.

Sub-section B. Rules applicable to merchant ships

Article 18

1. No charge may be levied upon foreign ships by reason only of their passage through the territorial sea.

2. Charges may be levied upon a foreign ship passing through the territorial sea as payment only for specific services rendered to the ship. These charges shall be levied without discrimination.

Article 19

1. The criminal jurisdiction of the coastal State should not be exercised on board a foreign ship passing through the territorial sea to arrest any person or to conduct any investigation in connexion with any crime committed on board the ship during its passage, save only in the following cases:

- (a) If the consequences of the crime extend to the coastal State; or
- (b) If the crime is of a kind to disturb the peace of the country or the good order of the territorial sea; or
- (c) If the assistance of the local authorities has been requested by the captain of the ship or by the consul of the country whose flag the ship flies; or
- (d) If it is necessary for the suppression of illicit traffic in narcotic drugs.

2. The above provisions do not affect the right of the coastal State to take any steps authorized by its laws for the purpose of an arrest or investigation on board a foreign ship passing through the territorial sea after leaving internal waters.

3. In the cases provided for in paragraphs 1 and 2 of this article, the coastal State shall, if the captain so requests, advise the consular authority of the flag State before taking any steps, and shall facilitate contact between such authority and the ship's crew. In cases of emergency this notification may be communicated while the measures are being taken.

4. In considering whether or how an arrest should be made, the local authorities shall pay due regard to the interests of navigation.

5. The coastal State may not take any steps on board a foreign ship passing through the territorial sea to arrest any person or to conduct any investigation in connexion with any crime committed before the ship entered the territorial sea, if the ship, proceeding from a foreign port, is only passing through the territorial sea without entering internal waters.

Article 20

1. The coastal State should not stop or divert a foreign ship passing through the territorial sea for the purpose of exercising civil jurisdiction in relation to a person on board the ship.

2. The coastal State may not levy execution against or arrest the ship for the purpose of any civil proceedings, save only in respect of obligations or liabilities assumed or incurred by the ship itself in the course or for the purpose of its voyage through the waters of the coastal State.

3. The provisions of the previous paragraph are without prejudice to the right of the coastal State, in accordance with its laws, to levy execution against or to arrest, for the purpose of any civil proceedings, a foreign ship lying in the territorial sea, or passing through the territorial sea after leaving internal waters.

Sub-section C. Rules applicable to government ships other than warships

Article 21

The rules contained in sub-sections A and B shall also apply to government ships operated for commercial purposes.

Article 22

1. The rules contained in sub-section A and in article 18 shall apply to government ships operated for non-commercial purposes.

2. With such exceptions as are contained in the provisions referred to in the preceding paragraph, nothing in these articles affects the immunities which such ships enjoy under these articles or other rules of international law.

Sub-section D. Rule applicable to warships

Article 23

If any warship does not comply with the regulations of the coastal State concerning passage through the territorial sea and disregards any request for compliance which is made to it, the coastal State may require the warship to leave the territorial sea.

PART II
CONTIGUOUS ZONE

Article 24

1. In a zone of the high seas contiguous to its territorial sea, the coastal State may exercise the control necessary to:

(a) Prevent infringement of its customs, fiscal, immigration or sanitary regulations within its territory or territorial sea;

(b) Punish infringement of the above regulations committed within its territory or territorial sea.

2. The contiguous zone may not extend beyond twelve miles from the baseline from which the breadth of the territorial sea is measured.

3. Where the coasts of two States are opposite or adjacent to each other, neither of the two States is entitled, failing agreement between them to the contrary, to extend its contiguous zone beyond the median line every point of which is equidistant from the nearest points on the baselines from which the breadth of the territorial seas of the two States is measured.

...

PART III
FINAL ARTICLES

Article 25

The provisions of this Convention shall not affect conventions or other international agreements already in force, as between States Parties to them.

Article 26

This Convention shall, until 31 October 1958, be open for signature by all States Members of the United Nations or of any of the specialized agencies, and by any other State invited by the General Assembly of the United Nations to become a Party to the Convention.

Article 27

This Convention is subject to ratification. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

Article 28

This Convention shall be open for accession by any States belonging to any of the categories mentioned in article 26. The instruments of accession shall be deposited with the Secretary-General of the United Nations.

Article 29

1. This Convention shall come into force on the thirtieth day following the date of deposit of the twenty-second instrument of ratification or accession with the Secretary-General of the United Nations.

2. For each State ratifying or acceding to the Convention after the deposit of the twenty-second instrument of ratification or accession, the Convention shall enter into force on the thirtieth day after deposit by such State of its instrument of ratification or accession.

Article 30

1. After the expiration of a period of five years from the date on which this Convention shall enter into force, a request for the revision of this Convention may be made at any time by any Contracting Party by means of a notification in writing addressed to the Secretary-General of the United Nations.

2. The General Assembly of the United Nations shall decide upon the steps, if any, to be taken in respect of such request.

Article 31

The Secretary-General of the United Nations shall inform all States Members of the United Nations and the other States referred to in article 26:

(a) Of signatures to this Convention and of the deposit of instruments of ratification or accession, in accordance with articles 26, 27 and 28;

(b) Of the date on which this Convention will come into force, in accordance with article 29;

(c) Of requests for revision in accordance with article 30.

Article 32

The original of this Convention, of which the Chinese, English, French, Russian and Spanish texts are equally authentic, shall be deposited with the Secretary-General of the United Nations, who shall send certified copies thereof to all States referred to in article 26.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized thereto by their respective Governments, have signed this Convention.

DONE at Geneva, this twenty-ninth day of April one thousand nine hundred and fifty-eight.

4. **PROTOCOL¹ REGARDING THE ADHERENCE OF FINLAND TO THE AGREEMENT² OF 19 MARCH 1955 BETWEEN DENMARK, NORWAY AND SWEDEN TO FACILITATE THE SANITARY CONTROL OF TRAFFIC BETWEEN THOSE COUNTRIES. SIGNED AT STOCKHOLM, ON 10 SEPTEMBER 1959**

Whereas the Government of Finland has been invited to accede to the Agreement of 19 March 1955² between Sweden, Denmark and Norway to facilitate the sanitary control of traffic between the three countries, and whereas the Government of Finland has declared itself willing to accede thereto, the Govern-

¹ United Nations, *Treaty Series*, Vol. 427, No. 3144, p. 378. Came into force on 1 December 1959.

² *Supra* 2.

ments of Denmark, Finland, Norway and Sweden have come to an agreement regarding Finland's accession to the said Agreement.

As far as Finland is concerned, the health authority referred to in article 2, paragraph 1, shall be the Epidemics Bureau of the Medical Board, and the central health administration referred to in article 2, paragraph 6, shall be the Medical Board.

5. PROTOCOL¹ REGARDING THE AMENDMENT OF ARTICLE 6 OF THE AGREEMENT² OF 19 MARCH 1955 BETWEEN DENMARK, FINLAND,³ NORWAY AND SWEDEN TO FACILITATE THE SANITARY CONTROL OF TRAFFIC BETWEEN THOSE COUNTRIES. SIGNED AT STOCKHOLM, ON 20 SEPTEMBER 1960**

Whereas the Government of Denmark has proposed that the Agreement of 19 March 1955 between Denmark, Finland, Norway and Sweden to facilitate the sanitary control of traffic between those countries shall be extended to include the Faroe Islands, the Governments of Denmark, Finland, Norway and Sweden have come to an agreement concerning such extension.

6. AGREEMENT⁴ BETWEEN DENMARK, FINLAND, NORWAY AND SWEDEN CONCERNING CO-OPERATION IN ICE-BREAKING. SIGNED AT HELSINKI, ON 20 DECEMBER 1960

The Governments of Finland, Denmark, Norway and Sweden, desiring to facilitate the continuity of navigation and to promote safety at sea in Scandinavian waters during the winter months through co-operation in ice-breaking and through uniform regulations concerning ice-breaking operations, have agreed as follows:

Article 1

Scandinavian co-operation in ice-breaking shall be maintained in the Gulf of Bothnia, in the Ålandshav, in the Baltic Sea north of the parallel of latitude passing through Dueodde (on Bornholm), and in the Sound, the Kattegat and the Skagerrak between open water and those coastal waters which are protected against sea ice, drifting ice, pack ice and similar ice barriers.

Article 2

Each of the Contracting States shall use for purposes of Scandinavian co-operation in ice-breaking, where necessary, all available ice-breakers owned or hired by it which are not strictly indispensable to ice-breaking operations in its own coastal waters.

¹ *Sveriges överenskommelser med främmande makter, 1960, No. 22.* Came into force on 1 December 1960.

² *Supra 2.*

³ See *supra* 4. Protocol of 10 September 1959 regarding the adherence of Finland to the Agreement.

⁴ United Nations, *Treaty Series*, vol. 419, No. 6031, p. 108. Came into force on 20 December 1960.

The ice-breakers of each Contracting State shall be used primarily for operations in waters adjacent to its own territory. Regional co-operation shall, as the need arises, be instituted primarily in the following areas:

Between Finland and Sweden: in the Gulf of Bothnia, the Ålandshav and the northern part of the Baltic Sea;

Between Denmark and Sweden: in the Sound and the waters to the south, in the Kattegat and in the southern Skagerrak; and

Between Norway and Sweden: in the northern Skagerrak.

Article 3

Over and above what is provided for in articles 1 and 2, Scandinavian co-operation in ice-breaking may be pursued to such extent and in such forms as may be agreed upon between the competent authorities of the Contracting States.

Article 4

The work of the ice-breakers used by a Contracting State shall be directed by the ice-breaking service of that State, in co-operation, where necessary, with the ice-breaking services of the other Contracting States.

Where ice-breakers from more than one State are used in co-operation in a given area, the method of directing the joint operations shall be agreed upon between the ice-breaking services concerned.

Responsibility for directing the work of ice-breakers owned or hired by one Contracting State may be transferred to the ice-breaking service of another Contracting State by agreement in each individual case between the ice-breaking services of the States concerned.

Article 5

Ice-breakers used by the Contracting States shall enjoy in each Contracting State the same rights and privileges as the ice-breakers of that Contracting State.

Article 6

Where necessary in order to obtain information on the extent of sea ice formation, aerial reconnaissance shall be organized, by agreement between the ice-breaking services concerned in each individual case or for a specified period:

Over the Gulf of Bothnia and the Baltic Sea north of the parallel of latitude passing through the Bogskär lighthouse: by Finland and Sweden;

Over the rest of the Baltic Sea east of the meridian of longitude passing through the Falsterbo lighthouse: by Sweden;

Over the Kattegat: by Denmark; and

Over the Skagerrak: by Denmark, Norway and Sweden.

The collection of further information on ice conditions shall be arranged between the competent authorities.

Article 7

Unless special circumstances require otherwise, vessels in need of assistance shall be accorded it, irrespective of nationality, in the following order of priority:

1. Vessels in distress or in need of assistance because of danger to the lives of persons on board;
2. Vessels bound for or coming from one of the Contracting States, priority being given to passenger vessels and to vessels carrying goods of particular importance;
3. Other vessels.

Article 8

The competent authorities of the Contracting States shall issue uniform regulations requiring any vessel which may need assistance from ice-breakers of one of the Contracting States to give advance notice of its arrival and to furnish any information concerning the vessel and its cargo which is requested by the ice-breaking service. The said regulations shall also specify the considerations which will determine whether a vessel giving such notice can expect assistance from an ice-breaker, and shall indicate what the master of a vessel giving such notice must bear in mind with regard to ice conditions, and the consequences to the vessel of failure to comply with the orders or instructions communicated to it.

Article 9

A joint signal table prepared by the competent authorities of the Contracting States shall be employed in sound signalling between ice-breakers and vessels receiving assistance.

Article 10

During the hours of darkness, ice-breakers used by a Contracting State shall carry on the masthead, as a special identifying mark, a blue light visible from any point on the horizon.

Article 11

The ice-breaking services of the Contracting States shall make arrangements to supply vessels in Scandinavian waters by air or by ice-breaker where they consider such assistance strictly indispensable.

Payment for goods so supplied, at purchase price, shall be recovered from the owner of the vessel. No charge shall be made for the transport of goods to vessels faced with an emergency through no fault of their own.

Article 12

No charge shall be made for towage or other assistance provided under this Agreement by ice-breakers of the Contracting States. The provisions of this article shall not, however, apply to salvage operations.

Article 13

None of the States participating in Scandinavian ice-breaking operations assumes any responsibility for delay, damage or other loss suffered by a vessel or its crew, passengers or cargo by reason of ice conditions.

Article 14

Efforts shall be made so to apportion the co-operative activities provided for in this Agreement that no financial settlement is required between the States concerned, except for the hire of ice-breakers.

Article 15

A schedule containing the names, addresses and telephone numbers of the ice-breaking services of the Contracting States shall be issued each year. The said schedule shall also include the corresponding particulars of such local organs of the ice-breaking service as may be established by the Contracting States.

The competent authorities of the Contracting States shall issue uniform regulations concerning the publication of ice bulletins, traffic reports, and information on other conditions affecting navigation in winter.

7. AGREEMENT BETWEEN DENMARK, FINLAND, NORWAY AND SWEDEN CONCERNING UNIFORM RULES FOR THE MARKING OF NAVIGABLE WATERS. SIGNED AT HELSINKI, ON 18 SEPTEMBER 1962, articles 1-5¹

8. TREATY² BANNING NUCLEAR WEAPON TESTS IN THE ATMOSPHERE, IN OUTER SPACE AND UNDER WATER. SIGNED AT MOSCOW, ON 5 AUGUST 1963

Article 1

1. Each of the Parties to this Treaty undertakes to prohibit, to prevent, and not to carry out any nuclear weapon test explosion, or any other nuclear explosion, at any place under its jurisdiction or control:

(a) in the atmosphere; beyond its limits, including outer space; or under water, including territorial waters or high seas; or

¹ *Infra* DIVISION III, SUB-DIVISION A, 5.

² United Nations, *Treaty Series*, vol. 480, p. 45. Came into force on 10 October 1963. Parties to the Treaty (in accordance with the place of deposit of the instruments of ratification or accession—see United States Department of State, *Treaties in Force*... 1 January 1970, p. 329):

<i>Moscow</i>	<i>London</i>	<i>Washington</i>
Afghanistan	Afghanistan	Afghanistan
Australia	Australia	Australia
Austria	Austria	Austria
Belgium	Belgium	Belgium
Botswana		
	Bolivia	Bolivia
Brazil	Brazil	Brazil
Bulgaria	Bulgaria	Bulgaria
Burma	Burma	Burma
Byelorussian SSR		
Canada	Canada	Canada
Central African Republic	Central African Republic	Central African Republic

(b) in any other environment if such explosion causes radio-active debris to be present outside the territorial limits of the State under whose jurisdiction or control such explosion is conducted. It is understood in this connexion that the provisions of this subparagraph are without prejudice to the conclusion of a treaty resulting in the permanent banning of all nuclear test explosions, including

² (continued)

<i>Moscow</i>	<i>London</i>	<i>Washington</i>
Ceylon	Ceylon	Ceylon Chad
	Chile	China Congo (Democratic Rep. of) Costa Rica Cyprus Czechoslovakia Dahomey Denmark Dominican Republic Ecuador El Salvador Federal Republic of Germany
Cyprus	Cyprus	Finland Gabon Gambia
Czechoslovakia	Czechoslovakia	Ghana Greece Guatemala Honduras Hungary Iceland India Indonesia Iran Iraq Ireland Israel Italy
Dahomey	Dahomey	Ivory Coast Japan Jordan Kenya Korea (Republic of) Kuwait Laos Lebanon Liberia
Denmark	Denmark	Luxembourg Madagascar Malawi Malaysia Malta Mauritania
Dominican Republic	Dominican Republic	
Ecuador	Ecuador	
El Salvador	El Salvador	
	Federal Republic of Germany	
Finland	Finland	
Gabon	Gabon	
Gambia	Gambia	
German Democratic Republic		
Ghana	Ghana	
Greece	Greece	
	Honduras	
Hungary	Hungary	
Iceland	Iceland	
India	India	
Indonesia	Indonesia	
Iran	Iran	
Iraq	Iraq	
Ireland	Ireland	
Israel	Israel	
Italy	Italy	
	Japan	
Japan	Japan	
Jordan	Jordan	
Kenya	Kenya	
	Korea (Republic of)	
Kuwait	Kuwait	
Laos	Laos	
Lebanon	Lebanon	
Liberia	Liberia	
	Libya	
Luxembourg	Luxembourg	
	Malawi	
Malawi	Malawi	
Malaysia	Malaysia	
Malta	Malta	
Mauritania	Mauritania	

all such explosions underground, the conclusion of which, as the Parties have stated in the Preamble to this Treaty, they seek to achieve.

2. Each of the Parties to this Treaty undertakes furthermore to refrain from causing, encouraging, or in any way participating in, the carrying out of any nuclear weapon test explosion, or any other nuclear explosion, anywhere which would take place in any of the environments described, or have the effect referred to, in paragraph 1 of this Article.

...

¹ continued...

<i>Moscow</i>	<i>London</i>	<i>Washington</i>
Mauritius	Mauritius	Mauritius
Mexico	Mexico	Mexico
Mongolia	Mongolia	
Morocco	Morocco	Morocco
Nepal	Nepal	Nepal
Netherlands (for the Kingdom in Europe, Surinam and the Netherlands Antilles)	Netherlands (for the Kingdom in Europe, Surinam and the Netherlands Antilles)	Netherlands (for the Kingdom in Europe, Surinam and the Netherlands Antilles)
New Zealand	New Zealand	New Zealand
Nicaragua	Nicaragua	Nicaragua
Niger	Niger	Niger
Nigeria	Nigeria	Nigeria
Norway	Norway	Norway
		Panama
Peru	Peru	Peru
Philippines	Philippines	Philippines
Poland	Poland	Poland
	Republic of Korea	Republic of Korea
Romania	Romania	Romania
Rwanda	Rwanda	Rwanda
San Marino	San Marino	San Marino
Senegal	Senegal	Senegal
Sierra Leone	Sierra Leone	Sierra Leone
South Africa	South Africa	South Africa
	Spain	Spain
Sudan	Sudan	Sudan
Swaziland	Swaziland	Swaziland
Sweden	Sweden	Sweden
Switzerland	Switzerland	Switzerland
Syria	Syria	Syria
	Tanganyika	
Thailand	Thailand	Thailand
		Togo
Trinidad and Tobago	Trinidad and Tobago	Trinidad and Tobago
Tunisia	Tunisia	Tunisia
Turkey	Turkey	Turkey
	Uganda	Uganda
Ukrainian SSR		
USSR	USSR	USSR
UAR	UAR	UAR
United Kingdom	United Kingdom	United Kingdom
United States	United States	United States
	Uruguay	
Venezuela	Venezuela	Venezuela
Western Samoa	Western Samoa	Western Samoa
Yugoslavia	Yugoslavia	Yugoslavia
Zambia	Zambia	Zambia

9. CONVENTION¹ ON FACILITATION OF INTERNATIONAL MARITIME TRAFFIC. SIGNED AT LONDON, ON 9 APRIL 1965

The Contracting Governments:

Desiring to facilitate maritime traffic by simplifying and reducing to a minimum the formalities, documentary requirements and procedures on the arrival, stay and departure of ships engaged in international voyages;

Have agreed as follows:

Article I

The Contracting Governments undertake to adopt, in accordance with the provisions of the present Convention and its Annex, all appropriate measures to facilitate and expedite international maritime traffic and to prevent unnecessary delays to ships and to persons and property on board.

Article II

(1) The Contracting Governments undertake to co-operate, in accordance with the provisions of the present Convention, in the formulation and application of measures for the facilitation of the arrival, stay and departure of ships. Such measures shall be, to the fullest extent practicable, not less favourable than measures applied in respect of other means of international transport; however, these measures may differ according to particular requirements.

(2) The measures for the facilitation of international maritime traffic provided for under the present Convention and its Annex apply equally to the ships of coastal and non-coastal States the Governments of which are Parties to the present Convention.

(3) The provisions of the present Convention do not apply to warships or pleasure yachts.

Article III

The Contracting Governments undertake to co-operate in securing the highest practicable degree of uniformity in formalities, documentary requirements and procedures in all matters in which such uniformity will facilitate and improve international maritime traffic and keep to a minimum any alterations in formalities, documentary requirements and procedures necessary to meet special requirements of a domestic nature.

Article IV

With a view to achieving the ends set forth in the preceding Articles of the present Convention, the Contracting Governments undertake to co-operate with each other or through the Inter-Governmental Maritime Consultative Organization (hereinafter called the "Organization") in matters relating to formalities, documentary requirements and procedures, as well as their application to international maritime traffic.

¹ United Nations, *Treaty Series*, vol. 591, p. 266. Came into force on 5 March 1967. Parties to the Convention: Belgium, Czechoslovakia, Dominican Republic, Ghana, Iceland, Ivory Coast, Monaco, Nigeria, Norway, USSR, United Kingdom, Yugoslavia and Zambia.

Article V

(1) Nothing in the present Convention or its Annex shall be interpreted as preventing the application of any wider facilities which a Contracting Government grants or may grant in future in respect of international maritime traffic under its national laws or the provisions of any other international agreement.

(2) Nothing in the present Convention or its Annex shall be interpreted as precluding a Contracting Government from applying temporary measures considered by that Government to be necessary to preserve public morality, order and security or to prevent the introduction or spread of diseases or pests affecting public health, animals or plants.

(3) All matters that are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments.

...

Article VIII

(1) Any Contracting Government that finds it impracticable to comply with any Standard by bringing its own formalities, documentary requirements or procedures into full accord with it or which deems it necessary for special reasons to adopt formalities, documentary requirements or procedures differing from that Standard, shall so inform the Secretary-General and notify him of the differences between its own practice and such Standard. Such notification shall be made as soon as possible after entry into force of the present Convention for the Government concerned, or after the adoption of such differing formalities, documentary requirements or procedures.

(2) Notification by a Contracting Government of any such difference in the case of an amendment to a Standard or of a newly adopted Standard shall be made to the Secretary-General as soon as possible after the entry into force of such amended or newly adopted Standard, or after the adoption of such differing formalities, documentary requirements or procedures and may include an indication of the action proposed to bring the formalities, documentary requirements or procedures into full accord with the amended or newly adopted Standard.

(3) Contracting Governments are urged to bring their formalities, documentary requirements and procedures into accord with the Recommended Practices insofar as practicable. As soon as any Contracting Government brings its own formalities, documentary requirements and procedures into accord with any Recommended Practice, it shall notify the Secretary-General thereof.

(4) The Secretary-General shall inform the Contracting Governments of any notification made to him in accordance with the preceding paragraphs of this Article.

...

10. CONVENTION¹ ON TRANSIT TRADE OF LAND-LOCKED COUNTRIES. DONE AT NEW YORK, ON 8 JULY 1965

PREAMBLE

The States Parties to the present Convention,

Recalling that article 55 of its charter requires the United Nations to promote conditions of economic progress and solutions of international economic problems,

Noting General Assembly resolution 1028 (XI) on the land-locked countries and the expansion of international trade which, "recognizing the need of land-locked countries for adequate transit facilities in promoting international trade", invited "the Governments of Member States to give full recognition to the needs of land-locked Member States in the matter of transit trade and, therefore, to accord them adequate facilities in terms of international law and practice in this regard, bearing in mind the future requirements resulting from the economic development of the land-locked countries",

Recalling article 2 of the Convention on the High Seas which states that the high seas being open to all nations, no State may validly purport to subject any part of them to its sovereignty and article 3 of the said Convention which states:

"1. In order to enjoy the freedom of the seas on equal terms with coastal States, States having no sea-coast should have free access to the sea."

To this end States situated between the sea and a State having no sea-coast shall by common agreement with the latter and in conformity with existing international conventions accord:

"(a) To the State having no sea-coast, on a basis of reciprocity, free transit through their territory; and

"(b) To ships flying the flag of that State treatment equal to that accorded to their own ships, or to the ships of any other States, as regards access to seaports and the use of such ports.

"2. States situated between the sea and a State having no sea-coast shall settle, by mutual agreement with the latter, and taking into account the rights of the coastal State or State of transit and the special conditions of the State having no sea-coast, all matters relating to freedom of transit and equal treatment in ports, in case such States are not already parties to existing international conventions."

Reaffirming the following principles adopted by the United Nations Conference on Trade and Development with the understanding that these principles are interrelated and each principle should be construed in the context of the other principles:

Principle I

The recognition of the right of each land-locked State of free access to the sea is an essential principle for the expansion of international trade and economic development.

¹ United Nations, *Treaty Series*, vol. 597, p. 42. Entered into force on 9 June 1967. Parties to the Convention: Burundi, Chad, Czechoslovakia, Hungary, Laos, Malawi, Mali, Mongolia, Nepal, Niger, Nigeria, Norway, Rwanda, San Marino, United States of America, Yugoslavia, Zambia.

Principle II

In territorial and on internal waters, vessels flying the flag of land-locked countries should have identical rights and enjoy treatment identical to that enjoyed by vessels flying the flag of coastal States other than the territorial State.

Principle III

In order to enjoy the freedom of the seas on equal terms with coastal States, States having no sea-coast should have free access to the sea. To this end States situated between the sea and a State having no sea-coast shall by common agreement with the latter and in conformity with existing international conventions accord to ships flying the flag of that State treatment equal to that accorded to their own ships or to the ships of any other State as regards access to seaports and the use of such ports.

Principle IV

In order to promote fully the economic development of the land-locked countries, the said countries should be afforded by all States, on the basis of reciprocity, free and unrestricted transit, in such a manner that they have free access to regional and international trade in all circumstances and for every type of goods.

Goods in transit should not be subject to any customs duty.

Means of transport in transit should not be subject to special taxes or charges higher than those levied for the use of means of transport of the transit country.

Principle V

The State of transit, while maintaining full sovereignty over its territory, shall have the right to take all indispensable measures to ensure that the exercise of the right of free and unrestricted transit shall in no way infringe its legitimate interests of any kind.

Principle VI

In order to accelerate the evolution of a universal approach to the solution of the special and particular problems of trade and development of land-locked countries in the different geographical areas, the conclusion of regional and other international agreements in this regard should be encouraged by all States.

Principle VII

The facilities and special rights accorded to land-locked countries in view of their special geographical position are excluded from the operation of the most-favoured-nation clause.

Principle VIII

The principles which govern the right of free access to the sea of the land-locked State shall in no way abrogate existing agreements between two or more contracting parties concerning the problems, nor shall they raise an obstacle as regards the conclusions of such agreements in the future, provided that the latter do not establish a régime which is less favourable than or opposed to the above-mentioned provisions.

Have agreed as follows:

Article 1

Definitions

For the purpose of this Convention,

(a) the term "land-locked State" means any Contracting State which has no sea-coast;

(b) the term "traffic in transit" means the passage of goods including unaccompanied baggage across the territory of a Contracting State between a land-locked State and the sea when the passage is a portion of a complete journey which begins or terminates within the territory of that land-locked State and which includes sea transport directly preceding or following such passage. The transshipment, warehousing, breaking bulk, and change in the mode of transport of such goods as well as the assembly, disassembly or reassembly of machinery and bulky goods shall not render the passage of goods outside the definition of "traffic in transit" provided that any such operation is undertaken solely for the convenience of transportation. Nothing in this paragraph shall be construed as imposing an obligation on any Contracting State to establish or permit the establishment of permanent facilities on its territory for such assembly, disassembly or reassembly;

(c) the term "transit State" means any Contracting State with or without a sea-coast, situated between a land-locked State and the sea, through whose territory "traffic in transit" passes;

(d) the term "means of transport" includes:

- (i) any railway stock, seagoing and river vessels and road vehicles;
- (ii) where the local situation so requires porters and pack animals;
- (iii) if agreed upon by the Contracting States concerned, other means of transport and pipelines and gas lines

when they are used for traffic in transit within the meaning of this article.

Article 2

Freedom of transit

1. Freedom of transit shall be granted under the terms of this Convention for traffic in transit and means of transport. Subject to the other provisions of this Convention, the measures taken by Contracting States for regulating and forwarding traffic across their territory shall facilitate traffic in transit on routes in use mutually acceptable for transit to the Contracting States concerned. Consistent with the terms of this Convention, no discrimination shall be exercised which is based on the place of origin, departure, entry, exit or destination or on any circumstances relating to the ownership of the goods or the ownership, place of registration or flag of vessels, land vehicles or other means of transport used.

2. The rules governing the use of means of transport, when they pass across part or the whole of the territory of another Contracting State, shall be established by common agreement among the Contracting States concerned, with due regard to the multilateral international conventions to which these States are parties.

3. Each Contracting State shall authorize, in accordance with its laws, rules and regulations, the passage across or access to its territory of persons whose movement is necessary for traffic in transit.

4. The Contracting States shall permit the passage of traffic in transit across their territorial waters in accordance with the principles of customary international law or applicable international conventions and with their internal regulations.

Article 3

Customs duties and special transit dues

Traffic in transit shall not be subjected by any authority within the transit State to customs duties or taxes chargeable by reason of importation or exportation nor to any special dues in respect of transit. Nevertheless on such traffic in transit there may be levied charges intended solely to defray expenses of supervision and administration entailed by such transit. The rate of any such charges must correspond as nearly as possible with the expenses they are intended to cover and, subject to that condition, the charges must be imposed in conformity with the requirement of non-discrimination laid down in article 2, paragraph 1.

Article 4

Means of transport and tariffs

1. The Contracting States undertake to provide, subject to availability, at the points of entry and exit, and as required at points of trans-shipment, adequate means of transport and handling equipment for the movement of traffic in transit without unnecessary delay.

2. The Contracting States undertake to apply to traffic in transit, using facilities operated or administered by the State, tariffs or charges which, having regard to the conditions of the traffic and to considerations of commercial competition, are reasonable as regards both their rates and the method of their application. These tariffs or charges shall be so fixed as to facilitate traffic in transit as much as possible, and shall not be higher than the tariffs or charges applied by Contracting States for the transport through their territory of goods of countries with access to the sea. The provisions of this paragraph shall also extend to the tariffs and charges applicable to traffic in transit using facilities operated or administered by firms or individuals, in cases in which the tariffs or charges are fixed or subject to control by the Contracting State. The term "facilities" used in this paragraph shall comprise means of transport, port installations and routes for the use of which tariffs or charges are levied.

3. Any haulage service established as a monopoly on waterways used for transit must be so organized as not to hinder the transit of vessels.

4. The provisions of this article must be applied under the conditions of non-discrimination laid down in article 2, paragraph 1.

Article 5

Methods and documentation in regard to customs, transport, etc.

1. The Contracting States shall apply administrative and customs measures permitting the carrying out of free, uninterrupted and continuous traffic in transit. When necessary, they should undertake negotiations to agree on measures that ensure and facilitate the said transit.

2. The Contracting States undertake to use simplified documentation and expeditious methods in regard to customs, transport and other administrative procedures relating to traffic in transit for the whole transit journey on their territory, including any trans-shipment, warehousing, breaking bulk, and changes in the mode of transport as may take place in the course of such journey.

Article 6

Storage of goods in transit

1. The conditions of storage of goods in transit at the points of entry and exit, and at intermediate stages in the transit State may be established by agreement between the States concerned. The transit States shall grant conditions of storage at least as favourable as those granted to goods coming from or going to their own countries.

2. The tariffs and charges shall be established in accordance with article 4.

Article 7

Delays or difficulties in traffic in transit

1. Except in cases of *force majeure* all measures shall be taken by Contracting States to avoid delays in or restrictions on traffic in transit.

2. Should delays or other difficulties occur in traffic in transit, the competent authorities of the transit State or States and of the land-locked State shall co-operate towards their expeditious elimination.

Article 8

Free zones or other customs facilities

1. For convenience of traffic in transit, free zones or other customs facilities may be provided at the ports of entry and exit in the transit States, by agreement between those States and the land-locked States.

2. Facilities of this nature may also be provided for the benefit of land-locked States in other transit States which have no sea-coast or seaports.

Article 9

Provision of greater facilities

This Convention does not entail in any way the withdrawal of transit facilities which are greater than those provided for in the Convention and which under conditions consistent with its principles, are agreed between Contracting States or granted by a Contracting State. The Convention also does not preclude such grant of greater facilities in the future.

Article 10

Relation to most-favoured-nation clause

1. The Contracting States agree that the facilities and special rights accorded by this Convention to land-locked States in view of their special geographical position are excluded from the operation of the most-favoured-nation clause.

A land-locked State which is not a Party to this Convention may claim the facilities and special rights accorded to land-locked States under this Convention only on the basis of the most-favoured-nation clause of a treaty between that land-locked State and the Contracting State granting such facilities and special rights.

2. If a Contracting State grants to a land-locked State facilities or special rights greater than those provided for in this Convention, such facilities or special rights may be limited to that land-locked State, except in so far as the withholding of such greater facilities or special rights from any other land-locked State contravenes the most-favoured-nation provision of a treaty between such other land-locked State and the Contracting State granting such facilities or special rights.

Article 11

Exceptions to Convention on grounds of public health, security, and protection of intellectual property

1. No Contracting State shall be bound by this Convention to afford transit to persons whose admission into its territory is forbidden, or for goods of a kind of which the importation is prohibited, either on grounds of public morals, public health or security, or as a precaution against diseases of animals or plants or against pests.

2. Each Contracting State shall be entitled to take reasonable precautions and measures to ensure that persons and goods, particularly goods which are the subject of a monopoly, are really in transit, and that the means of transport are really used for the passage of such goods, as well as to protect the safety of the routes and means of communication.

3. Nothing in this Convention shall affect the measures which a Contracting State may be called upon to take in pursuance of provisions in a general international convention, whether of a world-wide or regional character, to which it is a party, whether such convention was already concluded on the date of this Convention or is concluded later, when such provisions relate:

(a) to export or import or transit of particular kinds of articles such as narcotics, or other dangerous drugs, or arms; or

(b) to protection of industrial, literary or artistic property, or protection of trade names, and indications of source or appellations of origin, and the suppression of unfair competition.

4. Nothing in this Convention shall prevent any Contracting State from taking any action necessary for the protection of its essential security interests.

Article 12

Exceptions in case of emergency

The measures of a general or particular character which a Contracting State is obliged to take in case of an emergency endangering its political existence or its safety may, in exceptional cases and for as short a period as possible, involve a deviation from the provisions of this Convention on the understanding that the principle of freedom of transit shall be observed to the utmost possible extent during such a period.

Article 13

Application of the Convention in time of war

This Convention does not prescribe the rights and duties of belligerents and neutrals in time of war. The Convention shall, however, continue in force in time of war so far as such rights and duties permit.

Article 14

Obligations under the Convention and rights and duties of United Nations Members

This Convention does not impose upon a Contracting State any obligation conflicting with its rights and duties as a Member of the United Nations.

Article 15

Reciprocity

The provisions of this Convention shall be applied on a basis of reciprocity.

Article 16

Settlement of disputes

1. Any dispute which may arise with respect to the interpretation or application of the provisions of this Convention which is not settled by negotiation or by other peaceful means of settlement within a period of nine months shall, at the request of either party, be settled by arbitration. The arbitration commission shall be composed of three members. Each party to the dispute shall appoint one member to the commission, while the third member, who shall be the Chairman, shall be chosen in common agreement between the parties. If the parties fail to agree on the designation of the third member within a period of three months, the third member shall be appointed by the President of the International Court of Justice. In case any of the parties fail to make an appointment within a period of three months the President of the International Court of Justice shall fill the remaining vacancy or vacancies.
2. The arbitration commission shall decide on the matters placed before it by simple majority and its decisions shall be binding on the parties.
3. Arbitration commissions or other international bodies charged with settlement of disputes under this Convention shall inform, through the Secretary-General of the United Nations, the other Contracting States of the existence and nature of disputes and of the terms of their settlement.

Article 17

Signature

The present Convention shall be open until 31 December 1965 for signature by all States Members of the United Nations or of any of the specialized agencies or Parties to the Statute of the International Court of Justice, and by any other State invited by the General Assembly of the United Nations to become a Party to the Convention.

*Article 18**Ratification*

The present Convention is subject to ratification. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

*Article 19**Accession*

The present Convention shall remain open for accession by any State belonging to any of the four categories mentioned in article 17. The instruments of accession shall be deposited with the Secretary-General of the United Nations.

*Article 20**Entry into force*

1. The present Convention shall enter into force on the thirtieth day following the date of deposit of the instruments of ratification or accession of at least two land-locked States and two transit States having a sea coast.

2. For each State ratifying or acceding to the Convention after the deposit of the instruments of ratification or accession necessary for the entry into force of this Convention in accordance with paragraph 1 of this article, the Convention shall enter into force on the thirtieth day after the deposit by such State of its instrument of ratification or accession.

*Article 21**Revision*

At the request of one third of the Contracting States, and with the concurrence of the majority of the Contracting States, the Secretary-General of the United Nations shall convene a Conference with a view to the revision of this Convention.

*Article 22**Notifications by the Secretary-General*

The Secretary-General of the United Nations shall inform all States belonging to any of the four categories mentioned in article 17;

(a) of signatures to the present Convention and of the deposit of instruments of ratification or accession, in accordance with articles 17, 18 and 19;

(b) of the date on which the present Convention will enter into force, in accordance with article 20;

(c) of requests for revision, in accordance with article 21.

*Article 23**Authentic texts*

The original of the present Convention, of which the Chinese, English, French, Russian and Spanish texts are equally authentic, shall be deposited with the Secretary-General of the United Nations, who shall send certified copies thereof to all States belonging to any of the four categories mentioned in article 17.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized thereto by their respective Governments, have signed the present Convention.

DONE at the Headquarters of the United Nations, New York, this eighth day of July, one thousand nine hundred and sixty-five.

Sub-Division B. Bilateral Treaties

1. TREATY OF FRIENDSHIP, COMMERCE AND NAVIGATION BETWEEN THE FEDERAL REPUBLIC OF GERMANY AND ITALY, DATED 21 NOVEMBER 1957^{1**}

Article 24

1. Ships flying the flag of one of the Contracting States and carrying the papers prescribed by the law of that State as evidence of nationality shall be deemed to be ships of that State.

2. The tonnage certificates issued by the competent authorities shall be recognized by both States. The calculation and the payment of navigation fees and charges shall be made on the basis of these tonnage certificates, without remeasurement, in accordance with the provisions of the other Contracting State and on the same conditions as apply to its own ships. Recognition as aforesaid shall be based on the substantial equivalence of the systems of measurement currently used by both Contracting States; if the systems of measurement should in future be altered, the Contracting State effecting such alteration shall so notify the other Contracting State in order that factors suitable for re-establishing equivalence can be agreed upon for the purposes of new tonnage certificates.

3. A ship of one Contracting State may not be entered in the register of the other Contracting State in the absence of a statement from the authorities of the State whose flag the ship has been flying attesting that the ship has been removed from the register of that State.

Article 25

1. Each Contracting State shall accord to the ships of the other Contracting State treatment equal to that which it accords to its own ships or to those of any other State in the ports under its sovereignty in so far as concerns freedom of access to ports and their utilization and the unrestricted use of the navigational and commercial facilities which each Contracting State makes available to ships, their cargoes and passengers. Equal treatment as aforesaid shall extend to the provision of services of any kind, such as the allocation of berths and the use of loading and

¹ For the text, see *Bundesgesetzblatt*, 1959, II, p. 949. The Treaty superseded the Treaty of Commerce and Navigation between Germany and Italy, signed at Rome on 31 October 1925, partly reproduced in ST/LEG/SER.B/6, p. 786. The Treaty of Commerce and Navigation between Germany and Sweden, signed at Berlin on 2 May 1911 (*ibid.*, p. 777), is not in force either.

The Commercial Convention of 19 July 1892 between Egypt and Germany mentioned in ST/LEG/SER.B/1, p. 154, and its articles 1, 5, 16 and 20 in French and article 20 in English reproduced in ST/LEG/SER.B/6 and 8, respectively, was abrogated by article 148 of the Peace Treaty of Versailles dated 28 June 1919.

unloading equipment, and to charges and fees of any kind levied on behalf or for the account of the State, public authorities, franchise holders or bodies of any kind.

2. The ships of one Contracting State shall be accorded national treatment and most-favoured-nation treatment with respect to the right to transport cargo of any kind which may be shipped to or from the territory of the other Contracting State.

3. The ships of one Contracting State may, in the same manner as the ships of the other Contracting State, discharge and disembark in the ports of the other Contracting State open to foreign navigation and commerce cargo and passengers originating or coming from abroad, and may keep on board cargo and passengers destined for or travelling to other ports open to foreign navigation and commerce, whether of the same country or of other countries; the said ships may also, during the same voyage, take on board in the various ports open to foreign navigation and commerce cargo destined for and passengers travelling to foreign ports.

Article 26

Goods which are carried in ships flying the flag of one Contracting State and which are destined for or come from the territory of the other Contracting State shall enjoy the same privileges as are accorded to goods carried in ships flying the flag of the other Contracting State. This shall apply especially to customs duties, other charges and fees, bounties, drawbacks and similar matters, to the application of customs regulations, and to loading and unloading in the case of railway cars or other means of transport.

Article 27

If a ship of one Contracting State is stranded on the coast of the other Contracting State, or is shipwrecked, or is forced to take shelter in a port of the other Contracting State, the latter State shall extend to the ship, crew, passengers and personal effects of the crew and of passengers and to the cargo of the ship the same protection and assistance as would have been extended to a ship in similar circumstances flying its own flag. Articles salvaged from the ship shall be exempt from customs duty on condition that they are not made available for domestic consumption. Even if not made available for domestic consumption, such articles may, for the entire duration of their stay in the said State, be subjected to customs security measures.

Article 28

1. Where, because of sickness or for any other reason, the crew of a ship flying the flag of one Contracting State is no longer complete, the master of the ship may hire, in any port of the other Contracting State, such seamen as may be necessary for the continuation of the voyage, provided that the hiring takes place in accordance with the law of the State whose flag the vessel flies.

2. Seamen who are nationals of one Contracting State and who carry seamen's papers issued in lieu of passports shall be permitted to travel through the territory of the other Contracting State in order to join their vessels or to return to their country.

Article 29

The provisions of this Treaty relating to national treatment as regards navigation shall not apply to:

- (a) Regulations made by virtue of special laws for the purpose of promoting the shipbuilding industry and maritime navigation;
- (b) The privileges accorded to yacht clubs;
- (c) The provision of such maritime services in ports and roadsteads and on the coast as piloting, towing, life-saving and salvage;
- (d) The coasting trade and inland navigation;
- (e) Fishing in territorial waters;
- (f) Emigration and the transport of emigrants.

2. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹
BETWEEN NORWAY AND SWEDEN REGARDING THE COASTING
TRADE. OSLO, 9 JUNE 1958

I

The Swedish Ambassador at Oslo to the Minister for Foreign Affairs of Norway

Oslo, 9 June 1958

Your Excellency,

I hereby have the honour to inform you that, whereas the Nordic Council has recommended that the Governments of Denmark, Finland, Norway and Sweden should agree among themselves on measures to facilitate the coasting trade in so far as vessels of any of the said countries are concerned, the Swedish Government is willing to allow Norwegian vessels to be used in Swedish coasting as from 1 July 1958 on condition that the Norwegian Government will allow Swedish vessels to be used in Norwegian coasting as from the same date.

If this proposal is acceptable to the Norwegian Government, I have the honour also to propose that this note and your reply should constitute an agreement between our two Governments in this matter.

I have the honour to be, etc.

Rolf EDBERG

II

The Minister for Foreign Affairs of Norway to the Swedish Ambassador at Oslo

Oslo, 9 June 1958

Your Excellency,

In your note of today's date you informed me that the Royal Swedish Government is willing to allow Norwegian vessels to be used in Swedish coasting

¹ United Nations, *Treaty Series*, vol. 427, p. 223. Entered into force on 1 July 1958.

as from 1 July 1958 on condition that the Royal Norwegian Government will allow Swedish vessels to be used in Norwegian coasting as from the same date.

I have the honour to confirm that the Norwegian Government is in agreement with this proposal and that your letter and this reply shall be considered to constitute an agreement in this matter between the Norwegian Government and the Swedish Government.

I have the honour to be, etc.

Halvard LANGE

3. CONVENTION DU 14 JUILLET 1959 ENTRE L'ESPAGNE ET LA FRANCE RELATIVE À LA PÊCHE EN BIDASSOA ET BAIE DU FIGUIER, titre 1^{er} et titre III¹

4. TREATY² BETWEEN THE FEDERAL REPUBLIC OF GERMANY AND THE KINGDOM OF THE NETHERLANDS CONCERNING ARRANGEMENTS FOR CO-OPERATION IN THE EMS ESTUARY (EMS-DOLLARD TREATY). SIGNED AT THE HAGUE, ON 8 APRIL 1960

CHAPTER I. GENERAL PROVISIONS

...

Article 7

1. In this Treaty, the terms:

Ems Estuary,

Bight of Watum,

Area south of the Geise Dam,

Line connecting the main lighthouse on Borkum and the main beacon on Rottumeroog,

Line connecting the Knock lighthouse and the Termunten church tower,

Main fairway,

North passage from the main fairway to the Bight of Watum,

South passage from the main fairway to the Bight of Watum,

Emden fairway and

Upper Ems

are used in the senses defined in annex B.

2. Save as otherwise provided, the depths mentioned in this Treaty are based on the zero level shown in German charts (mean low water springs).

...

¹ *Infra* DIVISION IV, SUB-DIVISION B, 5.

² United Nations, *Treaty Series*, vol. 509, p. 64. Came into force on 1 August 1963. For the Supplementary Agreement to the Treaty, see *infra* 5.

CHAPTER 5. RIVER POLICE

Article 19

1. The Kingdom of the Netherlands shall be responsible for river-police functions relating to:

- (a) The Bight of Watum and the north and south passages from the main fairway to the Bight of Watum;
- (b) New works carried out by the Kingdom of the Netherlands;
- (c) The area south of the Geise Dam.

2. In the remainder of the Ems Estuary, river-police functions shall be the responsibility of the Federal Republic of Germany.

...

Article 21

In carrying out river-police functions, each Contracting Party shall apply its own laws and regulations. The Ems Commission shall be notified of the laws and regulations in question.

...

CHAPTER 8. THE EMS COMMISSION

Article 29

1. The Contracting Parties shall establish a permanent Netherlands-German Ems Commission.

...

CHAPTER 9. SPECIAL PROVISIONS

Article 32

1. Where the applicability of any legal provision depends upon the question within which territory a vessel is situated or through which territory its course lies, the following—save as otherwise provided in this Treaty or in other international treaties to which both Contracting Parties are parties—shall apply with respect to the Ems Estuary:

German vessels shall be deemed to be within the territory of the Federal Republic, and Netherlands vessels shall be deemed to be within the territory of the Kingdom of the Netherlands;

Vessels of a third country shall be deemed to be within the territory of the State

- (a) In which the first port of destination is situated, in the case of incoming vessels,
- (b) In which the last port of departure is situated, in the case of outgoing vessels,

(c) In which the port of destination is situated, in the case of vessels proceeding between a port on the Ems Estuary and another port on or above the Ems Estuary.

2. The terms of paragraph 1 shall also apply to persons and objects on board.

Article 33

1. Article 32 shall apply *mutatis mutandis* with respect to the jurisdiction of the police authorities, the prosecuting authorities and the courts.

2. If a prosecution cannot be conducted by the Contracting Party having jurisdiction because the offender is within the territory of the other Contracting Party and cannot be extradited, the general laws of the last-mentioned Contracting Party concerning the applicability of the criminal law and the jurisdiction of the authorities shall apply.

...

Article 34

1. The International Regulations for the Prevention of Collisions at Sea shall apply to shipping in the Ems Estuary, subject to variant and supplementary provisions to be agreed by the two Contracting Parties.

...

Article 35

1. Supervision of fishing and hunting in the areas specified in article 41, paragraph 1, and article 42, paragraph 1, shall be exercised jointly. However, the German fishing and hunting inspectors shall have jurisdiction with respect to German fishermen and hunters and the Netherlands fishing and hunting inspectors shall have jurisdiction with respect to Netherlands fishermen and hunters.

...

Article 36

1. Frontier control in the Ems Estuary shall be exercised, in accordance with domestic law:

(a) In the case of incoming vessels, by the frontier control authorities of the Contracting Party in whose territory the first port of destination of the vessel is situated,

(b) In the case of outgoing vessels, by the frontier control authorities of the Contracting Party in whose territory the last port of departure of the vessel is situated,

(c) In the case of vessels proceeding between a port on the Ems Estuary and another port on or above the Ems Estuary, up to a distance of two nautical miles from the port of departure or, if the port of departure is not situated on the Ems Estuary, from the point at which the vessel enters the Ems Estuary, by the frontier control authorities of the Contracting Party in whose territory the port of departure of the vessel is situated; elsewhere, by the frontier control authorities of the Contracting Party in whose territory the port of destination is situated.

2. In addition to the foregoing, the Contracting Parties shall have rights of inspection by their frontier control authorities over all vessels in the Ems Estuary, to the extent necessary to determine their port of destination or port of departure. The frontier control authorities shall carry out such inspections only on suspicion of some irregularity, and in particular on suspicion that the flag flown by a vessel does not indicate its true port of destination or departure.

...

Article 37

Public health measures shall be within the jurisdiction of the authorities of the Contracting Party in which the port of call is situated.

Article 38

The Agreement between the Government of the Kingdom of the Netherlands and the Government of the Federal Republic of Germany concerning co-operation for the saving of human lives in the North Sea between the sixth and seventh meridians of longitude east, concluded by an exchange of notes of 25 and 30 January 1958 at The Hague¹ shall in the Ems Estuary apply also east of the seventh meridian of longitude east.

Article 39

1. In the event of a collision between seagoing vessels or between seagoing vessels and inland navigation craft in the Ems Estuary, the terms of the Convention for the unification of certain rules of law with respect to collisions between vessels, signed at Brussels on 23 September 1910,² shall apply. If a collision between vessels in the Ems Estuary involves inland navigation craft exclusively, the terms of the said Convention, excepting article 8, shall apply *mutatis mutandis* so far as concerns liability for compensation in respect of damage done to the vessels or to persons or objects on board.

...

Article 40

1. Pilotage on board incoming or outcoming vessels shall be provided: By the Government of the Federal Republic of Germany in the case of vessels calling at or sailing from a German port;

By the Government of the Kingdom of the Netherlands in the case of vessels calling at or sailing from a Netherlands port.

2. Pilotage on board vessels proceeding between German and Netherlands ports may be provided by pilots licensed by the Netherlands or the German Government.

¹ United Nations, *Treaty Series*, vol. 315, p. 117.

² League of Nations, *Treaty Series*, vol. CCV, p. 220; see also United Nations, *Treaty Series*, vol. 492, p. 305; exchange of notes dated at The Hague, on 13 August 1954, providing, *inter alia*, for the renewed application of this Convention as between the Netherlands and the Federal Republic of Germany.

Article 41

1. Below a line connecting the Knock lighthouse and the Termunten church tower, Netherlands and German fishermen shall be permitted on equal terms to fish, in accordance with paragraphs 3 to 5, in the Ems Estuary and beyond at depths of up to six feet (1.80 m), calculated in relation to the water level at the relevant time, along the shores of either Contracting Party (common fishing area). This common fishing area shall not include creeks or the Westerbalje. The entries to creeks shall where necessary be clearly marked with beacons, by the Kingdom of the Netherlands west of the main fairway and by the Federal Republic of Germany east of the main fairway. The limit of the Ems Estuary shall be deemed to constitute the limit of the Westerbalje.

2. Outside the common fishing area, the fishing rights for German fishermen off the German coast and for Netherlands fishermen off the Netherlands coast shall remain unaffected.

...

Article 42

1. Hunting in the Ems Estuary shall be prohibited below a line connecting the Knock lighthouse and the Termunten church tower. German and Netherlands hunters shall, however, be permitted to hunt seal on the Möwensteert sandbanks in accordance with the terms of paragraphs 2 and 3.

2. Permission to hunt seal shall be granted to German hunters by the *Kreisjägermeister* at Norden and to Netherlands hunters by the Director of the Wildlife Administration, Ministry of Agriculture and Fisheries.

3. The following matters shall be regulated annually by mutual agreement:

- (a) The maximum kill,
- (b) The maximum number of hunters,
- (c) The dates of the hunting season and hunting rules, in accordance with the hunting laws of the two Contracting Parties.

4. The maximum kill and the maximum number of hunters shall be the same for both Contracting Parties.

...

Article 45

The Contracting Parties shall not impede navigation from and to the ports of the other Contracting Party on the Ems Estuary. No shipping dues shall be imposed.

CHAPTER 10. THE INTERNATIONAL FRONTIER

Article 46

1. The provisions of this Treaty shall not affect the question of the course of the international frontier in the Ems Estuary. Each Contracting Party reserves its legal position in this respect.

2. Either Contracting Party may refer the question of the course of the international frontier in the Ems Estuary to the International Court of Justice for settlement or may submit it to arbitration in the manner provided for by the Convention of Arbitration and Conciliation between Germany and the Netherlands, signed at The Hague on 20 May 1926.¹

...

5. SUPPLEMENTARY AGREEMENT² TO THE TREATY³ CONCERNING ARRANGEMENTS FOR CO-OPERATION IN THE EMS ESTUARY (EMS-DOLLARD TREATY), SIGNED BETWEEN THE KINGDOM OF THE NETHERLANDS AND THE FEDERAL REPUBLIC OF GERMANY ON 8 APRIL 1960. SIGNED AT BENNEKOM, ON 14 MAY 1962

...

Article 1

In this Agreement:

The term "frontier area" means the area hatched on the map annexed to this Agreement, together with the ground beneath it;

The term "line" means the line, marked in green on the attached map, bisecting the frontier area lengthwise;

The term "natural resources" means all solid, liquid or gaseous underground substances for the extraction of which, under the mining legislation of one of the two Contracting Parties, a concession is required;

The term "concessionaire" means a person who has authorization to prospect for or to extract natural resources (hereinafter referred to as "a concession").

Article 2

The Contracting Parties shall co-operate in a spirit of good-neighbourliness with respect to all questions arising in connexion with prospecting for and the extraction of natural resources underlying the Ems Estuary which may affect their interests.

Article 3

The provisions of articles 4 to 10 of this Agreement shall apply to deposits of petroleum and natural gas present in the frontier area before the commencement of extraction and to other substances recovered in the course of extraction. The Contracting Parties shall make arrangements in a separate agreement for the application of these provisions *mutatis mutandis* to other natural resources in the frontier area, if one of the Contracting Parties declares this to be necessary.

¹ League of Nations, *Treaty Series*, vol. LXVI, p. 103. See also United Nations, *Treaty Series*, vol. 492, p. 295.

² United Nations, *Treaty Series*, vol. 509, p. 140. Came into force on 1 August 1963.

³ *Supra* 4.

Article 4

(1) In the frontier area, without prejudice to the terms of the Ems-Dollard Treaty, Netherlands law shall apply on the Netherlands side of the line and German law shall apply on the German side of the line to:

- (a) Prospecting and extraction;
- (b) Acts and omissions connected with prospecting and extraction;
- (c) Installations erected for prospecting and extraction purposes.

The same shall apply with respect to the competence of the authorities and the courts; article 33, paragraphs 2 to 6, of the Ems-Dollard Treaty shall apply *mutatis mutandis* to fixed installations used for prospecting or extraction operations.

(2) The Contracting Parties may in accordance with their domestic law grant concessions valid for the whole of the frontier area. However, such concessions, and concessions already existing at the time of the entry into force of this Agreement, may be utilized only in accordance with the terms of this Agreement.

(3) Each of the Contracting Parties shall without delay notify the other Party of the concessions already in existence. The same shall apply when new concessions are granted or when concessions are amended or revoked.

Article 5

(1) German concessionaires and Netherlands concessionaires respectively shall be entitled to an equal share of the petroleum and natural gas extracted and of other substances recovered in the course of their extraction.

(2) A concessionaire may with the consent of his Government waive the right to the whole or a part of his share, or agree to a cash settlement.

(3) Expenses reasonably attributable to prospecting for and the extraction of products which are shared or for which a cash settlement is made shall be shared in the same proportion as the products, unless the concessionaires agree otherwise in accordance with the terms of article 7.

Article 6

(1) Prospecting and extraction shall be carried out on the Netherlands side of the line by Netherlands concessionaires and on the German side of the line by German concessionaires.

(2) If a concessionaire does not within one year accede to a request by the concessionaire on the other side of the line to carry out appropriate prospecting or extraction operations on his side of the line, the last-mentioned concessionaire may himself, subject to any conditions imposed on the other concessionaire by the terms of his concession, proceed with the prospecting or extraction operations. If the first-mentioned concessionaire has set up any extraction installations, he must allow the other concessionaire, upon request, to use such installations against suitable remuneration, provided that it is inexpedient to set up new installations.

(3) If a concessionnaire, in the application of the first sentence of paragraph 2, discovers deposits of petroleum or natural gas on the other side of the line, and if the other concessionnaire claims the whole or a part of his share of the products extracted from such deposits in accordance with the terms of article 5, or a cash settlement is agreed upon, the first-mentioned concessionnaire shall be entitled not only to the share of the expenses already incurred provided for in article 5, paragraph 3, but also to an appropriate risk bonus, save as otherwise agreed between the concessionnaires in accordance with the terms of article 7, paragraph 2.

Article 7

(1) The concessionnaires of one side shall co-operate closely with those of the other side in prospecting and extraction. To this end, they shall exchange all plans for operations in the frontier area and reports on the results of such operations.

(2) With a view to such co-operation, concessionnaires shall conclude agreements as soon as possible on the following matters:

- (a) Methods of calculating petroleum and natural gas reserves and output;
- (b) Details relating to the sharing of products and costs in accordance with the terms of article 5, and book-keeping and auditing procedures;
- (c) Whether the risk bonuses referred to in article 6, paragraph 3, are to be payable and, if so, in what amount;
- (d) The settlement of disputes.

(3) Concessionnaires shall be at liberty to conclude agreements on other matters connected with co-operation between them; such agreements may provide for risk bonuses in cases other than those referred to in article 6, paragraph 3.

(4) The Governments of the Contracting Parties shall be notified of the agreements referred to in paragraphs 2 and 3. The agreements referred to in paragraph 2, and clauses in other agreements providing for the payment of a risk bonus or the sharing of costs otherwise than as prescribed in article 5, paragraph 3, shall require the approval of each of the two Governments.

(5) If a concessionnaire is succeeded by a new concessionnaire, the latter shall be bound by one of the agreements referred to in paragraph 2 until such time as a new agreement is concluded.

Article 8

If an agreement under the terms of article 7, paragraph 2, is not arrived at within a reasonable period of time, the Governments of the Contracting Parties shall enter into negotiations with a view to presenting a joint proposal to the concessionnaires. If the endeavours of the Governments do not result in an agreement between the concessionnaires, either Government may appeal to the arbitral tribunal provided for in chapter 12 of the Ems-Dollard Treaty.

6. AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF FINLAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING THE BOUNDARIES OF SEA AREAS AND OF THE CONTINENTAL SHELF IN THE GULF OF FINLAND. SIGNED AT HELSINKI, ON 20 MAY 1965^{1**}

The Government of the Republic of Finland and the Government of the Union of Soviet Socialist Republics,

...

Having regard to the Geneva Conventions of 1958 on the Territorial Sea and the Contiguous Zone and on the Continental Shelf,

Have decided to conclude this Agreement

Article 1

The Contracting Parties agree that the sea frontier between Finland and the USSR and the boundaries of Finnish and Soviet territorial waters in the section of the Gulf of Finland to the north-east of the island of Suursaari (Gogland) shall be drawn as follows:

The sea frontier between the Republic of Finland and the Union of Soviet Socialist Republics shall follow a straight line in a south-westerly direction from the terminal point of the sea frontier fixed in 1940 and confirmed by the 1947 Treaty of Peace with Finland, whose co-ordinates are 60° 15' 35" north latitude and 27° 30' 43" east longitude, to the point whose co-ordinates are 60° 13' 42" north latitude and 27° 27' 50" east longitude and shall then turn and follow a straight line in a west-south-westerly direction to the point whose co-ordinates are 60° 12' 19" north latitude and 27° 18' 01" east longitude, which shall be the terminal point of the sea frontier between Finland and the Soviet Union.

From the aforementioned terminal point of the sea frontier, the boundary of Soviet territorial waters shall follow a straight line in a south-westerly direction to the point, situated on the boundary of Soviet territorial waters fixed in 1940 and confirmed by the 1947 Treaty of Peace with Finland, whose co-ordinates are 60° 08' 49" north latitude and 27° 04' 36" east longitude.

The boundary of Finnish territorial waters shall follow a straight line in a westerly direction from the aforementioned terminal point of the sea frontier to the point, situated on the boundary of Finnish territorial waters fixed in 1940 and confirmed by the 1947 Treaty of Peace with Finland, whose co-ordinates are 60° 12' 19" north latitude and 27° 13' 49" east longitude.

Article 2

The Contracting Parties agree not to extend their fishing and other areas in the section of the Gulf of Finland to the north of the island of Suursaari (Gogland) beyond a line marking the middle of the water area between the boundaries of Finnish and Soviet territorial waters fixed in 1940 and confirmed by the 1947 Treaty of Peace with Finland.

¹ Registered with the Secretariat of the United Nations on 6 July 1966 under No. 8238. Came into force on 25 May 1966.

The said line shall begin at the point whose co-ordinates are 60° 10.6' north latitude and 27° 11.3' east longitude and run in a generally westerly direction through the point whose co-ordinates are 60° 10.6' north latitude and 26° 57.9' east longitude and the point whose co-ordinates are 60° 10.4' north latitude and 26° 54.9' east longitude to the point whose co-ordinates are 60° 08.8' north latitude and 26° 47.9' east longitude, which shall be the initial point of the median line in the section of the Gulf of Finland to the west of the island of Suursaari (Gogland).

Article 3

The Contracting Parties agree not to extend their territorial waters or their fishing and other areas in the section of the Gulf of Finland to the west of the island of Suursaari (Gogland) beyond the median line passing through the points whose geographical co-ordinates are the following:

60° 08.8' north latitude and 26° 47.9' east longitude, 60° 06.8' north latitude and 26° 38.4' east longitude, 60° 06.4' north latitude and 26° 32.6' east longitude, 60° 00.0' north latitude and 26° 20.8' east longitude, 59° 59.4' north latitude and 26° 13.1' east longitude, 59° 58.4' north latitude and 26° 08.4' east longitude, 59° 52.0' north latitude and 25° 58.5' east longitude, 59° 52.9' north latitude and 25° 28.0' east longitude, 59° 53.6' north latitude and 25° 10.6' east longitude, 59° 52.4' north latitude and 24° 57.6' east longitude, 59° 50.8' north latitude and 24° 49.7' east longitude, 59° 44.5' north latitude and 24° 24.8' east longitude, 59° 37.4' north latitude and 23° 54.8' east longitude, 59° 31.9' north latitude and 23° 30.1' east longitude, 59° 32.0' north latitude and 23° 10.0' east longitude.

Article 4

The lines of the sea frontier and of the boundaries of Finnish and Soviet territorial waters referred to in article 1 as well as the lines referred to in articles 2 and 3 and the geographical co-ordinates through which the said lines pass are indicated on charts Nos. 400, 403 and 404 (date of issue: 1964), which are annexed to this Agreement. All the co-ordinates referred to in this Agreement conform to the system of co-ordinates employed in the charts.

Article 5

The Contracting Parties shall mark at the appropriate sites the point where the sea frontier between the Republic of Finland and the Union of Soviet Socialist Republics turns and its terminal point, the geographical co-ordinates of which are, respectively, 60° 13' 42" north latitude, 27° 27' 50" east longitude and 60° 12' 19" north latitude, 27° 18' 01" east longitude.

The costs incurred in connexion with these operations shall be shared equally by the Contracting Parties.

Article 6

The lines referred to in articles 2 and 3 of this Agreement shall constitute the boundary of the continental shelf of the Republic of Finland and of the Union of Soviet Socialist Republics in the Gulf of Finland.

7. AGREEMENT¹ BETWEEN THE STATE OF KUWAIT AND THE KINGDOM OF SAUDI ARABIA RELATING TO PARTITION OF THE NEUTRAL ZONE. SIGNED ON 7 JULY 1965

In the Name of God the Compassionate, the Merciful

Whereas the two Contracting Parties have equal rights in the shared Zone whose land boundaries are delineated in accordance with the Boundary Convention of Al Uqair dated 13 Rabi Al-Thani, 1341 H., corresponding to 2nd December, 1922, and the agreed Minutes signed at Kuwait on 12 Shawal, 1380 H., corresponding to 21st March, 1961 (called hereinafter the "Partitioned Zone"), and

Whereas the aforesaid Convention did not regulate the exercise of those rights, and as that state of affairs was of a provisional nature which entailed serious practical difficulties, and

Whereas the two Contracting Parties, by an exchange of notes on 15/3/1383 H., corresponding to 5/8/1963 (in regard to partitioning the Neutral Zone) have agreed to put an end to that temporary state of affairs by means of partitioning that Zone into two sections, so that the one shall be annexed to the State of Kuwait and the other shall be annexed to the Kingdom of Saudi Arabia, provided that these equal rights of the two Parties shall be preserved in full in the whole partitioned Zone as this had originally been decided by the Convention made at Al Uqair that it is shared between the two parties, and shall be safeguarded by the provisions of international responsibility. They therefore have agreed upon the following:

Article I

The boundary line between the two sections of the Zone is to be the line which divides them into two equal parts and which begins from a point at the mid-eastern shore on the low-tide line, and ends at the western boundary line of the Zone. That boundary line shall be demarcated in a natural manner by the Committee of Survey which is to determine the boundary lines of the Neutral Zone and which is to be set up in the manner agreed upon in the protocol annexed to the notes exchanged between the two parties at Jeddah on 15/3/1383 H., corresponding to 5/8/1963. This boundary line shall be approved by the two sides in an agreement they will conclude later on.

Article II

Without prejudice to the provisions of this Agreement, the area lying to the north of the line dividing the partitioned Zone into two equal parts shall be annexed to Kuwait as an integral part of its territory, and the area lying to the south of the line dividing the Partitioned Zone into two equal parts shall be annexed to the Kingdom of Saudi Arabia as an integral part of its territory.

Article III

Each of the Contracting Parties shall exercise over that part of the Partitioned Zone annexed to its territory the same rights of administration, legislation and

¹ The official Arabic text is reproduced in *Kuwait Al-Yoam*, No. 581 of 19 June 1966; the unofficial English translation appears in *American Journal of International Law*, vol. 60, p. 744, 1966. Entered into force on 25 July 1966.

defense as those exercised in its territory of origin, while observing other provisions of this Agreement, and without prejudice to the rights of the Contracting Parties to natural resources in the whole of the Partitioned Zone.

Article IV

Each of the Contracting Parties shall respect the rights of the other Party to the shared natural resources either existing at present or which shall exist in future in that part of the Partitioned Zone which is annexed to its territory.

Article V

If one of the parties cedes or otherwise alienates all or part of said equal rights which are safeguarded by the provisions of this Agreement and which are exercised over any part of the Partitioned Zone to any other State, the other Party shall be relieved of its obligations under this Agreement.

Article VI

Each of the Contracting Parties shall be under obligation not to take any local or international measure or action which may result in whatsoever manner in hindering the other Party from exercising the rights which are safeguarded by this Agreement, and it shall be under obligation to co-operate with the other Party fully to protect those rights.

Article VII

Each of the Contracting Parties shall exercise over the territorial waters which adjoin that part of the Partitioned Zone which will be annexed to its territory the same rights as those exercised over the part annexed to its territory; and the two Contracting Parties shall agree to determine the boundary line which divides the territorial waters which adjoin the Partitioned Zone.

For the purpose of exploiting the natural resources in the Partitioned Zone, not more than six marine miles of the sea-bed and sub-soil adjoining the Partitioned Zone shall be annexed to the mainland of that Partitioned Zone.

Article VIII

In determining the northern boundary of the submerged area adjoining the Partitioned Zone, it shall be delineated as if the Zone has not been partitioned and without regard to the provisions of this Agreement.

The two Contracting Parties shall exercise their equal rights in the submerged area beyond the aforesaid six mile limit mentioned in the preceding article by means of joint exploitation, unless the two Parties agree otherwise.

Article IX

Each of the Contracting Parties shall, in the part of the Partitioned Zone annexed to the other Party, evacuate the establishments occupied by its government officials who perform administrative and legal work, and hand it over to the other Party, provided that such provision shall not apply to establishments occupied by government officials engaged in oil-gauging, checking and auditing accounts, technical supervision, purchasing committees and such similar supervision work.

Article X

If one of the Contracting Parties entrusts the companies that have been granted a joint concession by the two Parties with the construction in that part of the Partitioned Zone annexed to its territory of establishments for judicial and administrative purposes in accordance with terms of the concession, the cost of constructing such establishments shall be deducted from the capital expenses of the concessionary companies, provided that such costs shall be limited to necessary and reasonable expenses.

Article XI

The present agreements of oil concessions shall remain in force and each Party pledges to respect, in that half of the Partitioned Zone to be annexed to its territory, their provisions and the amendments entered into. It shall also undertake such legislative and legal measures necessary for the continued exercise by the concessionary companies of their rights and the discharge of their obligations.

Article XII

Each Contracting Party shall be responsible, in that part of the Partitioned Zone to be annexed to its territory, for protection and security according to the obligations provided for in the present concession agreements in force.

Article XIII

To avoid double taxation, each Contracting Party shall undertake to enact legislative safeguards which ensure the non-imposition of taxes, customs duties or royalties on the companies that have been granted a concession in the Partitioned Zone by the other Party.

Article XIV

Entry and movement in the Partitioned Zone of citizens of the two Contracting Parties, who are working as officials, employees, labourers and contractors in establishments and firms engaged in the exploitation of natural resources according to concessions now in force or affiliated firms shall be by a valid passport issued by the other Party or by a card of special form to be issued by one of the Contracting Parties, and to be agreed upon, without the need to obtain an entry visa.

Article XV

Without prejudice to the concessionary oil agreements in force, each of the Parties shall ensure, in that part of the Partitioned Zone to be annexed to its territory, to the citizens of the other Party freedom to work and the right to practice any profession or occupation on equal footing with its citizens, concerning oil resources granted in the present concessions or in what may supersede them in future.

With regard to natural resources which may be discovered in future, the two Parties shall agree on the rights of each other's citizens to work or practice any occupation related thereto.

Article XVI

Each of the Contracting Parties shall respect the rights of the other Party's citizens in the present establishments and constructions existing in that part of the Partitioned Zone to be annexed to its territory.

Article XVII

To ensure the continuance of the two Contracting Parties' efforts in exploiting natural resources in the Partitioned Zone, a joint permanent committee (called hereinafter the "Committee") shall be set up.

Article XVIII

The Committee shall be composed of an equal number of representatives of the two Contracting Parties; and the two competent Ministers for Natural Resources in the two Contracting Governments shall agree upon the number of Committee members, its rules of procedure and the manner of securing the necessary appropriations for it.

Article XIX

The Committee shall have the following powers:

(a) To facilitate passage of officials and employees (other than the citizens of the two Parties) of concessionary companies and of ancillary companies and establishments in the Partitioned Zone.

(b) Studies relative to projects of exploiting shared natural resources.

(c) To study the new licenses, contracts, and concessions relating to shared natural resources and submit its recommendations to the two competent Ministers as to what it deems appropriate in this respect.

(d) To consider whatever the two competent Ministers refer to it.

The Committee in performing its duties shall have the right to sign contracts, and shall submit its reports and recommendations directly to the two competent Ministers.

The two Contracting Parties shall endeavour to make sure that the Committee be ready to start its work within six months at most from the date of the entry into force of the present Agreement.

Article XX

The two competent Ministers shall consult together in granting or amending any new concession relating to shared natural resources. The Party which does not agree with the other shall send him a written notification giving the reasons, before granting or amending the new concession.

If any other establishment or company is allowed to replace any present establishment or company exploiting natural resources in the Partitioned Zone, this replacement shall not be considered as a new concession, provided that the rights of the other Party shall not be prejudiced.

Article XXI

The two Contracting Parties shall undertake to supply the Committee with information, data and documents which it may require to facilitate its task.

...

8. AGREEMENT OF 9 OCTOBER 1965 BETWEEN DENMARK AND THE SOVIET UNION CONCERNING SALVAGE OPERATIONS IN DANISH AND SOVIET WATERS**

The Government of Denmark and the Government of the Union of Soviet Socialist Republics,

Considering that, during navigation, situations may arise when a ship, having suffered damage or being otherwise in distress, will be in need of assistance,

Taking into account that prompt assistance may be of vital importance for the successful salvage of a ship in distress and its cargo,

Having in mind the object of providing an opportunity for ships in distress to make use of such assistance as is most expedient in each individual case, and

Desiring to strengthen the good neighbourly relations between the Kingdom of Denmark and the Union of Soviet Socialist Republics,

Have agreed as follows:

Article 1

If a ship flying the flag of one of the Contracting Parties requires assistance while navigating or staying in the internal waters or the territorial sea of the other Contracting Party because it has suffered damage or is otherwise in distress, the master or owner of the ship may, at his discretion, call for help and salvage assistance from a ship flying the flag of either Contracting Party.

If a ship of one Contracting Party suffers damage outside the territorial sea of the other Contracting Party and such damage affects the seaworthiness of the ship to the extent that it needs immediate assistance, the said ship may, with the aid of any other ship flying the same flag, be brought into the territorial sea or internal waters of the other country in order that the damage can be repaired. In such case, the procedure provided for in article 2 of the present Agreement for admission to internal waters and territorial seas shall apply to the ship providing assistance.

Having due regard for the provisions of this Agreement, ships which are present in the territorial sea or internal waters of the other country, shall observe the laws and regulations of that country regarding the stay of foreign ships and nationals and the carrying-out of salvage operations.

Article 2

The right, provided for in article 1, of free admission to the territorial sea and the internal waters of the Contracting Parties for the purpose of rendering assistance is granted on the condition that information about the nature of the distress and the names of the organization and the ship or ships which are to carry out the salvage operations is furnished, as soon as possible but not later than the moment when the salvage ship of one of the Contracting Parties enters the territorial sea of the other Contracting Party, to the authorities of the country in whose waters the ship in distress finds itself.

The procedure for furnishing the information referred to in the first paragraph of this article shall be determined by an exchange of letters.

Article 3

The assistance referred to in this Agreement shall comprise any kind of salvage operations, towage or help rendered from the sea to disabled ships or other floating material or to cargo on board thereof.

Article 4

This Agreement shall apply to naval vessels to the extent consistent with the rules for the time being in force in the territory of each of the Contracting Parties regarding the admission of foreign naval vessels to its waters.

Article 5

This Agreement shall apply to the Danish territorial sea and internal waters in the Baltic Sea, in Danish sounds and belts, in the Kattegat and the Skagerrak, in the North Sea and off the Faroe Islands, with the exception of the areas in which navigation or anchoring are prohibited or in which Danish nationals are prohibited from fishing as notified in the "*Efterretninger for Søfarende*" (Notices to Mariners).

This Agreement shall apply to the Soviet territorial sea and internal waters in the Baltic Sea including the Gulf of Finland, with the exception of the areas in which navigation and anchoring are prohibited as notified in the "*Izveshchenie Moreplavatelyam*" (Notices to Mariners).

Applications for permission to carry out salvage operations in those areas aforementioned in which such operations are prohibited shall be given sympathetic and prompt consideration.

Article 6

This Agreement is concluded for a period of three years and shall enter into force on the date of the exchange of letters referred to in article 2, second paragraph.

If neither of the Contracting Parties denounces the Agreement at least six months before the expiry of the said period, the Agreement shall remain in force for an additional year and shall thereafter be extended for further periods of one year unless it is denounced by either of the Contracting Parties at least six months before the expiry of the current period.

Done in Moscow, on 9 October 1965, in duplicate in the Danish and Russian languages, both texts being equally authentic.

9. ÉCHANGE DE NOTES DU 20 MARS 1967 CONSTITUANT ACCORD GÉNÉRAL SUR LA PÊCHE ENTRE L'ESPAGNE ET LA FRANCE, article IV¹

¹ *Infra* DIVISION IV, SUB-DIVISION B, 16.