

N° 635.

**GRÈCE ET ROYAUME
DES SERBES, CROATES
ET SLOVÈNES**

Convention pour régler le transit par
la voie de Salonique, signée à Bel-
grade le 10 mai 1923.

**GREECE AND KINGDOM
OF THE SERBS, CROATS
AND SLOVENES**

Convention for the regulation of
transit via Salonika, signed at Bel-
grade, May 10, 1923.

TRADUCTION. — TRANSLATION ¹.No. 635. — CONVENTION² BETWEEN GREECE AND THE KINGDOM OF THE SERBS, CROATS AND SLOVENES, FOR THE REGULATION OF TRANSIT VIA SALONICA, SIGNED AT BELGRADE, MAY 10, 1923.

French official text communicated by the Chargé d'Affaires of the Hellenic Republic at Berne and by the Minister of the Kingdom of the Serbs, Croats and Slovenes at Berne. The registration of this Convention took place July 4, 1924.

THE ROYAL HELLENIC GOVERNMENT, and THE GOVERNMENT OF THE KINGDOM OF THE SERBS, CROATS AND SLOVENES, being desirous of regulating the traffic via Salonica by a special convention, have appointed as their Plenipotentiaries for that purpose :

FOR H. M. THE KING OF THE HELLENES :

H. E. M. Apostolos ALEXANDRIS, Minister for Foreign Affairs ;

FOR H. M. THE KING OF THE SERBS, CROATS AND SLOVENES :

H. E. M. Momcilo NINCHITCH, Minister for Foreign Affairs ;

Who, having exchanged their full powers, found in good and due form, have agreed on the following Articles :

Article 1.

The Greek Government cedes to the Kingdom of the Serbs, Croats and Slovenes, for a period of fifty years, a site in the Port of Salonica, which shall be set apart for the use and placed under the customs administration of the said Kingdom.

This site shall be known as the Serbian Free Zone, and shall have an area of 94,000 sq. metres, as shown in the attached plan, which forms part of the present Convention and in the specification of the boundaries annexed hereto and signed by both Parties.

Article 2.

The said zone shall form an integral part of Greek territory and shall remain subject to Greek laws, and to the exercise of Greek sovereignty in general, particularly for police and judicial purposes ; it shall nevertheless be regarded as Serbian customs territory, and shall accordingly be administered by the customs authorities of the Kingdom of the Serbs, Croats and Slovenes.

¹ Traduit par le Secrétariat de la Société des Nations.

¹ Translated by the Secretariat of the League of Nations.

² The exchange of ratifications took place at Athens, May 30, 1924.

Article 3.

So far as the land to be ceded belongs to the State or to the City of Salonica, it shall be ceded gratuitously ; so far as it is private property, the Greek Government undertakes to expropriate the owners before ceding it to the Kingdom of the Serbs, Croats and Slovenes. The Kingdom of the Serbs, Croats and Slovenes for its part undertakes to make good the value of the expropriated land.

Article 4.

All the officials and staff of the zone shall be appointed by the Government of the Kingdom of the Serbs, Croats and Slovenes, which shall draw up a list of these persons and communicate it to the Greek Government. Official correspondence within the zone shall be carried on in the Serbian language. The berthing of vessels, the supervision of all loading and unloading operations, and, speaking generally, all harbour-master's duties, shall be carried out by an official who shall be a Serbian subject, but under the control of the Governor of the Port of Salonica.

In order to ensure the carrying out of the police and judicial services, which shall be under the Greek authorities, the Governor of the Port shall alone be entitled, in case of necessity, to enter the Serbian Free Zone.

If, as a result of his enquiries, the Governor of the Port decides that it is necessary for the judicial authorities to intervene, statements of the case shall be filed by the organs of the Greek judicial authorities, to whom the officials in charge of the Serbian Zone shall afford all necessary assistance.

Copies (in triplicate) of the manifests of goods entering or leaving the Serbian Free Zone shall be handed to the Greek Customs Authorities. The transfer of these copies shall in no way hinder the transit of goods from the frontier station to the Serbian Free Zone and vice versa.

Article 5.

All goods despatched from the frontier station to the Serbian Free Zone, and vice versa, shall be regarded from the Greek point of view as goods in transit.

The Greek Government undertakes to do nothing to hamper this transit traffic, no matter what may be the nature of the goods in transit. This traffic shall not be subjected to any kind of tax, under any name or in any form whatsoever, by the Greek Government or the Municipality of Salonica. The same immunity shall be accorded to goods handled within the Zone.

Foodstuffs for the staff of the Zone, and raw materials for the working of plant and for the handling of goods, shall be exempt from customs duties. Forage for animals in transit shall also be exempt from customs duties.

The provisions of this Article shall similarly apply to goods imported or exported for the requirements of the Kingdom of the Serbs, Croats and Slovenes.

Article 6.

All buildings required for the berthing of vessels, for the unloading and warehousing of goods, etc., shall be constructed within the Free Zone at the cost of the Government of the Kingdom of the Serbs, Croats and Slovenes.

The operations necessary for the construction of these buildings and of the plant shall either be carried out by the Government of the Kingdom of the Serbs, Croats and Slovenes, or shall be entrusted to contractors (private individuals or companies).

The dues collected for the use of these buildings and plant (namely harbour dues, warehousing charges, etc.) shall accrue to the Exchequer of the Kingdom of the Serbs, Croats and Slovenes.

So far as the buildings and plant already existing in this port are the property of the State or of the Municipality of Salonica, they shall be ceded to the Government of the Serbs, Croats and Slovenes ; but so far as they are the property of private individuals, the Greek Government undertakes to expropriate the owners and hand the property over to the Government of the Kingdom of the Serbs, Croats and Slovenes.

The Government of the Kingdom of the Serbs, Croats and Slovenes for its part undertakes to make good the value of the buildings and plant which have been expropriated.

Article 7.

Railway traffic shall be governed by the provisions of Protocol " A ". The application of the provisions of Protocol " B " shall be compulsory as regards the veterinary treatment of Serbian cattle in transit ; and the application of the provisions of Protocol " C " shall be compulsory as regards customs services. These three protocols, as also Protocol A. 2 (which refers to the organisation of posts, telegraphs and telephones) shall constitute an integral part of the present Convention.

Article 8.

The Kingdom of the Serbs, Croats and Slovenes shall enjoy all privileges which are granted to any other Power whatsoever, and also any advantages which may result from the creation of a Free Zone at Salonica.

Should a Greek Free Zone be constituted in the port of Salonica, this shall in no way prejudice the rights and privileges which are conferred on the Serbian Free Zone by the present Convention.

The Government of the Kingdom of the Serbs, Croats and Slovenes for its part undertakes to afford the same facilities and immunities to goods coming from the Free Zone of Salonica as are afforded to goods coming from the Serbian Free Zone, irrespective of the destination to which they are consigned.

Article 9.

The contracting Governments further undertake not to subject goods in transit through their respective territories to any prohibition whatsoever, nor to hinder such transit traffic in any way ; in particular, they undertake to accord identical treatment, in all respects, to goods in transit through their respective territories, whether such goods are consigned to the Serbian Free Zone or to the Greek Free Zone.

The provisions of this Article shall also apply to goods exported for the requirements of the Serbian and Greek Governments.

Article 10.

The contracting Parties shall enter into negotiations with a view to the conclusion of an agreement for the regulation of such reciprocal relations as may result from the present Convention.

Article 11.

As the exploitation of the port of Salonica has been conceded to the Harbour Company, the obligations contained in Articles 3 and 6 of the present Convention shall become effective as soon as an agreement has been concluded between the Greek Government and the said Company. The Greek Government shall negotiate this agreement as early as possible.

Article 12.

Any dispute arising in regard to the application of the present Convention shall be taken before the Permanent Court of International Justice. The proceedings shall be instituted as laid down in Article 40 of the Statute of the Permanent Court of International Justice.

Article 13.

In case of any divergence between the texts, the French text shall be considered authentic.

Article 14.

The present Convention shall be ratified, and the ratifications shall be exchanged at Athens at the earliest possible date.

It shall come into force fifteen days after the exchange of ratifications.

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

Done in duplicate at Belgrade, on May 10, 1923.

(L. S.) M. NINCHITCH.

(L. S.) A. ALEXANDRIS.

DESCRIPTION OF THE BOUNDARIES OF THE AREA CONSTITUTING
THE "SERBIAN FREE ZONE" UNDER THE CONVENTION OF MAY 10, 1923.

As a result of negotiations concluded between M. COFINAS, the Greek Minister of Finance, of the one part, and M. BALOU DJITCH, Minister of the Kingdom of the Serbs, Croats and Slovenes, of the other part, the following arrangement has been agreed upon :

The Zone is bounded by a line starting from a point on the jetty west of the port, at the intersection of the alignment of the quays and of a line prolonging the north-eastern front of the warehouse which faces the administrative offices of the Company ; the boundary runs along the front of the said warehouse as far as its northern angle and thence to the point marked No. 3, three metres from the corner of the grain elevator.

From the latter point, the boundary runs to point No. 4., which lies fifteen metres from the eastern curbstone of the stables and eighty metres from the north-east corner of that building ; thence to the point marked No. 5, eight metres from the curbstone of the stables and forty metres from the above-mentioned corner of that building ; and finally, to point No. 6, seven metres from the said angle, this distance being measured along the northern curbstone of the stables.

Thence the boundary runs almost parallel to the existing railway track as far as point No. 7 on the southern abutment of the bridge, three metres from the centre of the track. Thence it continues a further thirty-nine metres, from the northern abutment as far as point No. 8, which lies 2.50 metres from the centre of the track.

From point No. 8 the boundary runs to point No. 9, which lies on a straight line forming an angle of $90^{\circ}43'12''$ with the direction of the tramway line, at a distance of about 92 metres from point No. 8 and 34.50 metres from the centre of the left-hand track of the tramway, looking towards Bechtinar.

Thence the boundary follows the direction of the above-mentioned straight line (making an angle of $90^{\circ}43'12''$ with the direction of the tramway) which coincides with

the line of the fence of the railway workshop as far as point No. 10, being the intersection of the said line with a line running perpendicular to the curbstone of the western quay of the western jetty drawn from the extremity of this quay ; from this point it follows the line of the jetty as far as the starting point.

ATHENS, *September 29, 1923.*

(L.S.) M. J. BALOUGDJITCH,
*Minister of the Kingdom of the Serbs,
Croats and Slovenes.*

(L.S.) M. P. GEORGES COFINAS,
Minister of Finance.

PROTOCOL ANNEXED TO THE CONVENTION.

The two undersigned plenipotentiaries have agreed on the following provision :

In pursuance of Article 1 of the Convention, a Mixed Commission shall be appointed to delimit the boundaries of the Zone. It is agreed that one of the existing moles in the present port of Salonica shall be included in the Zone.

Done in duplicate at Belgrade, May 10, 1923.

(L.S.) M. NINTCHITCH.

(L.S.) A. ALEXANDRIS.

ANNEXED PROTOCOL.

On the occasion of the signature, on this day's date, of the Convention regarding the Serbian Free Zone, the Plenipotentiaries of the Government of the Kingdom of the Serbs, Croats and Slovenes declare that all the advantages, in connection with transit trade, which may be enjoyed by nationals of the Kingdom of the Serbs, Croats and Slovenes in the Serbian Free Zone shall also be extended to Greek nationals.

It is agreed that, should a Greek Free Zone be created in the Port of Salonica, nationals of the Kingdom of the Serbs, Croats and Slovenes shall enjoy, on a basis of reciprocity, the same rights as are granted to Greek nationals in the said zone.

Done in duplicate at Belgrade on May 10, 1923.

(L.S.) M. NINTCHITCH.

(L.S.) A. ALEXANDRIS.

PROTOCOL A.

Article 1.

The two contracting Parties agree that, in the absence of a Railway Convention between the two States, the railway connections which were established by agreement when the frontier was delimited shall be regarded as settled and permanent, namely, the connections at Jevjelija, on the main line, from Nish via Skoplje to Salonica and at Kenali on the Salonica-Bitolj line.

Provision shall be made in a Convention, to be concluded hereafter between the two contracting Parties, for other connections on lines which are under construction, or which may subsequently

be constructed, between the two countries ; and also, should it be thought necessary, for the construction of common or separate frontier stations on existing or future lines.

The provisions of this article shall in no way prejudice or restrict the right which is conferred on the Administration of the Serbian Free Zone by Article 6 of the present Convention to construct, at its own expense and for its own requirements, railway-tracks, points, turntables and other tructures on the land in the Port of Salonica incorporated in the said Zone.

Article 2.

With a view to facilitating and accelerating the traffic between the two countries, including transit traffic without transshipment, the Government of the Kingdom of the Serbs, Croats and Slovenes agrees that, even before the conclusion of the Convention referred to in Article 1, Greek trains coming from Salonica, together with their locomotives and train crews, shall be allowed to run between the stations of Salonica and Jevjelija.

For this purpose premises in the station of Jevjelija shall be handed over to accommodate the Greek customs, railway and police officials. The common services in the station of Jevjelija shall be regulated by an agreement between the railway administrations of the two States, to be concluded within a maximum period of one year after the signature of the present Convention.

Article 3.

The following Conventions shall govern all railway traffic in transit, and also the communications between the two States, and shall serve as a basis for subsequent agreement between the contracting States and their railway administrations :

- (a) the Berne International Convention ¹ of 1890 on Railway Goods Traffic, together with all its annexes and supplements.
- (b) The International Convention signed at Stresa in 1921 for the Reciprocal use of Rolling Stock ;
- (c) the Barcelona Convention ² on Freedom of Transit, drawn up by the League of Nations in 1921.

Nevertheless, in accordance with the spirit of these Conventions, the two contracting States agree to afford each other further facilities, with a view to developing and improving the traffic and to simplifying the work occasioned by it, so far as this has been already laid down by the terms of the present Convention and its Protocols, or shall hereafter be laid down in agreements which may subsequently be concluded between the contracting States or their railway administrations. The cashier of the Greek railways stationed at Jevjelija shall be entitled to forward the money collected at that station to Greece, after obtaining a visa from the Serb-Croat Slovene station-master at Jevjelija.

The station-master shall be bound to grant this visa within a maximum period of forty-eight hours.

Article 4.

With a view to ensuring regular and reliable communications, adequate for the passenger and goods traffic between the contracting States, the respective railway administrations shall draw up in good time, by common agreement, the necessary time-tables for passenger and goods traffic.

¹ British and Foreign State Papers Vol. 82, page 771.

² Vol. VII, page 11 ; Vol. XI, page 406 ; Vol. XV, page 304 ; Vol. XIX, page 278, and Vol. XXIV, page 154, of this Series.

The railway administrations of both contracting Parties shall observe decisions as may be adopted by common agreement at international railway conferences for the preparation of time-tables for international and through trains ; in dealing at frontier stations with passengers and their baggage travelling by through trains, they shall apply the accelerated and simplified police, customs and railway procedure, and shall afford the facilities agreed upon. The time-tables for passenger trains, composite trains and goods trains, in transit or running between the two contracting States, shall be drawn up by the respective administrations twice a year — summer and winter time-tables — and shall be so framed as to meet fully all the requirements of the traffic. When preparing these time-tables, care shall be taken to ensure that sufficient fast and supplementary trains are provided to enable the whole goods and livestock traffic to be carried at any moment without difficulty by the railway from Jevjelija via Salonica to the Serbian Free Zone should this be necessary. Attention shall also be paid to the time-limits for carriage provided for in Article 8.

In the case of express trains, the inspection of passports and the customs inspection of hand luggage shall be carried out in the passenger carriages.

Article 5.

In addition to the existing international through rates for passengers and baggage, the two contracting Parties undertake to have their respective railway administrations draw up, within a maximum period of one year after the signature of the present Convention, through rates for wagons, baggage, goods and live stock between the two countries. Meanwhile such rates shall at least be introduced for carriage between the principal stations in the two countries. These rates may be fixed in both Greek and Serbian currency the local rates being divided as usual so long, at any rate, as the exchange continues to fluctuate and until a gold standard shall be again adopted in international through traffic.

As regards goods and other consignments, these rates shall be made out not only for Salonica station but also for " Salonica Serbian Free Zone ", and " Salonica Serbian Free Zone " may despatch goods direct to the principal stations in the Kingdom of the Serbs, Croates and Slovenes, and vice versa, and may effect any other operations necessary for that purpose. At the same time the Administration of the Serbian Free Zone undertakes to carry out all commercial services, in place of the railway station of Salonica, and also to collect the freight charges for all consignments consigned from or to the Serbian Free Zone, the details of such services and charges to be laid down in the subsequent agreement referred to in Article 10 of the present Convention.

The shares of receipts at these and other rates on the railways which connect the two contracting States and the " Free Serbian Zone " at Salonica shall in no case exceed the shares at general rates in force. Each of the two contracting States reserves its right to charge special reduced rates on the sections of these railways which serve the Serbian Free Zone with a view to facilitating transit through Salonica.

Article 6.

Greece shall be exempt from all payments for the use of the railway tracks and premises at the frontier station of Jevjelija.

Nevertheless, in the case of carriage on the Jevjelija-Salonika section, the shares of receipts shall be deducted and divided on the basis of the current rates, that is to say : for the section from Salonica to the frontier at Jevjelija they will be credited to the Greek railways ; and for the section from the frontier to the station of Jevjelija they will be credited to the railways of the Kingdom of the Serbs, Croats and Slovenes.

The subsequent agreement referred to in Article 2, paragraph 2, shall provide, among other matters, for the method of reimbursing the cost of coal and water supplies, etc. for Greek locomotives at Jevjelija and for locomotives belonging to the railways of the Kingdom of the Serbs, Croats and Slovenes at Salonika.

Article 7.

The provisions of the International Convention for the Reciprocal use of Rolling-stock, which was concluded at Stresa in 1921 and to which the two contracting States have adhered, shall apply to the passage of rolling-stock from one country to the other, and to its use. The two contracting Parties further undertake to observe the following conditions :

- (a) With a view to overcoming any difficulties which may arise in regard to transit traffic, or to traffic between their respective territories, owing to a shortage of wagons, the two contracting Parties shall assist each other by the loan of wagons whenever the railway administration of either of the contracting Parties shall require them and the other railway administration has wagons available.
- (b) The railway administration of the Kingdom of the Serbs, Croats and Slovenes shall be entitled, on giving previous notice in writing, to send empty wagons required in the Serbian Free Zone through the frontier station at Jevjelija. These wagons, as also those unloaded in the Zone, shall be allocated solely by the administration of the said Zone, which shall alone be empowered, if it does not require them, to place them at the disposal of the Salonica railway-station. If the latter station should not require them it shall undertake to send them to the station of Jevjelija. It is only on the above conditions that the Salonica station shall be entitled to employ for its own requirements wagons which become available under the International Regulations for Rolling-stock.
- (c) The Salonica station shall be bound to place at the disposal of the Administration of the Serbian Free Zone, as soon as they are unloaded, all wagons belonging to the Railway Administration of the Serbs, Croats and Slovenes which arrive at that station. Such wagons may only be loaded by the Salonika station if the said Zone places them at its disposal, and subject to the provisions of the International Regulations for Rollingstock.

Detailed instructions on this matter shall be laid down in the subsequent agreement referred to in Article 3, paragraph 2 of the present Protocol.

Article 8.

Movements of empty or loaded wagons, as also of complete goods trains, must be carried out over the section of line Jevjelija-Salonica and vice versa within the following time-limits :

Twelve hours, for goods at express rates, poultry, livestock and perishable goods ;

Thirty-six hours, for goods of other kinds.

These periods shall be reckoned from the time when the wagons or trains are handed over to the staff of the Greek railways at Jevjelija ; or, in the case of movements in the opposite direction, from the time of the despatch of a written notice by the administration of the Serbian Free Zone at Salonica to the Salonica railway station, or else from the moment at which the wagons or trains are handed over to the Greek railway staff by the staff of the Zone.

Movements of empty or loaded wagons from the Salonica station to the Serbian Free Zone, and vice versa, must be carried out by the staff of the Salonica station as follows :

From the Zone, within a maximum period of five hours reckoned from the receipt of the written notice sent to the Administration of the Zone. Empty or loaded wagons and trains proceeding to the Serbian Free Zone shall be moved from the Salonika station within the same time-limit of five hours, to be reckoned from the time of their arrival at the station of Salonica. In reckoning these periods, hours shall mean working hours at the Salonica railway-station.

Traffic between the frontier station and the Serbian Free Zone at Salonica shall not be delayed on plea of Customs formalities, since these formalities merely consist in the handing in of three

copies of the Customs declaration in respect of the goods shipped from or to the zone (see Article 4 of the present Convention).

In the mutual interests of the two Contracting States, the said formalities shall be simplified and accelerated by the introduction as soon as possible of a transit sheet in place of the triplicate way-bill. In these circumstances the Customs formalities in respect of traffic in transit between the frontier station and the Salonica Serbian Free Zone, and vice versa, shall be reduced to the affixing of Customs seals on wagons, supervision, and verification of the fact that the goods in question have been carried throughout the whole of its transit through Greek territory with their seals intact.

The above periods of time, within which the transport must be completed, cannot therefore be exceeded save in the case of serious accident or *force majeure*.

Should the Greek railways be unable, owing to engine shortage or any other reason, to transport all the empty or loaded wagons and goods trains to which reference is made above within the periods allowed, or should they be unable to do so at all, the authorities of the Serbian Free Zone at Salonica shall be entitled, on the request of the Salonica Station Master and after consultation with him, to run the said traffic with engines and train crews from the Serb-Croat-Slovene Kingdom's railways under the supervision of the Greek Railway Services on the Jevjelija-Salonica railway (the Serbian Free Zone being exempted from such supervision). They shall comply with the regulations which govern traffic carried over the Greek railways, on condition that any compensation which may be necessary shall be fixed by the railway administrations concerned. It is agreed that whenever, as a result of engine shortage or for any other reason, the Greek railways are not in a position to haul the empty or loaded wagons of goods trains within the period laid down, or at all, the Salonica Station Master shall immediately come to an understanding with the authorities of the Serbian Free Zone, and request them to have any wagons that are held up hauled, as provided above, by engines and train crews belonging to the Serb-Croat and Slovene Kingdom.

In this case the proportionate shares of receipts laid down in respect of the section of line from the frontier at Jevjelija to Salonica (as provided in Article 6 of this Protocol) shall also be credited to the Greek railways. When the accounts are settled the amount due for use of motive power and train crews shall be deducted and credited to the railways of the Serb-Croat-Slovene Kingdom.

Article 9.

The Contracting Parties agree that their railway administrations shall maintain in good condition all structures and permanent way which are situated within their respective territories on the railway lines connecting Jevjelija and Salonica. The Greek Government undertakes, in particular, to maintain in good condition, for the whole period during which this Convention is in force, the loop lines connecting the Salonica Stations with Salonica Harbour and the Free Zone. Furthermore, the Greek Government undertakes that the said loop lines shall be open for free running of trains both by day and night during the working hours of Salonica Station.

Should there be any obstacle or interruption of traffic on these main or loop lines, through *force majeure* or through any accident, the two Contracting Parties undertake to give each other mutual assistance in the form of material and labour, within the shortest possible period of time and by any means in their power, in the removal of obstacles and the carrying out of necessary repairs with a view to the re-establishment of communications.

Any other measures which may be necessary shall be taken with a view to ensuring the continuity and safety of traffic on these main and loop lines.

Article 10.

In connection with the railway traffic in both directions, dealt with in the present Protocol, Sanitary regulations which shall, as far as possible, be uniform, shall be enforced for the disinfection of goods and of the rolling-stock in which they are carried. The same shall apply to any other precautionary measures which may be taken against contagious and epizootic diseases.

Article 11.

The railway administrations of the two Contracting Governments, and also the administrations of neighbouring railway stations, sections and frontier stations, shall be authorised to correspond with each other direct with regard to all questions concerning railway working and traffic.

Such correspondence, and, in general, all documents interchanged between stations and administrations in the two countries, shall be written in French or accompanied by a French translation.

The railway administrations shall be instructed to communicate to each other, for information, their local rates, their time-tables and train-schedules, and all regulations, together with corrections and supplements, which deal with railway working, even if these documents are made out in Serbian or Greek.

Article 12.

With a view to enabling the railway lines connecting the two countries to meet the needs of international traffic and comply with the provisions agreed upon by the respective governments, each of the two Contracting Parties shall be obliged to exercise effective supervision over railway working on the railway lines in its territory.

Such supervision as is exercised by the Greek Railway Administration under Articles 4 and 5 of the present Convention shall not extend to railway lines and other structures within the Serbian Free Zone at Salonica, since all services therein shall be provided for, and all structures therein shall be built and kept up, under the supervision and responsibility of the authorities of the Serbian Free Zone.

(L. S.) A. ALEXANDRIS.

(L. S.) J. BALOUGDJITCH.

PROTOCOL A 2.

POSTS, TELEGRAPHS AND TELEPHONES.

Article 1.

With a view to ensuring the proper administration of the Serbian Free Zone at Salonica and the maintenance of direct communication with the said Zone, the Government of the Kingdom of the Serbs, Croats and Slovenes shall be authorised to establish within the Zone a post, telegraph, and telephone office, which it shall conduct at its own expense and through its own employees.

Article 2.

The post, telegraph and telephone office shall be directly connected with the territory of the Serb-Croat-Slovene Kingdom. Its activities shall be exclusively confined to the area under the authorities of the Zone and to their service. In no case may this office accept correspondence for foreign countries or private correspondence, nor may it handle private postal, telegraphic or telephonic communications.

Article 3.

The construction of telegraph and telephone lines on the territory of the Greek Kingdom, and the fitting up of the telegraph and telephone office, shall be carried out with material provided by, and at the expense of, the Kingdom of the Serbs, Croats and Slovenes. The supervision and guarding of the telegraph and telephone lines on Greek territory shall be carried out by Greek employees at the expense of the Kingdom of the Serbs, Croats and Slovenes.

Article 4.

The post, telegraph and telephone office in the Serbian Free Zone at Salonica shall not be entitled to despatch or accept any postal and telegraphic correspondence except such as is handed to it by the authorities of the Zone for despatch, or as arrives addressed to the said authorities.

(L. S.) J. BALOUGDJITCH.

(L. S.) A. ALEXANDRIS.

PROTOCOL B.

With regard to the working of the veterinary services in the Serbian Free Zone, the Contracting Parties have agreed as follows :

Article 1.

Cattle, birds, products derived from cattle (raw and prepared), and fresh or preserved meat, despatched by rail from the Serb-Croat-Slovene Kingdom to the Serbian Free Zone at Salonica, shall not be subject, on crossing the Greek frontier, to any veterinary examination on the part of the Greek veterinary authorities, but shall be forwarded direct to the Zone. On arrival in the Zone they shall remain under the supervision of the veterinary and customs authorities appointed in accordance with Article 4 of the Convention, who shall be in charge of all sanitary and veterinary services in the Zone.

Article 2.

Should a disease break out among cattle carried into the Serbian Free Zone, the veterinary authorities of the Serb-Croat-Slovene Kingdom shall be entitled to take the necessary measures to prevent the spread of the said disease.

The prefecture of the City of Salonica shall be immediately notified of the appearance of any such disease among animals, and of the measures which have been taken to check it. It shall also be notified of the disappearance of any such disease.

Should the Greek veterinary and police authorities be obliged to take action with a view to common measures against any such disease of animals, the authorities of the Serbian Zone shall get into touch with the Greek authorities. Similarly, should a disease of animals break out outside the Serbian Free Zone, the Salonica prefecture shall immediately inform the authorities of the said Zone of the fact and of any measures that it has taken to stamp out such disease.

Article 3.

Cattle, birds, and other consignments mentioned in the Article which arrive in the Serbian Free Zone to be forwarded to the Kingdom of the Serbs, Croats and Slovenes shall not be subject

to any veterinary examination other than that of the Free Zone. The Zone Veterinary Service shall be asked to give authority for their entry into the Serbian Free Zone and for their re-despatch from the Zone to the place to which they are consigned.

Article 4.

Cattle, birds, products derived from cattle (raw and otherwise), and fresh and preserved meat, exported from the Serbian Free Zone to the city of Salonica or any other place in Greece, must be accompanied by health certificates in due form, or by the original certificates or certificates issued by the competent veterinary authority in the Serbian Free Zone.

Article 5.

Carcasses and animal refuse shall be carried from the Serbian Free Zone and buried outside it by agreement with the Salonica Prefecture, which shall indicate a suitable place.

Article 6.

The cleaning and disinfection of wagons and vessels in which animals or preserved meat have been carried shall be supervised by the veterinary officer of the Kingdom of the Serbs, Croats and Slovenes, whenever such cleaning and disinfection is carried out within the Serbian Free Zone. In other cases these duties shall be carried out under the supervision of the veterinary authorities of the Greek Kingdom.

(L.S.) J. BALOUGDJITCH.

(L.S.) A. ALEXANDRIS.

PROTOCOL C.

With a view to carrying out the provisions of Article 7 of this present Convention, the two Contracting Parties have agreed that the following regulations shall be in force for customs formalities in the case of goods traffic.

Article 1.

In accordance with Article 2 of the present Convention, the customs authorities of the Kingdom of the Serbs, Croats and Slovenes shall provide for all services within the Serbian Free Zone, and shall carry out all formalities necessary for the unloading, loading, and carriage of goods, and the collection of customs duties.

Article 2.

In conformity with Article 5 of the present Convention, the same treatment as is accorded to goods in transit, and the special facilities, provided for by the present Convention and Protocols A, B and C, shall be accorded to goods despatched from the frontier stations (Jevjelija and Kenali), consigned to the Serbian Free Zone, and from the Serbian Free Zone to the frontier stations.

Article 3.

Goods shall only be carried by rail in open and closed wagons or in tank wagons. The only goods carried in open wagons shall be those which cannot, in view of their nature or bulk, be carried in closed wagons.

When goods are carried in closed wagons, the customs authorities of the Kingdom of the Serbs, Croats and Slovenes shall previously affix customs seals at the despatching station. They shall not, however, affix such seals to closed wagons in which animals (horses and cattle) are carried and in which cattlemen are allowed to travel.

Article 4.

The goods, whatever be their origin or their destination (Article 1 of the present Protocol), shall not be subject to any customs examination, either at the Greek entry and exit customs offices or at any intermediate customs offices, and they shall not under any pretext be held up *en route* for customs examination.

Article 5.

The authorities of the station in the country of destination, shall submit to the frontier customs office a transit sheet in duplicate, together with the way-bill. The transit sheet and the way-bill shall be signed, before the train leaves, by the customs official, and certified by the official customs seal. One copy shall be kept by the customs ; the other shall accompany the goods as far as the station at which they leave the country. The transit sheet and the way-bill shall be presented and certified in time to allow of the departure of the goods by the same train.

In order that the frontier authorities of the Kingdom of the Serbs, Croats and Slovenes may be in a position to know whether customs examination has or has not been carried out in the zone, the frontier railway administration of the Kingdom of the Serbs, Croats and Slovenes or the Railway Administration of the Serbian Free Zone shall hand over any other documents relating to the said goods, in a sealed envelope, to the guard of the train that carries the goods. The guard shall hand over this envelope unopened to the frontier railway administration of the Kingdom of the Serbs, Croats and Slovenes, to whom the said letter shall be addressed.

For this purpose the railway administrations of the Kingdom of the Serbs, Croats and Slovenes shall also be entitled to employ special couriers, one per train, who will have the right to travel free and without any hindrance, on the same train as the goods.

Article 6.

No caution money, or other monetary security of any kind, shall be demanded to guarantee the security of traffic passing through the Greek territory in the directions named above. The Greek customs authorities at the exit or entrance stations, as the case may be, shall, without charge, affix customs seals on the wagons beside the seals affixed by the customs authority of the Kingdom of the Serbs, Croats and Slovenes at the departure stations ; the seals affixed by the Serb-Croat-Slovene authorities shall be respected and shall under no pretext be removed. No other charge or formality shall be required.

On the arrival of the wagons at Salonica Station, the authorities shall ascertain that the seals are intact, and the goods shall be immediately admitted into the Serbian Free Zone. The same formality shall be carried out by the frontier customs offices, which shall at once authorise the immediate departure of the goods for their destination.

As there is no Greek customs service at the frontier, two officials of the Greek customs service shall be authorised to reside at Jevjelija and Kenali in order to seal wagons consigned to Greece.

The latter provision shall only be in force till such time as common stations are established, which shall take place as soon as possible.

Article 7.

When goods are carried in open wagons the despatching station shall see that the said wagons are, if possible, covered by a tarpaulin securely attached in such a manner that the affixing of customs seals shall be sufficient to guarantee the safety of the goods during their passage through Greek territory. Should it not be possible for the wagons to be thus covered, the Greek customs authorities at the stations at which the wagons enter Greek territory shall have the right to appoint convoy guards to accompany the consignments up to the customs station at which they leave Greek territory. Such convoy guards shall not be entitled to any remuneration levied on the goods carried.

Article 8.

Loaded vessels coming from other countries and calling at the Serbian Free Zone shall be entitled to call at the ports of the said Zone and to unload their cargoes without any previous notification to the Greek harbour, customs or other authorities and without undergoing any control or supervision on the part of such authorities.

In the same way ships coming to take up from this said Zone goods consigned to foreign countries shall be entitled to load the goods without any supervision on the part of the Greek authorities.

Article 9.

Should vessels entering Salonica Harbour be loaded with cargo, consisting wholly or in part of goods consigned to the Serbian Free Zone at Salonica, the masters of the said vessels shall be obliged, on their arrival in Salonica Harbour, to submit the manifest as provided for below to the competent Greek authority. The Masters of vessels shall, under these circumstances, have the right to order the immediate unloading in the zone of the goods consigned thereto. The Greek authorities shall in no way interfere with the said unloading.

The manifest shall be made out by the Master of the vessel. Stamped paper need not be used and no duty shall be levied. The manifest shall show only the number and nature of the packages (boxes, bundles, casks, packages in crates, etc.) It shall be handed in not later than 24 hours after the arrival of the ship in the harbour.

Article 10.

Should the River Vardar become navigable during the period which this Convention is in force, the same regulation shall apply to transit by boat.

Article 11.

It is agreed that the traffic in question shall not be subject to any imposition, customs duty, tax, or other charge under any name, whether levied for the Greek State or for the Municipality of Salonica (Article 5). It is, of course, understood that no duty may be levied for the benefit of private individuals, or other public or private corporate bodies.

Article 12.

Goods despatched from a station in the Kingdom of the Serbs, Croats and Slovenes to another station in the said Kingdom, on the line Jevjelija-Salonica Bitolja and vice versa, shall have the same rights and facilities as goods consigned from the Serbian Free Zone to the Kingdom of the Serbs, Croats and Slovenes, and vice versa. The treatment accorded to these goods by the Greek railway and customs authorities shall be that laid down by the present Protocol.

Article 13.

To avoid any misunderstanding that may arise from the carrying out of this service, the two Contracting Parties agree to come to an arrangement with each other in each individual case; and to provide, in separate Protocols which shall form an integral part of this present Protocol, such solutions for each individual case as are best calculated to ensure the complete freedom and regular working of the said transit traffic.

The mutual agreements concluded between the customs authorities of the two States shall come into force immediately upon their confirmation by exchange of notes between the two Governments.

(L. S.) A. ALEXANDRIS.

(L. S.) J. BALOUGDJITCH.