

N° 3713.

NORVÈGE ET PORTUGAL

Avenant à la Convention de commerce et de navigation et au Protocole additionnel conclus à Lisbonne, le 13 novembre 1931, entre les deux pays. Signé à Lisbonne, le 4 septembre 1934.

NORWAY AND PORTUGAL

Agreement supplementing the Convention of Commerce and Navigation and the Additional Protocol concluded at Lisbon, November 13th, 1931, between the Two Countries. Signed at Lisbon, September 4th, 1934.

¹ TRADUCTION. — TRANSLATION.

No. 3713. — AGREEMENT² SUPPLEMENTING THE CONVENTION OF COMMERCE AND NAVIGATION AND THE ADDITIONAL PROTOCOL CONCLUDED AT LISBON ON NOVEMBER 13TH, 1931, BETWEEN NORWAY AND PORTUGAL. SIGNED AT LISBON, SEPTEMBER 4TH, 1934.

*French official text communicated by the Permanent Delegate of Norway to the League of Nations.
The registration of this Agreement took place August 23rd, 1935.*

Article 1.

The Convention³ of Commerce and Navigation and the Additional Protocol of November 13th, 1931, shall remain in force, with the modifications and additions specified in the following Articles :

Article 2.

Norwegian shipping undertakings and likewise Norwegian vessels, their passengers and cargoes shall not be subject, as from July 1st, 1934, in Portugal or the adjacent islands, or, as from July 1st, 1936, in the Portuguese colonies, to other or higher duties or charges or to other or more burdensome conditions or restrictions than those to which Portuguese vessels or the vessels of any other State, their passengers and cargoes are or may hereafter be subject.

This equality of treatment shall apply in particular to freedom of access to ports, the use of ports, the full enjoyment of the facilities accorded to shipping, commercial operations for ships, their cargoes and passengers, facilities of all kinds relating to berthing at the quayside, loading and unloading, the duties and taxes of all kinds applicable to vessels, their cargoes or passengers (such as Customs or similar duties, town or consumption duties, accessory charges) levied on behalf or for account of the Government, the public authorities, concession holders or establishments of all kinds.

The same treatment shall be granted to Portuguese shipping undertakings and vessels and likewise to their passengers and cargoes in Norway as from July 1st, 1934.

It is understood, however, that as soon as the present Additional Agreement comes into force Norwegian shipping undertakings and vessels and their passengers and cargoes shall enjoy most-favoured-nation treatment in the Portuguese colonies.

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

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

² The exchange of ratifications took place at Lisbon, August 9th, 1935.

³ Vol. CXXIX, page 455, of this Series.

Article 3.

National or most-favoured-nation treatment in the matter of shipping shall not apply to :

- (a) Special laws relating to the merchant fleet of the country, designed to encourage shipbuilding and shipping by means of bounties and other special facilities ;
- (b) Privileges granted to yacht clubs ;
- (c) The maritime service of harbours, roadsteads and beaches. Maritime service includes towage, pilotage, maritime assistance and salvage ;
- (d) Emigration and the transport of emigrants ;
- (e) Trade between ports situated in the territory of each of the High Contracting Parties, including their colonies, protectorates and possessions. The said trade shall continue to be governed by the laws now in force, or which may hereafter be put into force, in each of the two countries, respectively ;
- (f) Fishing in the territorial waters of the High Contracting Parties.

Article 4.

The Norwegian Government agrees that the provisions of Article 6 of the Convention of November 13th, 1931, shall remain in force until July 1st, 1941, provided that, for its part, the Portuguese Government undertakes that the provisions of Article 2 above shall likewise remain in force even in the event of the said Convention and the present Additional Agreement ceasing to be operative.

Article 5.

The Portuguese Government agrees to take such measures as it may consider necessary to ensure that the percentage of Norwegian cod-fish imported into Portugal shall be not less than 40 % (forty per cent) of the total quantity of foreign origin, at the prices current on the international market.

The Norwegian Government, for its part, agrees to take such measures as it may consider expedient to ensure the annual importation of not less than 28,900 (twenty-eight thousand nine hundred) hectolitres of Portuguese sweet wines.

Article 6.

The text of No. 4 of the Additional Protocol shall be replaced by the following :

“ For the rest, the usual selling terms of the Vinmonopolet Company shall be applicable, in conformity with the provisions of the Convention, *inter alia*, Article 4, paragraph 2.”

Article 7.

The Norwegian Government undertakes, during the validity of the present Additional Agreement, not to impose, on any grounds whatsoever, any Customs duties, internal charges or restrictions other or higher than those at present applicable to the following products originating in Portugal or its colonies :

- (a) Cocoa beans ;
- (b) The following fresh fruits :
 - (1) Orange fruits of all kinds, such as sweet oranges, lemons, limes and bitter oranges ;
 - (2) Grapes ;
 - (3) Bananas ;
 - (4) Pineapples ;

- (c) The following dried fruit :
 - (1) Figs and fig cake ;
 - (2) Raisins and currants ;
 - (3) Chestnuts ;
 - (4) Almonds ;
- (d) Sardines, preserved ;
- (e) Cork, wrought or unwrought ;
- (f) Resin ;
- (g) Turpentine ;
- (h) Cooking salt, crude or refined.

Article 8.

The present Additional Agreement shall come into force provisionally on the date of its signature and definitively after the exchange of ratifications, which shall take place at Lisbon. It shall remain in force until six months after the date on which one of the two Governments may have notified the other of its intention to abrogate it.

Done at Lisbon, in duplicate, this 4th day of September, 1934.

(L. S.) Finn KOREN.

(L. S.) José Caeiro DA MATTA.