

GRANDE-BRETAGNE
ET IRLANDE DU NORD ET POLOGNE

Accord entre l'Administration des postes du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord et l'Administration des postes de la République de Pologne relatif à l'échange des colis postaux, et règlement d'exécution y annexé. Signés à Londres, le 15 septembre 1938, et à Varsovie, le 5 octobre 1938.

Textes officiels anglais et polonais communiqués par le secrétaire d'Etat aux Affaires étrangères de Sa Majesté en Grande-Bretagne. L'enregistrement de cet accord a eu lieu le 8 mars 1939.

GREAT BRITAIN
AND NORTHERN IRELAND AND POLAND

Agreement between the Postal Administration of the United Kingdom of Great Britain and Northern Ireland and the Postal Administration of the Republic of Poland for the Exchange of Parcels by Parcel Post, and Detailed Regulations annexed thereto. Signed at London, September 15th, 1938, and at Warsaw, October 5th, 1938.

English and Polish official texts communicated by His Majesty's Secretary of State for Foreign Affairs in Great Britain. The registration of this Agreement took place March 8th, 1939.

No. 4529. — AGREEMENT BETWEEN THE POSTAL ADMINISTRATION OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE POSTAL ADMINISTRATION OF THE REPUBLIC OF POLAND FOR THE EXCHANGE OF PARCELS BY PARCEL POST. SIGNED AT LONDON, SEPTEMBER 15TH, 1938, AND AT WARSAW, OCTOBER 5TH, 1938.

THE POSTAL ADMINISTRATIONS OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND and of THE REPUBLIC OF POLAND desiring to introduce a regular and direct exchange of parcels by parcel post between the two countries have agreed to the following provisions.

In this Agreement and the Detailed Regulations appended the expression "the United Kingdom" means Great Britain and Northern Ireland, the Channel Islands and the Isle of Man.

Article 1. — LIMITS OF WEIGHT AND SIZE.

1. A parcel for Poland posted in the United Kingdom shall not exceed 22 pounds in weight, 3 feet 6 inches in length, and 6 feet in length and girth combined; and a parcel for the United Kingdom posted in Poland shall not exceed 10 kilogrammes in weight, 1.05 metres in length and 1.80 metres in length and girth combined.

2. As regards the exact calculation of the weight and dimensions of a parcel the view of the despatching office shall be accepted except in a case of obvious error.

Article 2. — TRANSIT OF PARCELS.

The two Administrations guarantee the right of transit for parcels over their territory to or from any country with which they respectively have parcel post communication. Transit parcels shall be subject to the provisions of this Agreement and the Detailed Regulations so far as these are applicable.

Article 3. — PREPAYMENT OF POSTAGE.

1. The prepayment of the postage on a parcel shall be compulsory, except in the case of a redirected or returned parcel.

2. The postage shall be made up of the sums accruing to each Administration taking part in the conveyance by land or sea.

Article 4. — TERRITORIAL RATE.

For parcels despatched from one of the two countries for delivery in the other, the territorial rates of the United Kingdom shall be Fr. 1.75 and Fr. 3.15 for parcels not exceeding 5 kg. (11 lb.) and 10 kg. (22 lb.) respectively; and the territorial rates of Poland shall be Fr. 0.60, Fr. 1.20 and Fr. 2.00 for parcels not exceeding 1 kg. (2 lb.), 5 kg. (11 lb.) and 10 kg. (22 lb.) respectively.

The Administration of Poland reserves the right to vary its charges in accordance with any modifications which may be introduced in the matter of charges by international conventions subsequent to the Cairo Agreement of 1934.

The Administration of the United Kingdom reserves the right to vary its territorial rates in accordance with any alterations of these charges which may be decided upon in connexion with its parcel post relations with other countries generally.

TEXTE POLONAIS. — POLISH TEXT.

N^o 4529. — UMOWA MIĘDZY ZARZĄDEM POCZTOWYM RZECZYPOSPOLITEJ POLSKIEJ A ZARZĄDEM POCZTOWYM ZJEDNOCZONEGO KRÓLESTWA WIELKIEJ BRYTANII I PÓŁNOCNEJ IRLANDII W SPRAWIE WYMIANY PACZEK POCZTOWYCH. PODPISANA W LONDYNIE, DNIA 15 WRZESNIA 1938 I W WARSZAWIE, DNIA 5 PAŹDZIERNIKA 1938.

ZARZĄDY POCZTOWE RZECZYPOSPOLITEJ POLSKIEJ oraz ZJEDNOCZONEGO KRÓLESTWA WIELKIEJ BRYTANII I PÓŁNOCNEJ IRLANDII, pragnąc wprowadzić regularną i bezpośrednią wymianę paczek pocztowych między obu krajami, zgodziły się na następujące postanowienia :

W umowie niniejszej i dotyczącym Regulaminie określenie « Zjednoczone Królestwo » obejmuje Wielką Brytanie i Północną Irlandię, wyspy kanału La Manche oraz wyspę Man.

Artykuł 1. — NAJWYŻSZA WAGA I WYMIARY.

1. Paczka, nadana w Zjednoczonym Królestwie do Polski, nie powinna przekraczać 22 funtów wagi, 3 stóp 6 cali długości i 6 stóp długości wraz z obwodem ; paczka zaś nadana w Polsce do Zjednoczonego Królestwa nie powinna przekraczać 10 kilogramów wagi, 1.05 metra długości i 1.80 metra długości wraz z obwodem.

2. Co się tyczy dokładnego obliczenia wagi i wymiarów miarodajne jest stanowisko urzędu wysyłającego, jeżeli nie ma oczywistej omyłki.

Artykuł 2. — TRANZYT PACZEK.

Każdy z obu Zarządów zapewnia paczkom prawo tranzytu przez swe terytorium do krajów lub z krajów, z którymi posiada obrót paczkowy. Paczki tranzytowe podlegają przepisom Umowy niniejszej i Regulaminu, o ile te dadzą się zastosować.

Artykuł 3. — OPŁACANIE Z GÓRY NALEŻNOŚCI.

1. Paczka powinna być opłacona z góry z wyjątkiem paczek dosyłanych lub zwrotnych.

2. Opłata składa się z udziałów, przypadających na każdy Zarząd, biorący udział w przewozie lądowym lub morskim.

Artykuł 4. — NALEŻNOŚĆ LĄDOWA.

Za paczki, wysyłane z jednego umawiającego się kraju do drugiego, należności lądowe Zjednoczonego Królestwa będą wynosiły 1.75 fr i 3.15 fr od paczki, nie przekraczającej 5 kg (11 funtów), względnie 10 kg (22 funty) ; należności zaś lądowe Polski będą wynosiły 0.60 fr, 1.20 fr i 2.00 fr od paczki, nie przekraczającej 1 kg (2 funtów), 5 kg (11 funtów), względnie 10 kg (22 funtów).

Zarząd polski zachowuje prawo zmiany swych opłat zależnie od zmian, jakie mogą przeprowadzić w opłatach konwencji międzynarodowe, następujące po Umowie kairskiej z roku 1934.

Zarząd Zjednoczonego Królestwa zachowuje prawo zmiany swych należności lądowych zależnie od zmian, jakie mogą być przeprowadzone w tych opłatach w związku z jego obrotem paczek pocztowych z innymi krajami w ogóle.

Article 5. — SEA RATE.

Each of the two Administrations shall be entitled to fix the rate for any sea service which it provides.

Article 6. — FEE FOR CLEARANCE THROUGH THE CUSTOMS.

The Administration of Poland may collect, in respect of delivery to the Customs and clearance through the Customs, or in respect of delivery to the Customs only, a fee not exceeding 50 centimes per parcel or such other charges as international conventions subsequent to the Cairo Agreement of 1934 shall fix. The Administration of the United Kingdom may collect such fee as it may from time to time fix for similar services in its parcel post relations with other countries generally.

Article 7. — CUSTOMS AND OTHER NON-POSTAL CHARGES.

Customs charges and all other non-postal charges shall be paid by the addressees of parcels.

Article 8. — WAREHOUSING CHARGE.

Each of the two Administrations may collect any warehousing charge fixed by its internal regulations for a parcel which is addressed "Poste Restante" or which is not claimed within the prescribed period.

This charge shall in no case exceed 5 francs.

Article 9. — EXPRESS PARCELS.

1. Parcels not exceeding 22 lb. or 10 kilogrammes in weight shall, at the request of the senders, be sent out for delivery by special messenger immediately after their arrival, or if the office of destination is not in a position to deliver parcels at the addressees' residences notices of arrival shall be sent out immediately by special messenger.

Such parcels, which shall be called "Express" parcels, shall be subject, in addition to the ordinary postage, to a special charge of 80 centimes, which must be fully prepaid by the sender.

2. When the addressee's residence is situated outside the local delivery zone of the office of destination, the Administration of destination may collect an additional charge up to the amount of the fee fixed for express delivery by its inland regulations less the equivalent of the fixed charge paid by the sender.

This additional charge shall be maintained in accordance with the provisions of Article 36, section 2, if the parcel is redirected or cannot be delivered.

3. Only one attempt shall be made to deliver by express to the addressee either the parcel itself or the notice of its arrival. After an unsuccessful attempt, the parcel shall cease to be considered as an express parcel, and it shall be delivered under the conditions which apply to ordinary parcels.

Article 10. — PROHIBITIONS.

1. Postal parcels must not contain any letter, note or document having the character of an actual and personal correspondence or packets of any kind bearing an address other than that of the addressee of the parcel or of persons dwelling with him.

It is, however, permissible to enclose in a parcel an open invoice confined to the particulars which constitute an invoice.

2. It is also forbidden to enclose in a parcel :

(a) Articles which from their nature or packing may be a source of danger to the officers of the Post Office or may soil or damage other parcels ;

(b) Explosive, inflammable or dangerous substances (including loaded metal caps, live cartridges and matches) ;

(c) Live animals (except bees, which must be enclosed in boxes so constructed as to avoid all danger to postal officers and to allow the contents to be ascertained) ;

(*d*) Articles the admission of which is forbidden by law or by the Customs or other regulations ;

(*e*) Articles of an obscene or immoral nature.

It is, moreover, forbidden to send coin, platinum, gold or silver, whether manufactured or unmanufactured, precious stones, jewels, or other precious articles in uninsured parcels addressed to countries which admit insurance.

3. A parcel which has been wrongly admitted to the post shall be returned to the country of origin, unless the Administration of destination is authorized by its internal regulations to dispose of it otherwise.

Nevertheless, the fact that a parcel contains a letter or communications which constitute an actual and personal correspondence shall not, in any case, entail its return to the country of origin.

4. Explosive, inflammable or dangerous substances and articles of an obscene or immoral nature shall not be returned to the country of origin ; they shall be disposed of by the Administration which has found them in the mails in accordance with its own internal regulations.

5. If a parcel wrongly admitted to the post is neither returned to origin nor delivered to the addressee the Administration of origin shall be informed in a precise manner of the treatment accorded to the parcel in order that it may take such steps as are necessary.

Article II. — ADVICE OF DELIVERY.

The sender may obtain an advice of delivery for an insured parcel under the conditions prescribed for postal packets by the Convention of the Postal Union. An advice of delivery cannot be obtained for an uninsured parcel.

Article 12. — REDIRECTION.

1. A parcel may be redirected in consequence of the addressee's change of address in the country of destination. The Administration of destination may collect the redirection charge prescribed by its internal regulations. Similarly, a parcel may be redirected from one of the two countries which are Parties to this Agreement to another country provided that the parcel complies with the conditions required for its further conveyance and provided, as a rule, that the extra postage is prepaid at the time of redirection or documentary evidence is produced that the addressee will pay it.

2. Additional charges levied in respect of redirection and not paid by the addressee or his representative shall not be cancelled in case of further redirection or of return to origin, but shall be collected from the addressee or from the sender as the case may be, without prejudice to the payment of any special charges incurred which the Administration of destination does not agree to cancel.

Article 13. — MISSENT PARCELS.

Parcels received out of course, or wrongly allowed to be despatched, shall be re-transmitted or returned in accordance with the provisions of Article 26, sections 1 and 2, of the Detailed Regulations.

Article 14. — NON-DELIVERY.

1. The sender may request at the time of posting that, if the parcel cannot be delivered as addressed, it may be either (*a*) treated as abandoned, or (*b*) tendered for delivery at a second address in the country of destination. No other alternative is admissible. If the sender avails himself of this facility his request must appear on the despatch note and must be in conformity with, or analogous to, one of the following forms :

“ If not deliverable as addressed, abandon ”.

“ If not deliverable as addressed, deliver to ”.

The same request must also be written on the cover of the parcel.

2. In the absence of a request by the sender to the contrary, a parcel which cannot be delivered shall be returned to the sender without previous notification and at his expense after retention for the period prescribed by the regulations of the Administration of destination.

Nevertheless, a parcel which is definitely refused by the addressee shall be returned immediately.

3. The charges due on returned undeliverable parcels shall be recovered in accordance with the provisions of Article 35.

Article 15. — CANCELLATION OF CUSTOMS CHARGES.

Both Parties to this Agreement undertake to urge their respective Customs Administrations to cancel Customs charges on parcels which are returned to the country of origin, abandoned by the senders, destroyed or redirected to a third country.

Article 16. — SALE. DESTRUCTION.

Articles of which the early deterioration or corruption is to be expected, and these only, may be sold immediately, even when in transit on the outward or return journey, without previous notice or judicial formality. If for any reason a sale is impossible, the spoilt or putrid articles shall be destroyed.

Article 17. — ABANDONED PARCELS.

Parcels which cannot be delivered to the addressees and which the senders have abandoned shall not be returned by the Administration of destination, but shall be treated in accordance with its regulations.

Article 18. — ENQUIRIES.

1. A fee not exceeding 60 centimes may be charged for every enquiry concerning a parcel or a trade charge money order.

No fee shall be charged if the sender has already paid the special fee for an advice of delivery.

2. Enquiries shall be admitted only if made by the sender within the period of one year from the day following the date of posting of the parcel.

3. When an enquiry is the outcome of an irregularity in the postal service, the enquiry fee shall be refunded.

Article 19. — CASH ON DELIVERY PARCELS. CHARGES AND CONDITIONS. SETTLEMENT.

1. Parcels subject to the collection of trade charges may be exchanged between the United Kingdom and Poland.

The amount of the trade charge shall be expressed in the currency of the country in which the parcel originates.

The maximum amount of a trade charge in the case of a parcel for delivery in the United Kingdom shall be fixed at the equivalent of £40 in Polish currency and in the case of a parcel for delivery in Poland shall be £40. In calculating the amount of a trade charge a fraction of a penny or of a grosz shall be ignored.

The two Administrations undertake to admit cash on delivery parcels in transit through their services. Nevertheless, the accounts relative to the trade charges collected shall be drawn up and settled directly between the Administrations of origin and of destination of the cash on delivery parcels.

2. Cash on delivery parcels shall be subject to the formalities and to the charges prescribed for ordinary, or for insured parcels, as the case may be. In addition, the sender shall pay a special fee, which shall be fixed by the Administration of origin and shall not exceed :

(a) $2\frac{1}{2}d.$ for each £1 or fraction of £1 of the trade charge in the case of a parcel posted in the United Kingdom.

(b) 20 grosz for each 20 zlotys or fraction of 20 zlotys in the case of a parcel posted in Poland.

3. The amount of a trade charge collected shall be remitted by means of a trade charge money order, issued free of all charges.

4. In addition to the special fee fixed by virtue of paragraph 2, the Administration of origin shall be entitled to collect from the sender of a cash on delivery parcel a supplementary fee ; and the Administration of destination of a cash on delivery parcel shall be entitled to collect a delivery fee from the addressee.

5. The supplementary fee shall not exceed :

- | | |
|--------------------------------------------------------------------|-------------|
| (a) In the case of a parcel posted in the United Kingdom | 2 <i>d.</i> |
| (b) In the case of a parcel posted in Poland | 35 grosz. |

6. The delivery fee shall not exceed :

- | | |
|-----------------------------------------------------------------------|-------------|
| (a) In the case of a parcel delivered in the United Kingdom | 4 <i>d.</i> |
| (b) In the case of a parcel delivered in Poland | 60 grosz. |

Article 20. — CANCELLATION OR ALTERATION OF AMOUNT OF TRADE CHARGE.

The sender of a cash on delivery parcel may not have the amount of the trade charge cancelled or altered after posting.

Article 21. — CASH ON DELIVERY PARCELS. RESPONSIBILITY FOR LOSS, ABSTRACTION OR DAMAGE.

The two Administrations shall be responsible under the conditions fixed by Articles 27 to 33 hereafter for the loss of a cash on delivery parcel and for the abstraction of or damage to its contents.

Article 22. — COMPENSATION IN CASE OF FAILURE TO COLLECT, OR OF INSUFFICIENT OR FRAUDULENT COLLECTION OF TRADE CHARGE.

If the parcel has been delivered to the addressee without the collection of the trade charge, the sender shall be entitled to compensation provided that an enquiry has been made within the period prescribed by Article 18 and that the failure to collect the charge is not due to fault or negligence on his part. The same rule shall apply if the amount collected from the addressee is less than the amount of the trade charge or if the collection of the amount has been made fraudulently.

The compensation shall not, in any case, exceed the amount of the trade charge.

By paying compensation the Administration concerned takes over the rights of the sender to the extent of the amount paid in any action which may be taken against the addressee or against a third party.

Article 23. — FIXING OF RESPONSIBILITY IN RESPECT OF TRADE CHARGES.

The payment by the Administration of origin of the amounts duly collected shall be made on behalf of the Administration of destination. Similarly, payment of compensation shall be made on behalf of the Administration of destination if the latter is responsible.

After the delivery of a parcel the Administration of destination is responsible for the amount of the trade charge unless it can prove that the fault is due to a breach of the regulations by the Administration of origin or can establish that, when handed over to its service, the parcel or the relative despatch note did not bear the particulars prescribed by the Detailed Regulations for cash on delivery parcels.

The Administration of destination shall be bound to repay under the conditions prescribed by Article 33 the sum which has been advanced by the Administration of origin.

Article 24. — TRADE CHARGE MONEY ORDERS.

The amount of a trade charge money order which for any reason whatever cannot be paid to the payee shall not be repaid to the Administration to which the office issuing the money order is subordinate. It shall be held at the disposal of the payee by the Administration of origin of the cash on delivery parcel and shall accrue definitely to that Administration at the end of the legal period of validity.

In all other respects and subject to the reservations specified in the Detailed Regulations, trade charge money orders shall be subject to the rules of the Money Order Agreement between the two Administrations.

Article 25. — INSURED PARCELS. RATES AND CONDITIONS.

1. Parcels may be insured up to a limit of 1,000 francs.
2. An insurance fee, to be fixed by the Administration of origin, shall be charged for each 300 francs or part thereof of the insured value.
3. The Administration of origin shall be entitled also to collect from the sender of an insured parcel a despatch fee not exceeding 50 centimes.
4. A receipt must be given free of charge at the time of posting to the sender of an insured parcel.

Article 26. — FRAUDULENT INSURANCE.

The insured value may not exceed the actual value of the contents of the parcel and the packing, but it is permitted to insure only part of this value.

The fraudulent insurance of a parcel for a sum exceeding the actual value shall be subject to any legal proceedings which may be admitted by the laws of the country of origin.

A parcel of which the contents have no pecuniary value may, however, be insured for a nominal sum in order to obtain the safeguards of the insurance system.

Article 27. — RESPONSIBILITY FOR LOSS, DAMAGE OR ABSTRACTION.

1. Except in the cases mentioned in the following Article, the two Administrations shall be responsible for the loss of parcels and for the loss, damage or abstraction of their contents or of a part thereof.

The sender is entitled under this head to compensation corresponding to the actual amount of the loss, damage or abstraction. For uninsured parcels the amount of compensation shall not exceed 10 francs for a parcel not exceeding one kilogramme (2 lb.), 25 francs for a parcel exceeding one kilogramme but not exceeding five kilogrammes (11 lb.) and 40 francs for a parcel exceeding five kilogrammes in weight. For an insured parcel the amount of compensation shall not exceed the amount for which it was insured.

In cases where the loss, damage or abstraction occurs in the service of the country of destination, the Administration of destination may pay compensation to the addressee at its own expense and without consulting the Administration of origin, provided that the addressee can prove that the sender has waived his rights in the addressee's favour.

2. In calculating the amount of compensation indirect loss or loss of profits shall not be taken into consideration.
3. Compensation shall be calculated on the current price of goods of the same nature at the place and time at which the goods were accepted for transmission.
4. Where compensation is due for the loss, destruction or complete damage of a parcel or for the abstraction of the whole of the contents, the sender is entitled to the return of the postage also.
5. In all cases insurance fees and, if the case arises, the despatch fee shall be retained by the Administrations concerned.

Article 28. — EXCEPTIONS TO THE PRINCIPLE OF RESPONSIBILITY.

The two Administrations shall be relieved of all responsibility :

- (a) In cases beyond control (*force majeure*) ;
- (b) When, their responsibility not having been proved otherwise, they are unable to account for parcels in consequence of the destruction of official documents through a cause beyond control (*force majeure*) ;
- (c) When the damage has been caused by the fault or negligence of the sender, or when it arises from the nature of the article ;

- (d) For parcels of which the contents fall under the ban of one of the prohibitions mentioned in Article 10 ;
- (e) For parcels which have been fraudulently insured for a sum exceeding the actual value of the contents and packing ;
- (f) In respect of parcels regarding which the sender has not made enquiry within the period prescribed by Article 18 ;
- (g) In respect of any parcels containing precious stones, jewellery or any article of gold, silver or platinum exceeding 2,500 francs in value not packed in a box of the size prescribed by Article 6, section 3, of the Detailed Regulations.

Article 29. — TERMINATION OF RESPONSIBILITY.

The two Administrations shall cease to be responsible for parcels which have been delivered in accordance with their internal regulations and of which the owners or their agents have accepted delivery without reservation.

Article 30. — PAYMENT OF COMPENSATION.

The payment of compensation shall be undertaken by the Administration of origin except in the cases indicated in Article 27, section 1, where payment is made by the Administration of destination. The Administration of origin may, however, after obtaining the sender's consent, authorize the Administration of destination to settle with the addressee. The paying Administration retains the right to make a claim against the Administration responsible.

Article 31. — PERIOD FOR PAYMENT OF COMPENSATION.

1. Compensation shall be paid as soon as possible and, at the latest, within one year from the day following the date of the enquiry.
2. The Administration of origin is authorized to settle with the sender on behalf of the other Administration if the latter, after being duly informed of the application, has let six months pass without giving a decision in the matter.
3. The Administration responsible for making payment may, exceptionally, postpone it beyond the period of one year when a decision has not yet been reached upon the question whether the loss, damage or abstraction is due to a cause beyond control.

Article 32. — INCIDENCE OF COST OF COMPENSATION.

1. Until the contrary is proved responsibility shall rest with the Administration which, having received the parcel from the other Administration without making any reservation and having been furnished with all the particulars for investigation prescribed by the regulations, cannot establish either proper delivery to the addressee or his agent, or regular transfer to the following Administration as the case may be.
2. If, in the case of a parcel despatched from one of the two countries for delivery in the other, the loss, damage or abstraction has occurred in course of conveyance without it being possible to prove in the service of which country the irregularity took place the two Administrations shall bear in equal shares the amount of compensation.
3. The same principle shall, as far as possible, be applied when other Administrations are concerned in the conveyance of a parcel. Nevertheless, in the case of parcels sent in transit from one of the two countries through the other neither of the two Administrations shall be held responsible when the loss, damage or abstraction has taken place in a service in which responsibility is not accepted.
4. Customs and other charges which it has not been possible to cancel shall be borne by the Administration responsible for the loss, damage or abstraction.
5. By paying compensation the Administration concerned takes over, to the extent of the amount paid, the rights of the person who has received compensation in any action which may be taken against the addressee, the sender or a third party.

6. If a parcel which has been regarded as lost is subsequently found, in whole or in part, the person to whom compensation has been paid shall be informed that he is at liberty to take possession of the parcel against repayment of the amount paid as compensation.

Article 33. — REPAYMENT OF THE COMPENSATION TO THE ADMINISTRATION OF ORIGIN.

The Administration responsible or on whose account the payment is made in accordance with Article 30 is bound to repay the amount of the compensation within a period of three months after notification of payment. The amount shall be recovered from the Administration responsible through the accounts provided for in Article 32 of the Detailed Regulations.

The Administration of which the responsibility is duly proved and which has originally declined to pay compensation is bound to bear all the additional charges resulting from the unwarranted delay in payment.

Article 34. — CREDITS FOR CONVEYANCE.

For each parcel despatched from one of the two countries for delivery in the other the despatching office shall allow to the office of destination the rates which accrue to it by virtue of the provisions of Articles 4 and 5.

For each parcel despatched from one of the two countries in transit through the other the despatching office shall allow to the other office the rates due for the conveyance and insurance of the parcel.

Article 35. — CLAIMS IN CASE OF REDIRECTION OR RETURN.

In case of the redirection or of the return of a parcel from one country to the other, the re-transmitting Administration shall claim from the other Administration the charges due to it and to any other Administration taking part in the redirection or return. The claim shall be made on the parcel bill relating to the mail in which the parcel is forwarded.

Article 36. — EXPRESS DELIVERY FEES, SPECIAL AND ADDITIONAL.

1. The special charge for express delivery prescribed by Article 9, section 1, shall be included in the sums credited to the Administration of destination.

When an express parcel is redirected to another country before an attempt has been made to deliver it, this charge shall be credited to the new Administration of destination. If the latter does not undertake express delivery, the credit is retained by the Administration of the country to which the parcel was first addressed : the same applies when an express parcel cannot be delivered.

2. In case of the redirection or of the return to the country of origin of an express parcel, the additional charge prescribed by Article 9, section 2, shall be claimed from the Administration of the country in which the new destination is situated or from the Administration of origin, as the case may be, by the Administration which has attempted delivery, in the manner indicated in Article 35, unless this charge was paid when the parcel was presented at the addressee's residence.

Article 37. — CHARGE FOR REDIRECTION IN THE COUNTRY OF DESTINATION.

In case of further redirection or of return to the country of origin, the redirection charge prescribed by Article 12, section 2, shall accrue to the country which redirected the parcel within its own territory.

Article 38. — MISCELLANEOUS FEES.

1. The following fees shall be retained in full by the Administration which has collected them :

- (a) The fee for advice of delivery referred to in Article 11 ;
- (b) The enquiry fee referred to in Article 18, section 1 ;
- (c) The supplementary fee for a cash on delivery parcel referred to in Article 19, section 4 ;
- (d) The despatch fee for an insured parcel referred to in Article 25, section 3.

2. The fee for Customs clearance referred to in Article 6 shall be retained by the Administration of destination.

Article 39. — CASH ON DELIVERY FEE.

The fee mentioned in Article 19, section 2, shall be shared between the Administration of origin and that of destination, as provided for in Article 34, section 2, of the Detailed Regulations.

Article 40. — INSURANCE FEE.

In respect of insured parcels the Administration of origin shall allow to the Administration of destination for territorial service a rate of 5 centimes for each 300 francs of insured value or fraction thereof. If the Administration of destination provides the sea service, the Administration of origin shall allow an additional rate of 10 centimes for each 300 francs of insured value or fraction thereof.

Article 41. — MISCELLANEOUS PROVISIONS.

1. The francs and centimes mentioned in this Agreement are gold francs and centimes as defined in the Postal Union Convention.

2. Parcels shall not be subjected to any postal charges other than those contemplated in this Agreement except by mutual consent of the two Administrations.

3. In extraordinary circumstances either Administration may temporarily suspend the parcel post, either entirely or partially, on condition of giving immediate notice, if necessary by telegraph, to the other Administration.

4. The two Administrations have drawn up the following Detailed Regulations for ensuring the execution of the present Agreement. Further matters of detail, not inconsistent with the general provisions of this Agreement and not provided for in the Detailed Regulations, may be arranged from time to time by mutual consent.

5. The internal regulations of the United Kingdom and Poland shall remain applicable as regards everything not provided for by the stipulations contained in the present Agreement and in the Detailed Regulations for its execution.

Article 42. — ENTRY INTO FORCE AND DURATION OF THE AGREEMENT.

This Agreement shall come into force on the 1st of January, 1939, and shall remain in operation until the expiration of six months from the date on which it may have been denounced by either of the two Administrations.

In witness whereof the undersigned, duly authorized for that purpose, have signed the present Agreement, and have affixed their seals thereto.

Done in duplicate in English and Polish, the two texts being equally valid, at London the fifteenth day of September, 1938; and at Warsaw the fifth day of October, 1938.

G. C. TRYON.

DETAILED REGULATIONS

FOR CARRYING OUT THE PARCEL POST AGREEMENT BETWEEN THE POSTAL ADMINISTRATIONS OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND OF THE REPUBLIC OF POLAND. DATED, 15TH OF SEPTEMBER/5TH OF OCTOBER, 1938.

Article 1. — CIRCULATION.

1. Each Administration shall forward by the routes and means which it uses for its own parcels, parcels delivered to it by the other Administration for conveyance in transit through its territory.

2. Missent parcels shall be re-transmitted to their proper destination, by the most direct route at the disposal of the office re-transmitting them.

Article 2. — METHOD OF TRANSMISSION. PROVISION OF BAGS.

1. The exchange of parcels between the two countries shall be effected by the offices appointed by agreement between the two Administrations.

2. Parcels shall be exchanged between the two countries in bags duly fastened and sealed.

In the absence of any arrangement to the contrary, the transmission of parcels despatched by one of the two contracting countries in transit through the other shall be effected "*à découvert*".

3. A label showing the office of exchange of origin and the office of exchange of destination shall be attached to the neck of each bag, the number of parcels contained in the bag being indicated on the back of the label.

4. The bag containing the parcel bill and other documents shall be distinctively labelled.

5. The express and cash on delivery parcels forwarded in a mail shall be placed together, and, as far as possible, in the bag which contains the parcel bill and other documents. When they cannot all be placed in the bag which contains the parcel bill, the bag or bags in which they are forwarded shall be indicated by a distinctive label.

6. Similarly, when they are sufficiently numerous, insured parcels shall be forwarded in separate bags. The neck label attached to any bag containing one or more insured parcels shall be marked with any distinctive symbol that may from time to time be agreed upon by the two Administrations.

7. The weight of any bag of parcels shall not exceed 36 kilogrammes (80 pounds avoirdupois).

8. Each Administration shall provide the bags necessary for the despatch of its parcels.

9. These bags shall be returned empty by the office of destination made up in bundles of ten (nine bags enclosed in one) and despatched as a separate mail addressed to the office of exchange appointed by the Administration of origin. The number of bags so forwarded shall be advised on a parcel bill, which shall be separate from that used for advising the parcels themselves and shall be numbered in a separate annual series.

10. Each administration shall be required to make good the value of any bags which it fails to return. Responsibility for the loss of empty bags shall be determined on the principles prescribed for the loss of parcels in Article 32 of the Agreement.

Article 3. — INFORMATION TO BE FURNISHED.

1. Each Administration shall communicate to the other by means of a table :

(a) The names of the countries to which it can forward parcels handed over to it ;

(b) The routes available for the transmission of the said parcels from the point of entry into its territory or into its service ;

(c) The total amount to be credited to it by the other Administration for each destination ;

(d) The number of Customs declarations which must accompany each parcel ;

(e) Any other necessary information.

2. Each Administration shall make known to the other the names of the countries to which it intends to send parcels in transit through the other, unless in any particular case the number of parcels concerned is insignificant.

Article 4. — FIXING OF EQUIVALENTS.

In fixing the charges for parcels, either Administration shall be at liberty to adopt such approximate equivalents as may be convenient in its own currency.

Article 5. — MAKE-UP OF PARCELS.

Every parcel shall :

(a) Bear the exact address of the addressee in Roman characters. Addresses in pencil shall not be allowed provided that parcels bearing addresses written with copying-ink pencil on a surface previously damped shall be accepted. The address shall be written on the parcel itself or on a label so firmly attached to it that it cannot become detached. The sender of a parcel shall be advised to enclose in the parcel a copy of the address together with a note of his own address ;

(b) Be packed in a manner adequate for the length of the journey and for the protection of the contents.

Articles liable to injure officers of the Post Office or to damage other parcels shall be so packed as to prevent any risk.

Article 6. — SPECIAL PACKING.

1. Liquids and substances which easily liquefy shall be packed in two receptacles. Between the first receptacle (bottle, flask, pot, box, etc.) and the second (box of metal or of stout wood) shall be left a space which shall be filled with sawdust, bran or some other absorbent material in sufficient quantity to absorb all the liquid contents in the case of breakage.

2. Dry colouring powders such as aniline blue, etc., shall be admitted only if enclosed in stout metal boxes placed inside wooden boxes with sawdust between the two receptacles.

3. Every parcel containing precious stones, jewellery or any article of gold, silver or platinum exceeding 2,500 francs in value shall be packed in a box measuring not less than 3 feet 6 inches (1.05 metres) in length and girth combined.

Article 7. — DESPATCH NOTES AND CUSTOMS DECLARATIONS.

1. Each parcel shall be accompanied by a despatch note and by a set of Customs declarations according to the regulations of the country of destination.

2. The two Administrations accept no responsibility in respect of the accuracy of Customs declarations.

Article 8. — ADVICE OF DELIVERY.

1. Insured parcels of which the senders ask for an advice of delivery shall be very prominently marked " Advice of Delivery " or " A. R. ". The despatch notes shall be marked in the same way.

2. Such parcels shall be accompanied by a form similar to that annexed to the Detailed Regulations of the Convention of the Postal Union. This advice of delivery form shall be prepared by the office of origin or by any other office appointed by the Administration of origin and shall be firmly attached to the despatch note of the parcel to which it relates. If it does not reach the office of destination, that office shall make out officially a new advice of delivery form.

3. The office of destination, after having duly filled up the form, shall return it, by ordinary post, unenclosed and free of postage to the address of the sender of the parcel.

4. When the sender makes enquiry concerning an advice of delivery which has not been returned to him after a reasonable interval, action shall be taken in accordance with the rules laid down in Article 9 following. In that case a second fee shall not be charged, and the office of origin shall enter at the top of the form the words " Duplicata de l'avis de réception ".

Article 9. — ADVICE OF DELIVERY APPLIED FOR AFTER POSTING.

When the sender applies for an advice of delivery after an insured parcel has been posted, the office of origin or any other office appointed by the Administration of origin shall fill up an advice of delivery form and shall attach it to a form of enquiry to which postage stamps representing the fee prescribed by the Convention of the Postal Union have been affixed.

The form of enquiry accompanied by the advice of delivery form shall be treated according to the provisions of Article 29 below, with the single exception that, in the case of the due delivery of the parcel, the office of destination shall withdraw the form of enquiry and shall return the advice of delivery form in the manner prescribed in paragraph 3 of the preceding Article.

Article 10. — INDICATION OF TRADE CHARGE.

1. Cash on delivery parcels and the relative despatch notes shall bear on the address side the indication "C.O.D." ("Remboursement") written or printed boldly and, after it, the amount of the trade charge without erasure or correction, even if certified.

2. The sender shall in addition enter on the parcel and on the front of the despatch note his name and address in Roman letters.

Article 11. — TRADE CHARGE LABEL.

Cash on delivery parcels and the despatch notes also shall be furnished on the address side with an orange-coloured label in the form of the specimen annexed to the Detailed Regulations of the Convention of the Postal Union.

Article 12. — TRADE CHARGE MONEY ORDER.

1. Every cash on delivery parcel shall be accompanied by a trade charge money order form. This form shall be firmly attached to the despatch note and shall bear a statement of the amount of the trade charge in the currency of the country of origin of the parcel and should show, as a general rule, the sender of the parcel as the payee of the money order. Each Administration is free to have the money orders relating to parcels originating in its service addressed to the office of origin of the parcels or to other offices. The counterfoil of the order shall show the name and address of the addressee of the parcel as well as the place and date of posting.

2. Entries in pencil shall not be allowed on trade charge money order forms.

Article 13. — CONVERSION OF THE AMOUNT OF THE TRADE CHARGE.

The amounts of the trade charges shall be converted into the currency of the country of destination of the parcels by the Administration of that country, which shall use for this purpose the rate of conversion which it applies to money orders drawn on the country of origin of the parcels.

Article 14. — PERIOD FOR PAYMENT OF TRADE CHARGE.

The amount of the trade charge shall be paid by the addressee within the period prescribed by the regulations of the country of destination.

After the expiration of this period, the parcel shall be treated as undeliverable in accordance with the provisions of Article 14 of the Agreement.

Article 15. — REDIRECTION OF CASH ON DELIVERY PARCELS.

1. A cash on delivery parcel may be redirected if the new country of destination maintains with the country of origin an exchange of cash on delivery parcels. In this case, the parcel shall be accompanied by the trade charge money order form prepared by the office of origin. The new office of destination shall act in the settlement of the trade charge as if the parcel had been directly consigned to it in the first instance.

2. In the case of an application for redirection to a country which does not maintain an exchange of cash on delivery parcels with the country of origin, the parcel shall be treated as undeliverable.

Article 16. — ISSUE OF TRADE CHARGE MONEY ORDER.

Immediately after collecting the amount of the trade charge, the office of destination, or any other office appointed by the Administration of destination, shall fill in the portion of the trade

charge money order form headed " Service Instructions " (" Indication de Service ") and, after date-stamping it, shall return it free of postage to the office at which the parcel was posted or to the office specially named by the Administration of the country of origin on the form itself.

Trade charge money orders shall be paid to the senders of the parcels under the conditions fixed by the Administration of the country of payment.

Article 17. — CANCELLATION OR REPLACEMENT OF TRADE CHARGE MONEY ORDER FORMS.

1. A trade charge money order form relating to a parcel which, for any reason whatsoever, is returned to the sender shall be cancelled by the office which returns the parcel and shall be returned annexed to the despatch note.

2. When a trade charge money order form is mislaid, lost or destroyed before the collection of the trade charge, the office of destination or any other office appointed by the Administration of destination shall prepare a duplicate.

Article 18. — TRADE CHARGE MONEY ORDERS LOST, ETC.

1. A trade charge money order mislaid, lost or destroyed after the collection of the trade charge shall be replaced by a duplicate, or by an authority to pay, after proof by the two Administrations that the order has not been paid.

2. Trade charge money orders which it has not been possible to deliver to the payees within the period of validity fixed by the Money Order Agreement between the two Administrations shall, at the expiration of the period of validity, be receipted by the Administration of the country of payment and claimed from the Administration which issued them.

3. Trade charge money orders which have been delivered to the payees, and of which the payees have not claimed payment within the period of validity fixed by the Money Order Agreement between the two Administrations, shall be replaced by authorities to pay. These authorities to pay shall be drawn up by the Administration which collected the trade charges as soon as it has been able to ascertain that the original orders have not been paid within the period of validity and shall be receipted by the other Administration which shall claim the amounts due in the first account rendered after their receipt.

4. The Administration issuing a trade charge money order shall notify the other Administration if the order is not claimed within the period of validity.

5. A trade charge money order of which payment cannot be effected in consequence of any irregularity in completion by the office of destination of the parcel shall be returned as soon as possible to that office, officially registered, for correction.

Article 19. — INDICATION OF INSURED VALUE.

Every insured parcel and the relative despatch note shall bear an indication of the insured value in the currency of the country of origin without erasures or corrections even if certified. The indication on the parcel shall be both in words and in figures. The amount of the insured value shall be converted into gold francs by the Administration of origin. The result of the conversion shall be indicated distinctly by new figures placed beside or below those representing the amount of the insured value in the currency of the country of origin.

Article 20. — INSURANCE LABELS, ETC.

Every insured parcel and its despatch note as well shall bear a small red label with the indication " Insured " or " Valeur Déclarée " in large letters.

When a parcel contains coin, bullion or other precious objects, the wax or other seals, the labels of whatever kind and any postage stamps affixed to it shall be so spaced that they cannot conceal injuries to the cover. Moreover, the labels and postage stamps, if any, shall not be folded over two sides of the cover so as to hide the edge.

Article 21. — SEALING OF INSURED PARCELS.

Every insured parcel shall be sealed by means of wax or by lead or other seals, with some special uniform design or mark of the sender, the seals being sufficient in number to render it impossible to tamper with the contents without leaving an obvious trace of violation.

The senders of such parcels shall be strongly recommended to furnish the relative despatch note, whenever possible, with an exact reproduction of the seal or special mark referred to above.

Article 22. — INDICATION OF WEIGHT OF INSURED PARCELS.

The exact weight in grammes of each insured parcel shall be entered by the Administration of origin :

- (a) On the address side of the parcel ;
- (b) On the despatch note, in the place reserved for this purpose.

Article 23. — SERIAL NUMBER AND PLACE OF POSTING.

Each parcel and the relative despatch note as well shall bear the name of the office of posting and a label indicating the serial number. An office of posting shall not use two or more series of labels at the same time, unless each series is provided with a distinctive mark.

Article 24. — DATE-STAMP IMPRESSION.

The despatch note shall be impressed by the office of posting, on the address side, with a stamp showing the place and date of posting.

Article 25. — EXPRESS PARCELS.

Every express parcel and the relative despatch note as well shall be provided near to the address with a printed label of a deep red colour bearing in bold type the word " Express " or " *Exprès* ".

Article 26. — RE-TRANSMISSION.

1. The Administration re-transmitting a missent parcel shall not levy Customs or other non-postal charges upon it.

When an Administration returns such a parcel to the country from which it has been directly received, it shall refund the credits received and report the error by means of a verification note.

In other cases, and if the amount credited to it is insufficient to cover the expenses of re-transmission which it has to defray, the re-transmitting Administration shall allow to the Administration to which it forwards the parcel the credits due for onward conveyance ; it shall then recover the amount of the deficiency by claiming it from the office of exchange from which the missent parcel was directly received. The reason for this claim shall be notified to the latter by means of a verification note.

2. When a parcel has been wrongly allowed to be despatched in consequence of an error attributable to the postal service and has, for this reason, to be returned to the country of origin, the Administration which sends the parcel back shall allow to the Administration from which it was received the sums credited in respect of it.

3. The charges on a parcel redirected, in consequence of the removal of the addressee or of an error on the part of the sender, to a country with which the United Kingdom or Poland has parcel post communication shall be claimed from the Administration to which the parcel is forwarded, unless the charge for conveyance is paid at the time of redirection, in which case the parcel shall be dealt with as if it had been addressed directly from the re-transmitting country to the new country of destination.

4. A parcel which is redirected unpaid shall be re-transmitted in its original packing and shall be accompanied by the original despatch note. If the parcel, for any reason whatsoever, has to be repacked, or if the original despatch note has to be replaced by a substitute note, the

name of the office of origin of the parcel and the original serial number and, if possible, the date of posting at that office shall be entered both on the parcel and on the despatch note.

Article 27. — RETURN OF UNDELIVERABLE PARCELS.

1. If the sender of an undeliverable parcel has made a request not provided for by Article 14, section 1, of the Agreement, the Administration of destination need not comply with it but may return the parcel to the country of origin, after retention for the period prescribed by the regulations of the country of destination.

2. The Administration which returns a parcel to the sender shall indicate clearly and concisely on the parcel and on the relative despatch note the cause of non-delivery. This information may be furnished in manuscript or by means of a stamped impression or a label. The original despatch note belonging to the returned parcel must be sent back to the country of origin with the parcel.

3. A parcel to be returned to the sender shall be entered on the parcel bill with the word " Rebut " in the " Observations " column. It shall be dealt with and charged like a parcel redirected in consequence of the removal of the addressee.

Article 28. — SALE. DESTRUCTION.

1. When a parcel has been sold or destroyed in accordance with the provisions of Article 16 of the Agreement, a report of the sale or destruction shall be prepared.

2. The proceeds of the sale shall be used in the first place to defray the charges upon the parcel. Any balance which there may be shall be forwarded to the Administration of origin for payment to the sender, on whom the cost of forwarding it shall fall.

Article 29. — ENQUIRIES CONCERNING PARCELS OR TRADE CHARGE MONEY ORDERS.

For enquiries concerning parcels, or trade charge money orders which have not been returned, a form shall be used similar to the specimen annexed to the Detailed Regulations of the Parcel Post Agreement of the Universal Postal Union. These forms shall be forwarded to the offices appointed by the two Administrations to deal with them and they shall be dealt with in the manner mutually arranged between the two Administrations.

Article 30. — PARCEL BILL.

1. Insured, cash on delivery, returned and unpaid redirected parcels shall be entered individually by the despatching office of exchange on a parcel bill. The advice of other parcels, except transit parcels, shall consist of a statement of the numbers of parcels at the several steps of the weight scale, a note being made on the bill of the number of express parcels. Transit parcels shall be entered individually provided that two or more transit parcels, addressed to the same country for which the same amount of credit has to be allowed, may be entered in bulk. The despatch notes, Customs declarations, advices of delivery, trade charge money order forms, etc., shall be forwarded with the parcel bill.

2. Each despatching office of exchange shall number the parcel bills in the top left-hand corner in an annual series for each office of exchange of destination, and as far as possible shall enter below the number the name of the ship conveying the mail. A note of the last number of the year shall be made on the first parcel bill of the following year.

Article 31. — CHECK BY OFFICES OF EXCHANGE. NOTIFICATION OF IRREGULARITIES.

1. On the receipt of a mail, whether of parcels or of empty bags, the office of exchange shall check the parcels and the various documents which accompany them, or the empty bags as the case may be, against the particulars entered in the relative parcel bill, and, if necessary, shall report missing articles or other irregularities by means of a verification note.

2. Errors in the credits allowed in respect of transit parcels shall be notified to the despatching offices of exchange by verification notes. The adjustment of other errors in credits and accounting shall be arranged in connexion with the preparation of the monthly statements specified in Article 32 below.

Article 32. — ACCOUNTING FOR CREDITS.

1. Each Administration shall prepare monthly for all the parcel mails despatched during the month by each of the offices of exchange of the other Administration a statement of the total amounts due in respect of the mails, whether to its credit or to its debit.

2. These statements shall afterwards be summarized by the same Administration in an account which, accompanied by the monthly statements, shall be forwarded to the corresponding Administration in the course of the month following that to which it relates.

3. The monthly statement shall be checked and accepted by the corresponding Administration by reference to the originals of the parcel bills and shall be summarized in a quarterly general account prepared by the Administration to which the balance is due.

Article 33. — SETTLEMENT OF ACCOUNTS.

1. Payment of the balance of the account shall be made by the debtor to the creditor Administration in the manner prescribed by the Convention of the Postal Union for the liquidation of the balance of transit accounts.

2. The preparation and transmission of a general account and the payment of the balance of that account shall be effected as early as possible and, at the latest, within a period of three months from the end of the period to which the account relates.

3. Whenever the sum due from one Administration to the other exceeds 30,000 gold francs per month, the creditor Administration shall be entitled to claim a monthly payment on account up to three-quarters of the amount of the debt. This claim shall be met within a period of eight days.

4. If the debtor Administration does not pay the balance due or make a payment on account within the periods prescribed in paragraphs 2 and 3 the sums due shall bear interest at the rate of 5 per cent. per annum up to the day on which payment is made.

Article 34. — ACCOUNTING FOR TRADE CHARGE MONEY ORDERS.

1. The accounting relating to trade charge money orders paid by each Administration shall be effected by means of supplements to the special account of money order transactions between the two Administrations.

2. In this account, which shall be accompanied by the paid and receipted trade charge money orders, the orders shall be entered in alphabetical sequence of the offices of issue and in numerical sequence of their entry in the registers of those offices. The Administration which has prepared the account shall deduct from the total sum of its credit one-half of one per cent. ($\frac{1}{2}\%$) of this total, representing the allowance to the other Administration specified in Article 39 of the Agreement.

The verification of this account shall be effected in accordance with the provisions of the Money Order Agreement between the two Administrations.

3. The totals of the trade charge account shall be included in and settled as part of the general account in respect of money orders for the same period.

Article 35. — COMMUNICATIONS AND NOTIFICATIONS.

Each Administration shall furnish to the other Administration all necessary information on points of detail in connexion with the working of the service.

Article 36. — ENTRY INTO FORCE AND DURATION OF THE DETAILED REGULATIONS.

The present Detailed Regulations shall come into force on the day on which the Parcel Post Agreement comes into force and shall have the same duration as the Agreement. The Administrations concerned shall, however, have the power by mutual consent to modify the details from time to time.

Done in duplicate at London the fifteenth day of September, 1938, and at Warsaw the fifth day of October, 1938.

G. C. TRYON.

TRADUCTION. — TRANSLATION.

N^o 4529. — ACCORD ENTRE L'ADMINISTRATION DES POSTES DU ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD ET L'ADMINISTRATION DES POSTES DE LA RÉPUBLIQUE DE POLOGNE RELATIF A L'ÉCHANGE DES COLIS POSTAUX. SIGNÉ A LONDRES, LE 15 SEPTEMBRE 1938, ET A VARSOVIE, LE 5 OCTOBRE 1938.

LES ADMINISTRATIONS DES POSTES DU ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD et DE LA RÉPUBLIQUE DE POLOGNE, désireuses d'instituer un échange régulier et direct de colis postaux entre les deux pays, sont convenues des dispositions suivantes.

Dans le présent accord et dans le règlement d'exécution qui y est joint, l'expression « Royaume-Uni » signifie la Grande-Bretagne et l'Irlande du Nord, les îles anglo-normandes et l'île de Man.

Article premier. — LIMITES DE POIDS ET DE DIMENSIONS.

1. Aucun colis expédié dans le Royaume-Uni à destination de la Pologne ne devra peser plus de 22 livres ni mesurer plus de 3 pieds 6 pouces de longueur ou plus de 6 pieds, longueur et pourtour réunis ; aucun colis expédié en Pologne à destination du Royaume-Uni ne devra peser plus de 10 kilogrammes ni mesurer plus de 1 m. 05 de longueur ou plus de 1 m. 80, longueur et pourtour réunis.

2. La manière de voir du bureau expéditeur, en ce qui concerne le calcul exact du poids et des dimensions d'un colis, sera considérée comme prévalant, sauf erreur évidente.

Article 2. — TRANSIT DES COLIS.

Les deux administrations garantissent le droit de transit sur leur territoire aux colis à destination ou en provenance de tout pays avec lequel elles échangent des colis postaux. Les colis en transit seront soumis aux dispositions du présent accord et de son règlement d'exécution, dans la mesure où elles seront applicables.

Article 3. — AFFRANCHISSEMENT.

1. L'affranchissement des colis postaux est obligatoire, sauf dans le cas de colis réexpédiés ou renvoyés.

2. La taxe se compose des droits revenant à chaque administration qui participe au transport par terre ou par mer.

Article 4. — TAXE TERRITORIALE.

Pour les colis expédiés de l'un des deux pays à destination de l'autre, les taxes territoriales, dans le Royaume-Uni, seront les suivantes : 1 fr. 75 et 3 fr. 15 pour les colis jusqu'à 5 kilogrammes (11 lb.) et 10 kilogrammes (22 lb.), respectivement ; les taxes territoriales, en Pologne, seront les suivantes : 0 fr. 60, 1 fr. 20 et 2 fr. pour les colis jusqu'à 1 kilogramme (2 lb.), 5 kilogrammes (11 lb.) et 10 kilogrammes (22 lb.), respectivement.

L'administration postale de la Pologne se réserve le droit de modifier ses taxes conformément à toute modification qui pourrait être apportée en matière de taxes par des conventions internationales ultérieures à l'Accord du Caire de 1934.

L'administration postale du Royaume-Uni se réserve le droit de modifier ses taxes territoriales conformément à toute modification de ces mêmes taxes qui pourrait être décidée à propos de ses échanges de colis postaux avec d'autres pays en général.