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Agreement concerning Postal Parcels

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Presented to Dáil Éireann by the Minister for Foreign Affairs

AGREEMENT CONCERNING POSTAL PARCELS

Having regard to Article 22, § 4 of the Constitution of the Universal Postal Union, concluded at Vienna on the 10th July, 1964, the undersigned Plenipotentiaries of the governments of the Member Countries of the Union, have, by common consent and subject to the provisions of Article 25, § 3 of the Constitution, drawn up the following Agreements.

PRELIMINARY PROVISIONS

Article 1

Subject of the Agreement

1. Items called “postal parcels” of which the individual weight must not exceed 20 kilogrammes may be exchanged between the contracting Countries either directly or through the intermediary of one or more of them.
2. The exchange of parcels exceeding 10 kilogrammes is optional.
3. In this Agreement, its Final Protocol and its Detailed Regulations, as well as in the Final Protocol of the latter, the abbreviation “parcels” applies to all postal parcels.

Article 2

Categories of parcels

1. An “ordinary parcel” is one which is not subject to any of the special requirements prescribed for the categories defined in §t 2 and 3.
2. Other categories are:
 - a) “insured parcel “, any parcel which is insured for a declared value;
 - b) “parcel for delivery free of charges”, any parcel in respect of which the sender asks to be charged with the whole of the postal charges and fees to which the parcel may be subject on delivery; this request may be made at the time of posting or subsequently up to the time of delivery to the addressee;
 - c) “cash on delivery parcel “, any parcel subject to a trade charge and covered by the Agreement concerning cash on delivery items;
 - d) “fragile parcel “, any parcel containing articles which are liable to break easily and which are to be handled with special care;
 - e) “cumbersome parcel “;
 - (i) any parcel whose dimensions exceed the limits fixed by Article 25, § 1, or those which Administrations may fix between themselves;
 - (ii) any parcel which by reason of its shape, nature or construction does not lend itself readily to loading with other parcels or which requires special precautions;

(iii) optionally, any parcel conveyed by a sea service whose volume exceeds the limits fixed by Article 25 § 2;

f) “service parcel”, any parcel relating to the postal service and exchanged, by surface only, under the conditions laid down in Article 23 of the Convention.

g) “prisoner of war or internee parcel “ any parcel intended for or sent by prisoners or organisations referred to in article 8 of the Convention.

3. Other categories

, according to the method of despatch or delivery:

a) “air parcel “, any parcel accepted for air conveyance between two Countries;

b) “urgent parcel “, any parcel which, as far as possible, is to be conveyed by the fast services used for the letter post;

c) “express parcel “, any parcel which, on arrival at the office of destination, is to be delivered to the place of address by special messenger or which, in those Countries whose Administrations do not undertake delivery) to the place of address, gives rise to the delivery, by special messenger, of an advice of arrival; nevertheless, if the address of the addressee is situated outside the local delivery area of the office of destination delivery by special messenger is not obligatory;

4. The exchange of “insured” “free of charges” “cash on delivery”, “fragile” “cumbersome”, “air”, “urgent” and “express “parcels requires prior agreement between the Administrations of origin and destination.

5. In addition, for the exchange of insured parcels (conveyed a découvert), “urgent” “fragile” and “cumbersome ‘parcels, the intermediate Administrations must signify their agreement to the transit routing.

Article 3 *Weight steps*

The parcels defined in Article 2 are classed in the following weight steps:

	up to 1 kilogramme
above 1	up to 3 kilogrammes
above 3	up to 5 kilogrammes
above 5	up to 10 kilogrammes
above 10	up to 15 kilogrammes
above 15	up to 20 kilogrammes

PART I CHARGES AND FEES

Article 4

Composition of the charges and fees

The charges and fees which Administrations are authorised to collect are made up of the principal charge as defined in Article 5 and, where appropriate by:

- a) the rates mentioned in Article 12, or in the Final Protocol;
- b) the supplement³ charges mentioned in Articles 13 to 19;
- c) the charges and fee mentioned in Articles 36, § 6, and 42;
- d) the fees mentioned in Article 20.

CHAPTER I PRINCIPAL CHARGE AND EXCEPTIONAL RATE

Article 5

Principal charge

The principal charge consists of the rates due to each Administration sharing in the land or sea conveyance and which are provided for in Articles 6 to 9. It also includes, as appropriate, the air surcharges mentioned in Article 10.

Article 6

Land-Rate

1. Parcels exchanged between two Administrations are subject to the outward and inward land rates shown in the table appearing in § 4.
2. Each of the countries crossed or whose services assist in the land conveyance of parcels, is authorised to collect the transit land rate mentioned in the table which appears in § 4.
3. The rates mentioned in § 1 and 2 are payable by the Administration of the country of origin unless provisions of the present Agreement create exceptions to this principle.
4. Each outward, inward, or transit land rate is fixed as follows for each Country and each parcel:

Weight steps	Outward and inward land rate		Transit land rate	
	Fr.	c.	Fr.	c.
Up to 1 kg	-	.60	-	.40
above 1 up to 3 kilogrammes	-	.80	-	.50
above 3 up to 5 kilogrammes	1	-	-	.60
above 5 up to 10 kilogrammes	2	-	1	.30
above 10 up to 15 kilogrammes	3	-	1	.90
above 15 up to 20 kilogrammes	4	-	2	.50

5. Nevertheless, as regards the last two weight steps, the Administrations of origin and destination have the right to fix as they wish the land rates due to them.

6. As regards air parcels, the land rate for intermediate Countries is only applicable where the parcel is conveyed by an intermediate land service.

Article 7

Reduction or increase of the land rate

1. Administrations have the option of reducing or increasing simultaneously their outward land rate and their inward land rate but not, consequently, their transit land rate.

2. To be applicable any such modification or subsequent modifications must:

a) come into force only on the 1st January or the 1st of July, at the convenience of each Administration;

b) be communicated at least three months in advance to the Swiss Postal Administration; any modifications for which these periods have not been observed will not be taken into consideration until the 1st January or the 1st July following;

c) be communicated to Administrations concerned at least a month before the dates fixed in a);

d) remain in force for one year at least.

3. The increase, where applied, must not exceed, in the case of the weight steps up to 10 kg., one half of the outward and inward land rate laid down in Article 6, § 4. The reduction may be fixed at the wish of the Administrations concerned.

Article 8

Sea-Rate

1. Each of the countries whose services participate in the sea conveyance of parcels is authorised to reclaim the sea-rates mentioned in the table shown in § 2. These rates are payable by the Administration of the country of origin, unless provisions of the present agreement create exceptions to this principle.

2. For each sea conveyance used, the sea-rate is calculated in accordance with the following table:

Distance steps		Weight steps					
a) expressed in nautical miles.	b) expressed in kilometres after conversion on the basis of 1 nautical mile = 1.825km.	Up to 1 kg 3	Above 1 kg up to 3kg 4	Above 3 kg up to 5kg 5	Above 5 kg up to 10kg 6	Above 10kg up to 15kg 7	Above 15 kg up to 20kg 8
1	2						
Up to 500 nautical miles	Up to 926 kilometers...	Fr. c. -. 15	Fr. c. -. 20	Fr. c. -. 25	Fr. c. -. 50	Fr. c. -. 75	Fr. c. 1.0
Beyond 500, up to 1,000 miles	Beyond 926 up to 1,852	-. 25	-. 30	-. 40	-. 75	1.10	1.60
Beyond 1,000 miles up to 2,000	Beyond 1,852 up to 3,704	-. 40	-. 50	-. 60	1.10	1.60	2.25
Beyond 2000: each 1,000 fraction of 1,000 thereafter	Beyond 3,704: Each 1,852 or fraction of 1,852 thereafter	-. 10	-. 15	-. 20	-. 35	-. 50	-. 65

3. if necessary, the distance steps used to determine the amount of sea- rate applicable between two countries are calculated on a basis of a weighted average distance, determined in terms of the tonnage of the mails carried between the respective ports of the two countries.

4. Sea conveyance between two ports of the same Country does not give rise to the collection of the rate referred to in § 2 when the Administration of that Country already receives, for the same parcels, payment in respect of land conveyance.

5. As regards air parcels, the sea-rate for intermediate Administrations or services is only applicable where the parcel is conveyed by an intermediate sea service; for this purpose every sea service provided by the country of origin or destination is regarded as an intermediate service.

Article 9
Reduction or increase of the sea rate

1. Administrations have the option of increasing by 50 per cent at most the sea rate laid down in Article 8, § 2. On the other hand, they may reduce it as they wish.
2. This option is subject to the conditions laid down in Article 7, § 2.
3. In the case of an increase, this must also be applied to parcels originating in the Country to which the services effecting the sea conveyance belong; nevertheless, this obligation does not apply either in the relations between a Country and its colonies, overseas territories, etc., or in the reciprocal relations of those colonies, overseas territories, etc.

Article 10
Air surcharges

1. Administrations fix the air surcharges to be collected for the transmission of parcels by air. For the purpose of fixing surcharges they may adopt units of weight which are less than the first weight step.
2. Surcharges should be uniform for the whole of the territory of the same country of destination irrespective of the routing used. Consequently if two countries are linked by several air lines, the surcharge is fixed according to the average distance between the respective airports and the importance of the lines as regards the international traffic.
3. Surcharges should be closely related to conveyance charges and, as a general rule, their proceeds should not, overall, exceed the costs payable for such conveyance.

Article 11
Basic rates and calculation of payments for air conveyance

1. The basic rate applicable to the accounting between Administrations in respect of air conveyances is fixed at 1 thousandth of a franc, as a maximum per kilogramme of gross weight and per kilometre this rate is applied proportionately to fractions of a kilogramme.
2. Payments of air conveyance pertaining to air parcel mails are calculated according to the effective basic rate specified in § I and the kilometric distances mentioned in the “List of air-mail distances” referred to in Article 203, § 1 b) of the Detailed Regulations of the Convention on the one hand, and according to the gross weight of the mails on the other hand.
3. The payment of air conveyance due to the intermediate Administration for a découpen air parcels is fixed in principle as indicated in § 1 but per kilogramme or per half-kilogramme for each country of destination. If two countries are linked by several air lines the payment is established by the intermediate Administration according to the average distance between the respective airports and according to the importance of the lines in respect of international traffic. As regards the calculation of the sums to be

paid, fractions of the unit of weight adopted in this connection by the intermediate Administration are rounded upwards to the kilogramme or the half-kilogramme, as is the case.

4. Any country which within its own territory forwards or reforwards air parcels by air is entitled to a special payment for that transmission.

5. The special payment referred to in § 4 is fixed in the form of a single rate, calculated for all air parcels originating in or addressed to the country, on the basis of the rate provided for in § 1 and according to the weighted average of the sector distances covered by air parcels of the international service on the internal air network.

6. The transshipment at the same airport, in the course of transmission of air parcels conveyed successively by several separate air services is performed without remuneration.

7. No transit land rate is due for:

- a) the transfer of air mails between two airports serving the same town;
- b) the transport of such mails between an airport serving a town and a warehouse situated in the same town and the return of the same mails for their reforwarding.

8. When air parcels are lost or destroyed on an air line as a result of an accident met by the carrying aircraft, or for any other reason for which responsibility falls on the air transport organisation, no remuneration for air transport is payable in respect of the lost or destroyed air parcels for any part whatever of the air-line journey.

Article 12

Exceptional outward and inward rate

Subject to compliance with the conditions laid down in Article 7, § 2, each Administration has the option of applying simultaneously to every parcel sent from or addressed to its offices an exceptional outward and inward rate of 25 centimes at the maximum.

CHAPTER II SUPPLEMENTARY CHARGES AND FEES

SECTION I CHARGES RELATING TO CERTAIN CATEGORIES OF PARCELS

Article 13

Urgent parcels

1. Urgent parcels are subject to a principal charge double that applicable to ordinary parcels: where appropriate the exceptional outward and inward rate provided for in Article 12 is also doubled.

2. Urgent air parcels are subject to a single air surcharge, i.e., not doubled.

Article 14
Express parcels

1. Express parcels are subject to a supplementary charge called the “express charge “, collected in favour of the Administration of destination and of the fixed amount of 80 centimes, fully paid in advance at the time of posting, even if the parcel cannot be delivered by special messenger but only the advice of arrival.
2. In the exceptional case where the address of the addressee is situated outside the local delivery area of the office of destination, the express charge may be increased by a charge called “the additional express charge “, which is collected on delivery and remains payable even if the parcel is returned to origin or redirected; this additional charge must not exceed that fixed in the internal service of the Country of destination.

Article 15
Parcels for delivery free of charges and fees

1. Parcels for delivery free of charges and fees are subject to a charge called “charge for delivery free of charges” of the fixed maximum amount of 60 centimes for each parcel. This charge is added to the customs clearance charge referred to in Article 19 b); it is collected as commission from the sender in favour of the Administration of destination.
2. When delivery free of charges is requested after the parcel has been posted, a charge for a request for delivery free of charges is collected from the sender at the time the request is made. This charge of a fixed maximum amount of 60 centimes is added to the air surcharge or to the charge for the telegram if the sender has asked that his request should be sent by air or by telegraph.

Article 16
Insured parcels

1. Insured parcels are subject to an ordinary insurance fee which is collected by the office of posting. This fee is added to the charges and fees authorised in this part of the Agreement and is calculated in accordance with one or other of the following formulae:

a) First formula	For each 200 francs or fraction of 200 francs of insured value	5 centimes for each Administration participating in the land conveyance 10 centimes for each sea service used 10 centimes for each air service used
b) Second formula	For each 200 francs or	50 centimes at most

	fraction of 200 francs of insured value	
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2. In addition, the collection of the following charges is authorised:

a) by Administrations which undertake to cover the risks arising from causes beyond control, a “fee for risks from causes beyond control” to be fixed so that the sum of this fee and the normal insurance fee does not exceed the maximum prescribed in § 1 b).

b) optionally, by the Administration of origin, a despatch charge equal at most, to 50 centimes for each insured parcel.

3. Exceptionally, the air insurance fee collected in respect of conveyance by air services which involve extraordinary risks is fixed, in each individual case by the Administration concerned; the aggregate fee referred to in § 1 b), may then be increased accordingly.

Article 17

Fragile parcels. Cumbersome parcels

Fragile parcels and cumbersome parcels are subject to a supplementary charge equal to 50 per cent of the principle charge increased, where appropriate, by the rates mentioned in Article 12 or in the Final Protocol. If the parcel is fragile and bulky the supplementary tax mentioned above is collected once only. Nevertheless, the air surcharge in respect of these parcels must not be increased; if need be, the total charge is rounded up to the next 5 centimes.

SECTION II

CHARGES AND FEES RELATING TO ALL CATEGORIES OF PARCELS

Article 18

Supplementary charges

Administrations are authorised to collect the following supplementary charges:

a) Charge for Export Customs formalities collected by the Administration of origin for submission to Customs; as a general rule the charge is collected at the time of posting of the parcel.

b) Customs clearance charge, collected by the Administration of destination either for submission to Customs and Customs clearance or for submission to Customs only; in the absence of other arrangements, the charge is collected at the time of the delivery of the parcel to the addressee; however, in the case of parcels for delivery free of charges, the Customs clearance charge is collected by the Administration of origin on behalf of the Administration of destination.

c) delivery charge; this charge may be collected by the Administration of destination as often as the parcel is tendered for delivery at the address; nevertheless, in the case

of express parcels, it may be collected only in respect of each tender for delivery after the first;

d) advice of non-delivery charge, collected under the conditions laid down in Article 32, § 3;

e) advice of arrival charge, collected by the Administration of destination, when its legislation obliges it to do so and when that Administration does not undertake delivery to the place of address, in respect of every advice (the first as well as subsequent advices) which is in fact delivered to the address of the addressee, except for the first advice of express parcels;

f) repacking charge, due to the Administration of the first of the Countries in whose territory a parcel has to be repacked in order to protect its contents; it is recovered from the addressee or, where appropriate, the sender;

g) poste restante charge, collected by the Administration of destination at the time of delivery, on every parcel addressed “paste restante”.

h) storage charge, collected by the Administration of destination on every parcel which has not been taken possession of within the prescribed periods whether the parcel is addressed *paste restante* or to a place of address;

i) advice of delivery charge, when the sender asks for an advice of delivery under the conditions laid down in Article 37 of the Convention;

j) advice of embarkation charge, collected, in relations between Countries whose Administrations agree to provide this service, when the sender requests that an advice of embarkation be sent to him; this charge is halved between the Administration of origin and the Administration of the country of the port of embarkation;.

k) enquiry charge, mentioned in Article 43, § 4;

l) charge for a request for withdrawal from the post or alteration of address;
in) charge for cover against risks arising from circumstances beyond control, collected by Administrations prepared to cover risks arising from causes beyond control.

Article 19 *Scale*

The scale of supplementary charges defined in Article 18 is *fixed* in accordance with the following table:

Description of Charge 1	Amount 2	Observations 3
<p>a) Charge for export Customs formalities collected by the country of origin</p> <p>b) Customs clearance charge collected by the country of destination</p> <p>c) Delivery charge</p> <p>d) Advice of non-delivery charge</p> <p>e) Advice of arrival charge</p> <p>f) Repacking charge</p> <p>g) Poste Restante charge</p> <p>h) Storage charge</p> <p>i) Advice of charge delivery</p>	<p>50 centimes at most, per parcel</p> <p>1 franc at most, per parcel</p> <p>Same charge as in internal service</p> <p>40 centimes at most</p> <p>At most, a charge equal to that for an ordinary letter of the first weight step in the internal service</p> <p>50 centimes at most, per parcel</p> <p>Same charge as in the internal service</p> <p>Charge collected at the rate laid down by internal legislation</p> <p>a) at the time of posting, 40 centimes at most</p>	<p>With a maximum of 60 centimes per parcel</p> <p>When the advice of non-delivery must be sent to him by air, the sender or third party pays the corresponding air surcharge. If, later on, new instructions must be transmitted by air or by telegraph the sender or the third party must pay, in addition, the charge in respect of air conveyance or the telegraphic charge, as the case may be</p> <p>This charge may be levied once only in the course of transmission from beginning to end</p> <p>With a maximum of 10 francs</p> <p>If the sender has asked that advice of receipt should be sent to him by air mail the air surcharge is added to this charge</p>

	b) after posting, 60 centimes at most	When this request has been sent by air-mail or by telegraph, the sender must also pay relative air mail or telegraph charge as the case may be. Also, if the sender has asked that advice of receipt should be sent to him by air mail the corresponding air surcharge must be paid.
j) Advice of embarkation charge	40 centimes for each parcel	
k) Enquiry charge	60 centimes at most	
l) Charge for a request for withdrawal from the post or alteration of address	60 centimes at most	If the sender has asked that his request should be sent by air or by telegraph the air surcharge or the charge for the telegram is added to this charge. When the request is sent by post (air or surface) and in every case if an insured parcel is concerned the fee for registration must be paid in addition
m) charge for cover against risk due to “force majeure” (circumstance beyond control)	a) amount laid down in Article 16, §2 (a) in respect of insured parcels b) maximum of 40 centimes per parcel in respect of uninsured parcels	

Article 20
Charges

1. Administrations of destinations are authorised to collect, from the addressees, all charges, especially Customs duty, to which the items are subjected in the Country of destination.

2. Administrations undertake to use their good offices with the competent authorities in their Countries with a view to the cancellation of the charges (including Customs duty) in the case of a parcel:

- a) returned to origin;
- b) abandoned by the sender;
- c) destroyed because of total damage of the contents;
- d) redirected to a third Country;
- e) lost, tampered with or damaged in their service.

SECTION III
FREE POSTAGE

Article 21
Service parcels

Parcels relating to the postal service exchanged by surface only are exempt from all postal charges under the conditions laid down in Article 23 of the Convention.

Article 22
Parcels for prisoners of war and internees

Prisoner of war and internee parcels enjoy, under the same conditions, the exemptions from charges accorded to postal Items by Article 8 of the Convention, and do not give rise to any remuneration in favour of any Administration whatsoever except as regards the air surcharges applicable to air parcels.

PART II
OPERATION OF THE SERVICE

CHAPTER 1
CONDITIONS OF ADMISSION

SECTION 1
GENERAL CONDITIONS OF ADMISSION

Article 23
Conditions of acceptance

Provided that the contents do not come within the prohibitions listed in Article 24 or within the prohibitions or restrictions applicable in the territory of one or more of the Administrations called upon to take part in the transmission every parcel, to be admitted to the post, shall:

- a) belong to one of the categories of parcels admitted by application of Article 2;
- b) satisfy the conditions of weight and size fixed by Articles 1 and 25;
- c) be prepaid in respect of all the charges required by the office of origin.

Article 24 *Prohibitions*

The forwarding of the following articles is prohibited:

- a) in all categories of parcels:
 - (i) articles which, by their nature or their packing, may expose officials to danger, or soil or damage other parcels; (see also (vi));
 - (ii) opium, morphine, cocaine and other narcotics; however, this prohibition does not apply to consignments sent for a medical or scientific purpose to Countries which admit them on this condition;
 - (iii) articles of which the importation or circulation is prohibited in the Country of destination;
 - (iv) documents having the character of current and personal correspondence as well as correspondence of any kind bearing an address other than that of the addressee of the parcel or of persons living with him; however, it is permissible to include one of the following documents, unclosed, reduced to its essential elements and relating solely to the goods being conveyed: invoice, despatch note or advice, delivery bill;
 - (v) living animals, unless their conveyance by post is authorised by the postal regulations of the Countries concerned;
 - (vi) explosive, inflammable or other dangerous substances. Nevertheless, Administrations may agree to the conveyance of firing caps and loaded metal cartridges for portable firearms, non- explosive parts of artillery fuses and matches, inflammable films, raw celluloid or articles made of celluloid;
 - (vii) obscene or immoral articles;
- b) in uninsured parcels exchanged between two Countries which admit insured parcels: coin, banknotes, currency notes, securities of any kind payable to bearer, platinum, gold or silver, manufactured or not, precious stones, jewels and other valuable articles. This provision does not apply when the exchange of parcels between two Administrations admitting insured parcels can only be made in transit through the

intermediary of an Administration which does not admit them. Every Administration has the right to prohibit the enclosure of gold bullion in insured or uninsured items originating from or addressed to its territory or sent in transit a *découvert* across its territory, or to limit the actual value of these items.

Article 25

Limits of size and volume

1. Except where parcels are considered as cumbersome by application of Article 2, § 2 *e*), any parcel sent by surface must not exceed 1.50 metres for any one dimension; 3 metres for the sum of the length and the greatest circumference measured in a direction other than that of the length.

2. Optionally and in derogation of the provision of § 1, the limits of size and volume of parcels sent by a sea service may be fixed at 1.25 metres for any one dimension and one of the following volumes:

- 60 cubic decimetres for parcels up to 5 kg.;
- 80 cubic decimetres for parcels over 5 and up to 10 kg.;
- 100 cubic decimetres for parcels over 10 and up to 15 kg.;
- 120 cubic decimetres for parcels over 15 and up to 20 kg.;

3. Subject to § 1, any air parcel must not exceed the following sizes: 1 metre for the length and 50 centimetres for every other dimension; 3 metres for the sum of the length and the greatest circumference measured in a direction other than that of the length.

4. Whatever the mode of conveyance, any parcel must not be smaller than the minimum size prescribed for letters in Article 16, § 1 of the Convention.

5. To be admitted in the service between Administrations adopting the limits prescribed in § 2 and not allowing the conveyance of cumbersome parcels, parcels, which for their weight have a volume larger than the prescribed limits, are subject to the charges applicable to the weight step corresponding to their volume. In this case, the parcels shall not exceed the maximum limits of volume allowed in the service between these Administrations.

Article 26

Treatment of parcels wrongly accepted

1. When parcels containing the articles listed in Article 24 a) have been wrongly accepted for transmission, they are to be dealt with in accordance with the internal legislation of the Country of the Administration establishing the presence; nevertheless, parcels containing the articles referred to in the same Article under a) (ii), (vi) and (vii) are in no circumstances forwarded to their destination, delivered to the addressees or returned to origin.

2. If it is a question of the inclusion of a single item of correspondence prohibited within the meaning of Article 24 a) (iv) this correspondence is treated in the manner

prescribed in Article 22 of the Convention, and the parcel must not be returned to origin on this account.

3. When uninsured parcels exchanged between two Countries which admit insurance contain articles listed in Article 24 *b*), they should be returned to origin by the transit Administration which discovers the error. If the error is discovered only after the receipt of the parcel by the Administration of destination, that Administration is authorised to deliver the parcel to the addressee under the conditions laid down by its regulations. If they do not permit delivery, the parcel must be returned to origin in application of Article 38.

4. § 3 is applicable to parcels of which the weight or the dimensions appreciably exceed the permitted limits; nevertheless, these parcels may, where appropriate, be delivered to the addressee if he has first paid any charges which may be due.

5. When a parcel wrongly admitted is neither delivered to the addressee nor returned to origin, the Administration of origin must be informed exactly how the parcel has been dealt with.

Article 27

Sender's instructions at the time of posting

1. At the time of posting of a parcel, the sender is required to indicate the treatment to be given in case of non-delivery.

2. One of the following instructions only may be given:

- a) despatch by surface or airmail of an advice of non-delivery to the sender;
- b) despatch by surface or airmail of an advice of non-delivery to a third party residing in the Country of destination;
- c) return forthwith to the sender by surface or air;
- d) return to the sender by surface or air at the end of a given period;
- e) delivery to an alternative addressee, if necessary after redirection by surface or air (and subject to the special provisions set out in Article 32, § 1 c) (ii));
- f) redirection of the parcel by surface or air, with a view to delivery to the original addressee;
- g) sale of the parcel at entire risk of the sender;
- h) abandonment of the parcel by the sender.

SECTION II
SPECIAL CONDITIONS OF ADMISSION

Article 28
Insured parcels

1. The following rules govern the insured value of insured parcels:
 - a) as regard postal Administrations:
 - (i) the option of each Administration to limit the insured value, so far as it is concerned, to an amount which must not be less than 1000 francs;
 - (ii) the obligation, in the service between Countries whose Administrations have adopted different limits, on all parties to observe the lowest limit;
 - b) as regards senders:
 - (i) the prohibition against insuring the parcel for a value exceeding the actual value of its contents;
 - (ii) the option to insure part only of the actual value of the contents of the parcel.
2. Fraudulent insurance for a value greater than the actual value of the parcel is liable to the legal proceedings prescribed by the legislation of the Country of origin.
3. A receipt shall be handed over free of charge to every sender of an insured parcel at the time of posting.

Article 29
Parcels for delivery free of charges

1. A parcel for delivery free of charges may be accepted only if the sender undertakes to pay the full amount which the office of destination would be entitled to claim from the addressee as well as the charge for delivery free of charges prescribed in Article 15.
2. The office of origin may require the payment of a sufficient deposit.

CHAPTER II
CONDITIONS OF DELIVERY AND REDIRECTION

SECTION I
DELIVERY

Article 30
General rules for delivery. Periods of retention

1. As a general rule, parcels are delivered to the addressees as soon as possible and in accordance with the provisions in force in the Country of destination.

2. Every parcel of which the arrival has been notified to the addressee is held at his disposal for a fortnight or, at most, for a month from the day after that on which the advice is sent; exceptionally, this period may be extended if the regulations of the Administration of destination permit.

3. When it has not been possible to send an advice of arrival, the period of retention is that prescribed by the regulations of the Country of destination; this period, applicable also to parcels addressed *poste restante*, must not, as a general rule, exceed five months for distant Countries (within the meaning of Article 107 of the Detailed Regulations of the Convention) and three months for others; return of the parcel to the office of origin should take place within a shorter period if the sender has requested it in a language known in the Country of destination.

4. The periods of retention prescribed in § 2 and 3 are applicable, in the case of redirection, to parcels to be delivered by the new office of destination.

Article 31

Delivery of Express parcels

1. The delivery by special messenger of an express parcel or of the advice of arrival is attempted once only.

2. If the attempt is unsuccessful the parcel ceases to be considered as express.

Article 32

Non-delivery to the addressee

1. After receipt of the advice of non-delivery mentioned in Article 27, § 2 a) and b), it rests with the sender, or the third party concerned, to give his instructions, which may only be those authorised by the said Article § 2 c) to *Ii*), and, in addition, one of the following:

a) notify the addressee once more;

b) correct or complete the address;

c) where a cash on delivery parcel is concerned:

(i) deliver it to a person other than the addressee against payment of the amount indicated;

(ii) deliver it to the original addressee or to another addressee without collecting the trade charge or against payment of a sum less than the original sum;

d) deliver the parcel free of charges either to the original addressee or to another addressee.

2. Provided that no instructions have been received from the sender or third party, the Administration of destination is authorised to deliver the parcel to the addressee

originally indicated or, where appropriate, to another addressee indicated later, or to redirect the parcel to a fresh address. After receipt of fresh instructions these alone are valid and to be carried out. They may be sent by air or by telegraph if the sender or the third party pays the corresponding air surcharge or telegraphic charge.

3. When an advice of non-delivery has been sent to the sender by air in accordance with his instructions, the Administration of origin collects, at the time of delivery of the advice, the charge in respect of air conveyance. The sending of the instructions mentioned in § I gives rise to the collection, either from the sender or from the third party, of the charge mentioned in Article 18 *d*); when the advice relates to several parcels posted at the same time at the same office by the same sender and addressed to the same addressee the charge is collected once only.

Article 33

Return to origin of parcels not delivered

1. Every parcel which it has not been possible to deliver is returned to the office of origin:

a) immediately if:

- (i) the sender has requested it in application of Article 27, § 2 *c*);
- (ii) the sender or the third party referred to in Article 27, § 2 *b*) has made an unauthorised request;
- (iii) the sender or the third party refuses to pay the charge authorised in Article 32, § 3;
- (iv) the instructions of the sender, or of the third party, have not achieved the desired result, whether these instructions were given at the time of posting or after receipt of the advice of non-delivery;

b) immediately after the termination:

- (i) of the period, if any, fixed by the sender in application of Article 27,2d);
- (ii) of the periods of retention laid down in Article 30, if the sender has not complied with Article 27;
- (iii) of a period of two months from the despatch of an advice of non-delivery, if the office which prepared that advice has not received adequate instructions from the sender or the third party, or if these instructions have not been received by that office; this period is extended to four months in the service between distant Countries;

2. Where possible, a parcel is returned by the same route as it followed on the outward journey; nevertheless, an air parcel is not returned by air unless the sender has guaranteed the payment of the charges for any conveyance.

3. Every parcel returned to origin under this Article is subject to:

a) the charges entailed in the further transmission to the office of origin; b) the charges and fees, not cancelled, which the Administration of destination incurs at the time of return to origin.

4. These charges and fees are collected from the sender.

Article 34

Abandonment by the sender of an undelivered parcel

If the sender has abandoned a parcel which it has not been possible to deliver to the addressee, that parcel is treated by the Administration of destination according to its own Legislation.

Article 35

Recovery of costs from the sender of an undelivered parcel

1. The sender of a parcel which has not been delivered to the addressee has to pay the conveyance and other costs incurred by Administrations as a result of the non-delivery, even if the parcel has been abandoned, sold or destroyed.

2. The office of posting may, whenever it seems advisable, collect a deposit to cover these costs.

SECTION II REDIRECTION

Article 36

Redirection in consequence of change of address by the addressee, or of an alteration of an address

1. Redirection in consequence of a change of address by the addressee or of an alteration of address effected under Article 42 may take place either within the Country of destination or out of that Country.

2. Redirection within the Country of destination may be effected at the request of the sender, at the request of the addressee, or officially if the regulations of that Country permit.

3. Redirection out of the Country of destination may be effected only at the request of the sender or of the addressee; in this case the parcel must comply with the conditions required for the further transmission.

4. Redirection under the conditions set out above may also take place by air at the request of the sender or the addressee, provided that payment of the air surcharge in respect of the further transmission is guaranteed.

5. The sender may forbid any redirection.

6. For the first and any subsequent redirection of each parcel, the following may be collected:

- a) the charges authorised by the internal regulations of the Administration concerned for such redirection, in the case of redirection within the Country of destination;
- b) the charges and fees entailed in the further transmission, in the case of redirection out of the country of destination;
- c) the charges and fees which the former Administrations of destination do not agree to cancel.

7. The charges and fees mentioned in § 6 are collected from the addressee.

Article 37

Parcels arriving out of course and to be redirected

1. Any parcel, arriving out of course as a result of an error on the part of the sender or the despatching Administration, is reforwarded to its proper destination by the most direct route used by the Administration which has received the parcel.
2. Any air-parcel, arriving out of course, must be reforwarded by air.
3. Any parcel reforwarded by application of the present article is subject to the charges arising from forwarding to its proper destination and to the charges and fees mentioned in Article 36, § 6 c).
4. These charges and fees are collected from the Administration responsible for the office of exchange which misdirected the parcel. This Administration collects them where appropriate from the sender.

Article 38

Return to origin of wrongly accepted parcels

1. Any parcel wrongly accepted and returned to origin is subject to the charges and fees prescribed in Article 33, § 3.
2. If the rates and shares of charges which have been attributed to the Administration which returns the parcel are insufficient to cover these charges and fees, the outstanding charges are collected from the Administration responsible for the error if the parcel has been wrongly admitted in consequence of an error attributable to the postal service and from the sender if it has been wrongly admitted in consequence of an error of the sender or if it falls within one of the prohibitions laid down in Article 24.
3. In the contrary case, the Administration which returns the parcel refunds to the first Administration charged with reforwarding it to the office of origin, the rates and shares of charges for which it had been over-credited.

Article 39

Return to origin in consequence of the suspension of a service

The return of a parcel to origin in consequence of the suspension of a service is free of charge; the unallocated conveyance charges collected for the outward journey are refunded to the sender.

CHAPTER III SPECIAL PROVISIONS

Article 40

Non compliance by an Administration with given instructions

When the Administration of destination or an intermediate Administration has not complied with the instructions given either at the time of posting or subsequently, it must bear the conveyance charges (outward and return) and any other charges or fees which have not been cancelled; nevertheless the charges paid for the outward journey remain the responsibility of the sender if he declared either at the time of posting or subsequently that in the event of non-delivery he would abandon the parcel or would like it to be sold.

Article 41

Parcels containing items whose early deterioration or decay is to be feared

Those articles contained in a parcel of which the early deterioration or decay is to be feared, and those articles only, may be sold immediately, even in course of transmission on either the outgoing or the return journey, without prior notice or legal formality, on behalf of the entitled person; ii, for any reason whatsoever, sale is impossible, the spoilt or decayed articles are destroyed.

Article 42

Withdrawal from the post. Alteration or correction of address

The sender of a parcel may, under the conditions laid down in Article 26 of the Convention, ask for its return to origin or to have its address altered, provided he guarantees payment of the amounts due for any further transmission under the provisions of Articles 33, § 3 and 36, § 6. In the case of telegraphic requests for alteration of the address of insured parcels the registration charge is due over and above the telegraph charge.

Article 43

Enquiries and requests for information

1. Each Administration is bound to accept enquiries and requests for information relating to any parcel posted in the service of another Administration.
2. Enquiries are entertained only within a period of a year from the day after that on which the parcel was posted.

3. Requests for information initiated by an Administration are in order and must be dealt with, provided only that they reach the Administration concerned within a period of fifteen months from the date the parcels were posted. Every Administration is bound to deal with the requests for information as soon as possible.

4. Unless the sender has paid in full the advice of delivery charge prescribed in Article 18 (1), each enquiry or request for information is subject to the collection of an “enquiry” charge at the rate laid down in Article 19 (k). Enquiries or requests for information are transmitted under the conditions laid down in Article 35, § 4, of the Convention.

5. If the enquiry or request for information relates to several parcels posted at the same time at the same office by the same sender and addressed to the same addressee and sent by the same route, this charge is only collected once; it is refunded if the enquiry or request for information has been occasioned by a service error.

PART III RESPONSIBILITY

Article 44

Principle and extent of the responsibility of Postal Administrations

1. Postal Administrations are answerable for the loss of, theft from or damage to parcels, except in the circumstances provided for in Article 45. Their responsibility is binding as much for parcels conveyed *a decouvert* as for those which are forwarded in closed mails.

2. The sender is entitled to an indemnity corresponding, in principle, to the actual amount of the loss, theft or damage; indirect loss or loss of profits is not taken into consideration. Nevertheless, this indemnity may in no case exceed:

a) for insured parcels, the amount in gold francs of the insured value; in the case of redirection or return by surface of an insured air parcel, the responsibility is limited, for the second journey, to that which applies to parcels sent by that route.

b) for other parcels, the following amounts:

- 10 francs per parcel up to 1 kilogramme
- 15 francs per parcel above 1 up to 3 kilogrammes
- 25 francs per parcel above 3 up to 5 kilogrammes
- 40 francs per parcel above 5 up to 10 kilogrammes
- 55 francs per parcel above 10 up to 15 kilogrammes
- 70 francs per parcel above 15 up to 20 kilogrammes.

3. The indemnity is calculated in accordance with the current price, converted into gold francs, of goods of the same kind at the place and time at which the parcel was accepted for conveyance; failing the current price, the indemnity is calculated in accordance with the ordinary value of goods whose value is assessed on the same bases.

4. When an indemnity is due for the loss, total theft or total damage of a parcel, the sender is also entitled to the repayment of the charges paid with the exception of the insurance fees; the same applies to items refused by the addressees because of their bad condition, if that is attributable to the postal service and involves its responsibility.

5. When the loss, total theft or total damage arises from circumstances beyond control which do not give rise to indemnification, the sender is entitled to the repayment not only of the land and sea rates as well as the air surcharges appropriate to any sector not traversed by the parcel, but also the charges, whatever their nature, relating to a service paid for in advance but not rendered.

6. The indemnity is paid to the addressee when he claims it either after having made reservations in taking delivery of a parcel that has been tampered with or damaged or if the sender has waived his rights in his favour.

Article 45

Non-responsibility of Postal Administrations

1. Postal Administrations cease to be responsible for parcels which they have delivered either under the conditions prescribed by their internal regulations for items of the same kind, or under the conditions laid down in Article 12, § 3 of the Convention; responsibility is however maintained:

a) when, internal regulations permitting, the addressee, or in the case of return to origin the sender, makes reservations on taking delivery of a spoiled or damaged parcel.

b) when the addressee, or in the case of return to origin the sender, although having given a proper discharge, states without delay to the Administration who delivered the parcel to him that he has found damage and gives proof that the theft or damage did not occur after delivery.

2. Postal Administrations are not held responsible:

(i) for the loss, theft or damage of parcels

a) in circumstances beyond control. The Administration in whose service the loss, theft or damage took place must decide, according to the legislation of its country, whether this loss, damage or theft is due to circumstances attributable to a cause beyond control; these circumstances are brought to the knowledge of the Administration of the country of origin if the latter request them. Nevertheless, responsibility still rests with the Administration of the despatching country if it has undertaken to cover risks from causes beyond control (Article 16, § 2 a));

b) when they cannot account for parcels owing to the destruction of official records through a cause beyond control, provided that proof of their responsibility has not been otherwise established;

c) when the damage has been caused by the fault or the negligence of the sender or arises from the nature of the contents of the parcel;

d) where it is a question of parcels whose contents fall within the prohibitions specified in Article 24 a) (ii), (iii), (v), (vi) and (vii) and b), insofar as these parcels have been confiscated or destroyed by the competent authority on account of their contents;

e) where it is a question of parcels which have been fraudulently insured for a sum greater than the actual value of the contents;

f) where the sender has made no enquiry within the period prescribed in Article 43, § 2;

g) where it is a question of prisoner of war or internee parcels.

(ii) for parcels seized under the internal legislation of the Country of destination.

3. Postal Administrations accept no responsibility as regards customs declarations, in whatever form they have been made, or for the decisions taken by Customs on examination of parcels submitted to Customs control.

Article 46

Responsibility of the sender

1. The sender of a parcel is responsible within the same limits as Administrations themselves for all damage caused to other postal items as a result of the sending of objects not admitted for conveyance or of the non-observance of conditions of admission, provided that there was neither fault nor negligence on the part of Administrations or carriers.

2. The acceptance by an office of posting of such a parcel does not relieve the sender of his responsibility.

3. Should the occasion arise, it is up to the Administration of origin to take action against the sender.

Article 47

Determination of responsibility between Postal Administrations

1. Until the contrary is proved, responsibility rests with the postal Administration which, having received the parcel without comment and being provided with all prescribed means of enquiry, cannot prove either delivery to the addressee or, where appropriate, proper transfer to another Administration.

2. An intermediate Administration or one of destination is, until proof to the contrary and subject to § 4, relieved of all responsibility:

a) when it has observed the prescribed rules relative to the check of mails and parcels and the establishment of irregularities;

b) when it can prove that it was not informed of the enquiry until after the destruction of official records relating to the parcel in question, the period of regular conservation having expired; this reservation does not prejudice the rights of the enquirer.

3. When the loss, theft or damage occurs in the service of an air undertaking the Administration of the Country which collects the transport charges reimburses the Administration of origin for the indemnity paid to the sender.

4. If the loss, theft or damage occurs in course of conveyance without it being possible to establish in the territory or in the service of which country this has happened, the Administrations concerned bear the loss equally; however when it is a question of an ordinary damaged parcel and when the amount of the compensation does not exceed 25 francs, this sum is borne equally by the Administration of origin and that of destination, intermediate Administrations being excluded. If the theft or damage has been established in the Country of destination or, in the case of a return to the sender, in the Country of origin, it rests with the Administration of that country to prove:

a) that neither the wrapping nor the fastening of the parcel carried any apparent traces of theft or damage;

b) that in the case of an insured parcel the weight established at the time of posting has not varied.

c) that, in the case of parcels forwarded in closed receptacles, both the receptacles and their fastenings were intact;

When such proof has been made by the Administration of destination or, if appropriate by the Administration of origin none of the other Administrations concerned may repudiate its share of responsibility by arguing that it handed over the parcel without the next Administration having made any reservation.

5. In the case of items sent in bulk, in application of Article 51, § 2 and 3, none of the Administrations concerned may, with the aim of refusing its share of responsibility, argue that the number of parcels found in the mail differs from that advised on the parcel bill.

6. In the case of bulk transmission, the Administrations concerned may agree among themselves that the responsibility be shared in the event of loss, theft or damage of certain categories of parcels, determined by common agreement.

7. As regards insured parcels, the responsibility of one Administration as regards other Administrations is in no case binding beyond the maximum insured value that it has adopted.

8. When a parcel has been lost, tampered with or damaged in circumstances beyond control, the Administration within whose territorial limits or in whose services the loss, theft or damage occurred is not responsible towards the Administration of origin unless the two Administrations undertake to cover risks resulting from a cause beyond control.

9. Customs and other fees of which it has not been possible to secure cancellation are borne by the Administrations responsible for the loss, theft or damage.

10. The Administration which has made the payment of the indemnity takes over the rights, up to the amount of this indemnity, of the person who has received it in any action which may be taken against the addressee, the sender or third parties.

Article 48

Payment of indemnity

1. Subject to the right to make a claim on the Administration responsible the obligation to pay the indemnity and to refund the charges and fees, falls either to the Administration of origin or, in the case mentioned in Article 44, § 6, to the Administration of destination.

2. This payment must be made within the soonest possible time, and at the latest within a period of six months from the day following the day of enquiry.

3. When the Administration responsible for the payment does not undertake to cover risks resulting from causes beyond control and when at the end of the period prescribed in § 2, the question of knowing whether the loss, theft or damage is due to such causes has not yet been decided on, the settlement of the indemnity may exceptionally be postponed beyond that period.

4. The Administration of origin or destination, as the case may be, is authorised to settle with the entitled person at the expense of any of the other Administrations sharing in the conveyance which has been duly informed, and has allowed five months to pass without settling the matter or without having brought to the notice of the Administration of origin or destination as the case may be, that the loss, theft or damage would appear to be due to a cause beyond control.

Article 49

Reimbursement of the indemnity to the Administration having made the payment

1. The Administration responsible for or on whose account the payment is made in accordance with Article 47 is bound to reimburse the Administration having made the payment under Article 48 and which is called the “paying Administration” the amount of indemnity actually paid to the entitled person: this payment must be made within a period of four months from the despatch of the notification of payment.

2. If the indemnity is to be borne by several Administrations in accordance with Article 47, the whole of the indemnity must be paid to the paying Administration within the period mentioned in § 1 by the first Administration which, having duly received the parcel claimed for, is unable to prove its proper transfer to the corresponding service. It rests with this Administration to recover, from the other Administration responsible, the share likely to fall to each one of them of the compensation paid to the entitled person.

3. The reimbursement to the creditor Administration is made in accordance with the regulations for payment laid down in Article 13 of the Convention.

4. When responsibility has been admitted, as well as in the case provided for in Article 48, § 4, the amount of the indemnity may also be recovered as a matter of course by means of an account from the Administration responsible, either directly or through the intermediary of the first transit Administration, which claims credit in its turn from the next Administration, the operation being repeated until the sum paid has been debited to the Administration responsible; where appropriate, the provisions of the Detailed Regulations relating to the drawing up of accounts should be observed.

5. The paying Administration may only claim reimbursement of the indemnity from the Administration responsible within a period of one year either from the date of despatch of the notification of the payment or, where appropriate, from the date of expiry of the period prescribed in Article 48, § 4 of the Agreement

6 The Administration whose responsibility is duly proved and which has at first declined to pay the indemnity must assume all additional costs resulting from the unwarranted delay in payment.

Article 50

Possible recovery of the indemnity from the sender or from the addressee

1. If, after payment of the indemnity, a parcel or part of a parcel previously considered as lost, is found, the addressee and the sender are informed of the fact; the latter or, in accordance with Article 44, § 6 the addressee is further advised that he may take delivery of it within a period of three months on repayment of the amount of the indemnity received. If, within this period, the sender or the addressee as the case may be, does not reclaim the parcel, the same approach is made to the addressee or the sender according to the case.

2. If the sender or the addressee takes delivery of the parcel or of the part of the parcel recovered against reimbursement of the amount of the indemnity, this amount is refunded to the Administration or, where appropriate to the Administrations which bore the loss.

3. If the sender and the addressee refuse to take delivery of the parcel, this becomes the property of the Administration or, where appropriate, the Administrations which bore the loss.

4. When proof of delivery is forthcoming after the period of five months specified in Article 48, § 4, the indemnity paid remains the responsibility of the intermediate Administration or Administration of destination if the sum paid cannot for any reason whatever be recovered from the sender.

5. In the case of subsequent discovery of an insured parcel the contents of which are found to be of a lesser value than the amount of indemnity paid, the sender must reimburse the amount of this indemnity on return of the insured parcel, without prejudice to the consequences arising from fraudulent insurance as mentioned in Article 28, § 2.

PART IV
ALLOCATION OF CHARGES AND FEES

Article 51
General Principles

1. An allocation of charges to the interested Administration is made in principle in respect of each parcel.
2. However in the case of transmission by closed mails, the Administration of origin may agree with the Administration of destination, and with any intermediate Administrations with a view to allocating sea and land rates in bulk for each weight step, the allocation of other taxes being made per parcel.
3. Also in the case of transmission by direct mails, the Administration of origin may agree with the Administration of destination and possibly with the intermediate Administrations to credit them with sums calculated per parcel or per kilogramme of gross weight of the mails and corresponding either to the land and sea routes only, other taxes being allocated on a per parcel basis or, alternatively, to the whole of the payments due to them.

PART V
MISCELLANEOUS PROVISIONS

Article 52
Application of the Convention

The Convention is applicable, where appropriate, by analogy, whenever the present Agreement does not specifically apply.

Article 53
Conditions for approval of proposals concerning the present Agreement and its Detailed Regulations

1. To become effective, proposals submitted to Congress and relating to the present Agreement and its Detailed Regulations must be approved by a majority of the Member Countries present and voting who are parties to the Agreement. Half of these Member Countries represented at Congress must be present at the time of voting.
2. To become effective, proposals introduced between two Congresses and relating to the present Agreement and its Detailed Regulations must obtain:
 - a) the unanimity of the votes, if they involve either the addition of new provisions or an amendment of principle of the Articles of this Agreement, its Final Protocol or the final Article of its Detailed Regulations;
 - b) two-thirds of the votes, if they involve an amendment of principle of the Detailed Regulations, with the exception of the final Article and of its final Protocol;
 - c) the majority of the votes, if they involve:

(i) the interpretation of the provisions of this Agreement, its final Protocol and its Detailed Regulations including the final Protocol of the latter except in the case of a disagreement to be submitted to arbitration as provided for in Article 32 of the Constitution;

(ii) Editorial amendments to be made to the Acts specified in (i).

3. When a Member Country of the Union expresses outside Congress a desire to become a party to this Agreement, asking to be allowed to collect exceptional outward and inward rates on a higher scale than that authorised by Article 12, the International Bureau submits the request to all the Member Countries signatory to the Agreement; if, within a period of six months, more than one-third of these Member Countries do not pronounce against the request it is considered to be admitted.

Article 54

Parcels addressed to or originating in Countries not participating in the Agreement

1. The Administration of Countries participating in this Agreement which maintain an exchange of parcels with the Administrations of non-participating Countries shall allow, in the absence of any opposition on the part of the latter, the Administrations of all the participating Countries to avail themselves of these services.

2. For transit by the land, sea and air services of the Countries participating in the Agreement, parcels addressed to or originating in a non-participating Country are treated in the same way as parcels exchanged between participating Countries so far as the amount of the land, sea and air rates are concerned. The same applies in the case of responsibility each time it is established that the damage occurred in the service of one of the participating countries and when the indemnity has to be paid in a participating country either to the sender or possibly to the addressee, in the case of theft or damage.

PART VI FINAL PROVISIONS

Article 55

Entry into force and duration of the Agreement

The present Agreement shall come into force on the 1st January, 1966 and shall remain in operation until the entry into force of the Acts of the next Congress. In witness whereof, the Plenipotentiaries of the Governments of contracting Countries have signed the present Agreement in a single copy which shall lie in the Archives of the Government of the Country in which the seat of the Union is located. A copy of it shall be delivered to each Party by the Government of the Country in which Congress is held.

DONE at Vienna, the 10th of July, 1964.