

TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

JAARGANG 1972 Nr. 9

A. TITEL

*Overeenkomst tussen het Koninkrijk der Nederlanden en het
Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland
betreffende bepaalde luchtdiensten, met Bijlage en nota's;
Londen, 13 augustus 1946*

B. TEKST

De tekst van de Overeenkomst, met Bijlage en nota's, is bij Koninklijk besluit van 1 maart 1947 bekendgemaakt in *Stb. H 77*.

G. INWERKINGTREDING

Zie *Trb.* 1965, 154 en *Trb.* 1969, 43.

De bepalingen van de in rubriek J hieronder afgedrukte brieven tot wijziging van de Bijlage bij de Overeenkomst zijn ingevolge het in de brieven ter zake gestelde op 3 november 1971 in werking getreden.

Wat het Koninkrijk der Nederlanden betreft, gelden zij alleen voor Nederland.

J. GEGEVENS

Zie *Trb.* 1965, 154, *Trb.* 1968, 6 en *Trb.* 1969, 43.

In overeenstemming met artikel 8 van de Overeenkomst zijn op 3 november 1971 tussen de Regering van het Koninkrijk der Nederlanden en de Regering van het Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland brieven gewisseld tot wijziging van de Bijlage bij de Overeenkomst.

De tekst van de brieven, met bijlage, luidt als volgt:

Nr. I

BRITISH EMBASSY
THE HAGUE

3 November 1971

Your Excellency,

I have the honour to refer to recent discussions between representatives of the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Kingdom of the Netherlands concerning the Schedules to the Agreement for certain Air Services signed in London on the 13th of August 1946 between the Government of the United Kingdom and the Government of the Kingdom of the Netherlands as modified by subsequent Exchanges of Notes and Memoranda.

I have the honour to propose that an airline designated by the Netherlands Government shall be granted the right to operate the route set out in the Annex to this Note, subject to the provisions set out therein and in the Agreement, in addition to the routes previously agreed in, or in accordance with, the provisions of the Agreement.

If the foregoing proposals are acceptable to the Government of the Kingdom of the Netherlands I have the honour to suggest that this Note and Your Excellency's reply to that effect shall constitute an agreement between the two Governments, providing for a modification of the Agreement of the 13th of August 1946 as envisaged in Article 8, and that this agreement shall enter into force on the date of Your Excellency's reply.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

(sd.) E. E. TOMKINS

*His Excellency
Drs W. K. N. Schmelzer
Netherlands Minister of
Foreign Affairs
The Hague.*

Annex

Amsterdam – Cairo – Kuwait – Karachi – Rangoon – Hong Kong.

On giving 90 days notice the Netherlands authorities may substitute the following route:

Amsterdam – Beirut or Cairo – Dhahran – Calcutta – Hong Kong.

NOTES

1. This route shall be operated by the designated airline of the Netherlands at a frequency not exceeding one service per week in each direction and by an aircraft not exceeding the capacity of a Boeing 707.
2. Any point or points on the above route may be omitted provided that all services start in Netherlands territory.
3. No traffic rights shall be exercised by the designated airline of the Netherlands between Hong Kong and the intermediate points specified on the route.
4. Nothing in this Note shall be deemed to confer on the designated airline of the Netherlands the privilege of taking on board in the territory of the United Kingdom passengers and cargo including mail carried for hire or reward and destined for another point in the territory of the United Kingdom.
5. Nothing in this Note shall be deemed to confer on the designated airline of the Netherlands the privilege of carrying traffic of any kind, including stop-over, between two or more points in United Kingdom territory.
6. The procedure to be used by the aeronautical authorities and/or designated airline of the Netherlands for the establishment of tariffs together with the definition of the term "tariff", shall be in accordance with the terms of Article 11 of the International Agreement on the procedure for the Establishment of Tariffs for Scheduled Air Services, prepared by the European Civil Aviation Conference and opened for signature at Paris on the 10th of July 1956 ¹⁾).

1) Lees: 1967.

Nr. II

MINISTRY OF FOREIGN AFFAIRS

Transport Adviser
VADV-221765

The Hague, 3 November 1971.

Excellency,

I have the honour to acknowledge receipt of Your letter of today, which reads as follows:

(zoals in Nr. I)

I further have the honour to inform you that the proposals set forth in Your letter and its Annex are acceptable to the Government of the Kingdom of the Netherlands and that the Netherlands Government agrees that Your letter and my letter constitute an agreement between the two Governments, providing for a modification of the Agreement of the 13th of August 1946 as envisaged in Article 8, and that this agreement enters into force today.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

(sd.) W. K. N. SCHMELZER
*Minister for Foreign Affairs
of the Kingdom of the Netherlands*

*His Excellency Sir Edward Tomkins
Ambassador Extraordinary and
Plenipotentiary of the United Kingdom
of Great Britain and Northern Ireland
at The Hague*

De in de brieven vervatte overeenkomst behoeft ingevolge artikel 62, eerste lid, letter *b*, van de Grondwet niet de goedkeuring der Staten-Generaal.

Uitgegeven de vijftiengste januari 1972.

De Minister van Buitenlandse Zaken,
W. K. N. SCHMELZER.