

WARSAW CONVENTION

CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR

(signed in Warsaw on 12 October 1929, as amended by the Hague Protocol, signed in The Hague on 28 September 1955 and amended by Montreal Protocol No. 4 of 1975.

(Decree Law No. 26,706, of 6/20/36, Decree Law No. 45,069, of 6/12/63 and Decree No. 96/81, of July 24)

The text transcribed below already includes the amendments (in italics) introduced by Protocol No. 4, in force in the international legal order since 14/06/1998 and applicable only between the countries (origin/destination) that have ratified it.

CHAPTER I

Object – Definitions

ARTICLE 1

1. This Convention shall apply to any international carriage of persons, baggage or goods by aircraft for remuneration. It also applies to free carriage by aircraft by an air transport company.
2. For the purposes of this Convention, international transport shall mean any transport in which, in accordance with the provisions of the Parties, the point of departure and the point of destination, whether or not there are interruptions of carriage or transshipment, are situated either in the territory of two High Contracting Parties or only in the territory of a High Contracting Party, whether it has envisaged a stopover in the territory of one or other State, even if that State is not a High Contracting Party. Carriage between two points within the territory of a single High Contracting Party without a stopover established in the territory of the other State shall not be regarded as international carriage for the purposes of this Convention.
3. Carriage which has to be carried out by several successive air carriages shall, for the purposes of this Convention, constitute a single carriage where it has been regarded by the Parties as a single operation, whether it has been the subject of a single contract or a series of contracts, and does not lose its international character by the fact that a single contract or a series of contracts must be performed in its entirety in the territory of the same State.

ARTICLE 2

1. The Convention shall apply to carriage carried out by the State or other legal persons governed by public law, under the conditions laid down in Article 1.
2. *In the carriage of postal consignments, the carrier shall be liable only to the competent postal administration in accordance with the rules applicable to relations between carriers and postal administrations.*
3. *Except as provided for in paragraph 2 of this Article, the provisions of this Convention shall not apply to the carriage of postal consignments.*

CHAPTER II

Transport Tickets

SECTION I

Ticket

ARTICLE 3

1. In the carriage of passengers, a ticket containing the following must be submitted:
 - a) indication of the points of departure and destination;
 - b) If the points of departure and destination are in the territory of a High Contracting Party and if one or more stopovers have been planned in the territory of another State, one of these stopovers shall be indicated;
 - c) a notice stating that, if passengers are travelling for which the final point of destination or stopover is in a country other than the country of departure, their carriage may be governed by the Warsaw Convention, which in most cases limits the liability of the carrier in the event of death or personal injury, as well as in the event of lost or damaged luggage.
2. The ticket shall be authentic, unless the conclusion and conditions of the contract of carriage are proved otherwise. Absence, irregularity or loss of the ticket shall not affect either the existence or the validity of the contract of carriage, which shall remain subject to the rules of this Convention. However, if, with the consent of the carrier, the passenger embarks without having been given a ticket, or if the ticket does not include the notice required in paragraph 1(c) of this Article, the carrier shall not be entitled to enforce the provisions of Article 22.

SECTION II

Baggage Bulletin

ARTICLE 4

1. When carrying checked baggage, a baggage slip must be issued which, if not issued together with a ticket meeting the requirements of Article 3(1) or if it is not incorporated into the same ticket, must contain:
 - a) indication of the points of departure and destination;
 - b) If the points of departure and destination are located in the territory of a single High Contracting Party and if one or more stopovers have been planned in the territory of another State, one of those stopovers shall be indicated;
 - c) A notice indicating that, if carriage whose end point of a destination or stopover is in a country other than the country of departure, such carriage may be regulated by the Warsaw Convention which, in most cases, limits carrier liability in cases of loss or damage to baggage.

2. The baggage check shall be authentic, unless proven otherwise, by the baggage check-in and the conditions of the contract of carriage. The absence, irregularity or loss of the bulletin shall not affect either the existence or the validity of the contract of carriage, which shall continue to be subject to the provisions of this Convention. However, if the carrier agrees to store baggage without a baggage slip having been delivered, or if the baggage check, if it is not issued in conjunction with a ticket which satisfies the requirements of Article 3(1)(c) or is not incorporated into such a ticket, does not bear the notice required in paragraph 1, Such carrier shall not be entitled to make the provisions of Article 22, paragraph 2.

SECTION III

Documentation relating to the goods

ARTICLE 5

1. *For the carriage of goods, an air waybill will be issued.*

2. *The use of any other means containing information relating to the carriage to be carried out may, with the consent of the consignor, replace the issuance of the air waybill. If such other means are used, the carrier shall, if so requested by the consignor, provide the consignor with a receipt for the goods enabling the shipment to be identified and to have access to the information contained in the register kept by such other means.*

3. *Failure to use at transit and destination points other means to verify the transport information referred to in paragraph 2 of this Article shall not give the carrier the right to refuse to accept the goods to be transported.*

ARTICLE 6

- 1 – *The air waybill is issued by the shipper in three original copies.*
- 2 – *The first copy will bear the indication "to the carrier" and is signed by the shipper. The second copy shall bear the indication "to the consignee" and shall be signed by the consignor and the carrier. The third copy is signed by the carrier and delivered by the carrier to the shipper after acceptance of the goods.*
- 3 – *The carrier's signature and the shipper's signature can be printed or replaced with a stamp.*
- 4 – *If, at the request of the consignor, the carrier issues the air waybill, it is considered, until proven otherwise, to be acting on behalf of the consignor.*

ARTICLE 7

When there is more than one volume:

- a) *The freight carrier has the right to ask the consignor to issue different air waybills;*
- b) *The consignor shall have the right to request the carrier to deliver different receipts when other means provided for in Article 5(2) are used.*

ARTICLE 8

The air waybill and receipt of the goods must contain:

- a) *indication of the points of departure and destination;*
- b) *where the points of departure and destination are located in the territory of a single High Contracting Party and if one or more stopovers are provided for in the territory of another State, an indication of one of those stopovers;*
- c) *The indication of the weight of the goods.*

ARTICLE 9

Failure to comply with the provisions of Articles 5 to 8 shall not affect either the existence or the validity of the contract of carriage, which shall continue to be governed by the rules of this Convention, including those relating to the limitation of liability.

ARTICLE 10

- 1 – *The consignor shall be responsible for the accuracy of the particulars and declarations relating to the goods entered by him or on his behalf on the air waybill, as well as those which are supplied and made by him or on his behalf to the carrier so that they may be entered on the receipt of the goods or so that they may be included in the register kept by other means provided for in paragraph 2 of article 5.*
- 2 – *The shipper assumes responsibility for any damage suffered by the carrier or any other person for whom the carrier is responsible as a result of irregular, inaccurate or incomplete information and declarations made by the carrier or on its behalf.*
- 3 – *Subject to the provisions of paragraphs 1 and 2 of this Article, the carrier shall assume liability for any damage suffered by the consignor or by any other person for whom the consignor is liable as a result of irregular, inaccurate or incomplete particulars and declarations entered by him or on his behalf on the receipt of the goods or in the record kept by other means provided for in Article 5(2).*

ARTICLE 11

- 1 – *Both the air waybill and the receipt of the goods certify, until proven otherwise, the conclusion of the contract, the receipt of the goods and the conditions of carriage contained therein.*
- 2 – *All particulars on the air waybill or receipt relating to the weight, dimensions and packaging of the goods and the number of packages are authentic until proven otherwise; Evidence relating to the quantity, volume and condition of the goods shall not be adduced against the carrier, unless the verification has been made by the carrier in the presence of the consignor and noted on the air waybill or if it is an indication of the apparent condition of the goods.*

ARTICLE 12

- 1 – *The consignor is entitled, provided that he performs all the obligations arising from the contract of carriage, to dispose of the goods by removing them at the aerodrome of departure or destination, by detaining them during the journey on landing, by having them delivered at the place of destination or during the journey to a person other than the one for whom the consignee was originally designated, already requesting their return to the aerodrome of departure, provided that the exercise of that right does not adversely affect either the carrier or the other consignors and is under an obligation to reimburse the costs arising therefrom.*
- 2 – *In the event that it is impossible to execute the shipper's orders, the carrier must immediately notify the shipper.*
- 3 – *If the carrier complies with the shipper's disposal orders, without requiring the production of a copy of the air waybill or the receipt of the goods delivered to the consignor, he shall be liable, unless he has an action against the consignor, for the damage which this may cause to the consignor who is regularly in possession of the air waybill or receipt of the goods.*
- 4 – *The consignor's right ceases at the moment when the consignee's right begins, in accordance with Article 13. If, however, the consignee refuses the goods, or they cannot be reached, the consignor regains his right of disposal.*

ARTICLE 13

- 1 – *Unless the consignor has exercised his right under Article 12, the consignee shall have the right, as soon as the goods arrive at the point of destination, to request the carrier to deliver the goods to him in return for payment of the amount of the credits and for the execution of the conditions of carriage.*
- 2 – *Unless otherwise stipulated, the carrier must notify the consignee as soon as the goods arrive.*
- 3 – *If the loss of the goods is acknowledged by the carrier or if, after the expiry of a period of seven days after the date on which it was supposed to arrive, the goods have not arrived, the consignee is authorised to assert the rights arising from the transport contract against the carrier.*

ARTICLE 14

The consignor and the consignee may assert all the rights conferred on them respectively by Articles 12 and 13, each in their own name, whether they do so in their own interests or in the interests of others, provided that they perform the obligations imposed by the contract of carriage.

ARTICLE 15

1. *Articles 12, 13 and 14 do not affect either the relations of the consignor and the consignee with each other or the relations of third parties whose rights accrue either to the carrier or to the consignee.*
- 2 – *All clauses derogating from the stipulations of articles 12, 13 and 14 must be entered on the air waybill or on the receipt of the goods.*

ARTICLE 16

- 1 – *The consignor is obliged to provide the information and attach the documents which, before the delivery of the goods to the consignee, are necessary for the fulfilment of customs, administrative or police formalities. The shipper is liable to the carrier for all losses that may result from the absence, insufficiency or irregularity of such information and documents, except in the case of fault on the part of the carrier or its offerees.*
- 2 – *The carrier is not obliged to verify the accuracy or sufficiency of such information and documents.*

CHAPTER III

Carrier Responsibilities

ARTICLE 17

The carrier shall be liable for the consequential damage in the event of death, injury or any other bodily injury suffered by a traveller when the accident causing the injury occurred on board the aircraft or in the course of any embarkation or disembarkation operations.

ARTICLE 18

- 1 – *The carrier is liable for damage arising from the destruction, loss or damage of checked baggage when the event that caused the damage occurred during air transport.*
- 2 – *The carrier is liable for damage arising from the destruction, loss or damage of goods when the event that caused the damage occurred during air transport.*
- 3 – *However, the carrier shall not be liable if it proves that the destruction, loss or damage of the goods is due solely to one or more of the following facts:*
 - a) *the nature or defect of the goods;*
 - b) *Packing Faulty Of commodity by one person different the carrier or its tenderers;*
 - c) *Act of war or armed conflict;*
 - d) *An act of public authority executed in connection with the entry, exit or transit of goods.*

- 4 – *Air transport, for the purposes of the preceding subparagraphs, includes the period during which baggage or goods are in the custody of the carrier, whether at an aerodrome, on board an aircraft, or elsewhere in the event of landing outside an aerodrome.*
- 5 – *The period of carriage by air does not include any transport by land, sea or inland waterway outside an aerodrome. However, where such carriage is carried out in performance of the contract of carriage by air for the purpose of loading, delivery or transshipment, it shall be presumed, unless the contrary is proved, that any damage results from an event occurring during carriage by air.*

ARTICLE 19

The carrier is liable for the damage caused by a delay in the carriage of travellers, baggage or goods by air.

ARTICLE 20

In the carriage of passengers and baggage and in the event of damage resulting from delay in the carriage of goods, the carrier shall not be liable if it proves that he and his tenders took all the necessary measures to avoid the damage or that it was impossible for him to take them.

ARTICLE 21

- 1 – *In the carriage of passengers and baggage, if the carrier proves that it was the fault of the injured party who caused the damage or contributed to it, the court may, in accordance with the provisions of its own law, exclude or mitigate the liability of the carrier.*
- 2 – *In the carriage of goods, the carrier shall be exonerated in whole or in part from his liability if he proves that it was the fault of the person claiming compensation or of the person from whom he derives his rights which caused the damage or contributed to it.*

ARTICLE 22

- 1 – In the carriage of persons, the liability of the carrier in respect of each passenger is limited to the sum of two hundred and fifty thousand francs. In the case where, according to the law of the court dealing with the matter, compensation may be fixed in the form of periodic payments, the principal of that payment may not exceed that limit. However, by special agreement with the carrier, the passenger may set a higher limit of liability.
- 2 –
 - a) In the carriage of checked baggage, the liability of the carrier may not exceed two hundred and fifty francs per kilogram, unless there is a special declaration of the value made by the shipper at the time of delivery of the package to the carrier and upon payment of an additional fee, if necessary, In this case the carrier shall be obliged to pay up to the amount of the sum declared, unless it is proven that this is higher than the actual value at the time of delivery;

- b) *In the case of the carriage of goods, the carrier's liability is limited to the amount of 17 special drawing rights per kilogram, unless the shipper makes a special declaration of interest in delivery to the destination at the time of entrusting the package to the carrier and upon payment of any additional fee. In such a case, the carrier will be obliged to pay up to the limit of the amount declared, unless it can be proved that it outweighs the shipper's real interest in delivery.*
- c) In the event of loss, damage or detention of part of the checked baggage or the goods or any object containing them, only the total weight of the package(s) in question will be taken into account for the purpose of determining the limit of the carrier's liability. However, where the loss, damage or detention of one of the parts of checked baggage or of the goods or of an object contained therein affects the value of other items included in the same baggage bulletin or in the same air waybill, the total weight of those items shall be taken into account in determining the limit of liability.
- 3 – With regard to the objects that the passenger keeps in his custody, the liability of the carrier does not exceed five thousand francs per passenger.
- 4 – The limits laid down in this article shall not have the effect of depriving the court of the power to grant in addition, in accordance with its own laws, a sum corresponding to all or part of the costs and other expenses of the proceedings incurred by the applicant. The foregoing provision shall not apply where the amount of compensation awarded, excluding costs and other expenses of the proceedings, does not exceed the sum which the carrier has offered in writing to the claimant within six months of the event causing the damage or before the commencement of the proceedings, if the proceedings are after that period.
- 5 – The amounts indicated in francs in this article shall be deemed to refer to a monetary unit consisting of sixty-five milligrams and a half of ninety-thousandths of a lei gold. These amounts can be converted into any national currency, in round numbers. The conversion of these sums into national currencies other than gold currency shall, in the event of legal proceedings, be effected in accordance with the gold value of those coins at the time of the trial.
- 6 – *The amounts indicated in Special Drawing Rights are considered in relation to the Special Drawing Rights as defined by the International Monetary Fund. The conversion of these sums into national currencies shall be carried out, in the event of judicial proceedings, according to the value of these currencies expressed in special drawing rights at the date of the judgment.*

The value of the national currency of a High Contracting Party which is a member of the International Monetary Fund shall be calculated in accordance with the valuation method used by the International Monetary Fund at the time of the judgment for its own operations and transactions.

The value of the national currency of a High Contracting Party which is not a member of the International Monetary Fund shall be calculated in accordance with the method determined by that High Contracting Party.

However, States which are not members of the International Monetary Fund and whose law does not allow the application of the provision of Article 22(2)(b) may, at the time of ratification or accession or subsequently, declare that the limit of the carrier's liability in legal proceedings brought on their territory is set at the sum of two hundred and fifty monetary units per kilogram, This currency unit corresponds to 65.5 mg of ^{900/1000} fine gold. This amount can be converted into national currency in round numbers. The conversion of this sum into national currency shall be carried out in accordance with the law of the State concerned.

ARTICLE 23

- 1 – Any clause seeking to exonerate the carrier from its liability or to set a limit lower than that laid down in this Convention is null and void, but the nullity of that clause does not entail the nullity of the contract, which remains subject to the provisions of this Convention.
- 2 – Paragraph 1 of this article shall not apply to clauses relating to loss or damage resulting from the nature or defect of the goods transported.

ARTICLE 24

- 1 – *In the carriage of passengers and baggage, any action for liability, whatever its basis, may be brought only under the conditions and within the limits provided for in this Convention, without prejudice to the determination of the persons entitled to bring the action and their respective rights.*
- 2 – *In the carriage of goods, any action for liability, whatever its basis, whether based on this Convention, on a contract or tort or on any other cause, may be brought only under the conditions and within the limits of liability provided for in this Convention, without prejudice to the determination of the persons entitled to bring the action and their respective rights. These limits of liability constitute maximum limits and may not be exceeded in any circumstances giving rise to liability.*

ARTICLE 25

In the carriage of passengers and baggage, the limits of liability laid down in Article 22 shall not apply if it is proved that the damage is the result of an act or omission of the carrier or its tenders, either with the intention of causing damage or recklessly and in the knowledge that the damage is likely to result from an act or omission. Provided that, in the event of an act or omission of the proposed, it will also have to be proven that they acted in the exercise of their duties.

ARTICLE 25A

- 1 – Where an action is brought against an agent of the carrier for damage referred to in this Convention, that agent, if he proves that he acted in the performance of his duties, may enforce the limits of liability which the carrier may rely on under Article 22.
- 2 – The total amount of compensation which may be obtained in this case from the carrier and its agents must not exceed the abovementioned limits.
- 3 – *In the carriage of passengers and baggage, the provisions of paragraphs 1 and 2 of this article shall not apply if it is proved that the damage results from an act or omission of the tender, either with the intention of causing the damage, or recklessly and with the knowledge that the damage would probably result from that act or omission.*

ARTICLE 26

- 1 – The receipt of baggage and goods by the recipient without protest shall constitute a presumption, unless otherwise stated, that the goods have been delivered in good condition and in accordance with the ticket.
- 2 – In the event of deterioration, the consignee must submit a complaint to the carrier as soon as the damage is discovered or, at the latest, within seven days for baggage and fourteen days for goods from the date of delivery. In the event of delay, the claim must be made no later than twenty-one days after the day on which the baggage or goods were delivered to the addressee.
- 3 – Any protest must be made by reservation on the ticket or by another written document issued within the time limit provided for such protest.
- 4 – In the absence of a protest within the prescribed periods, all actions against the carrier are irreversible, except in the case of fraud on the part of the carrier.

ARTICLE 27

In the event of the debtor's death, the action for damages shall, within the limits provided for in this Convention, be brought against his or her successors.

ARTICLE 28

- 1 – The action for damages must be brought, at the option of the plaintiff, in the territory of one of the High Contracting Parties, either in the courts of the carrier's domicile, of the principal place of business or of the place where he has an establishment through which the contract was concluded, or in the courts of the place of destination.
- 2 – The proceedings shall be governed by the law of the competent court.

ARTICLE 29

- 1 – An action for damages must be brought, failing which it will be time-barred, within two years of arrival at the destination or the day on which the aircraft should have arrived or of the interruption of carriage.
- 2 – The manner in which the time limit is to run is determined by the law of the competent court.

ARTICLE 30

- 1 – In the case of carriage governed by the definition in Article 1(3), to be carried out by several successive carriers, each carrier accepting travellers, baggage or goods shall be subject to the rules laid down by this Convention and shall be deemed to be one of the contracting parties to the contract of carriage, in so far as that contract refers to the part of the carriage carried out under its supervision.
- 2 – In the case of such transport, the traveller or his representatives may only bring recourse against the carrier which carried out the transport during which the accident or delay occurred, unless the first carrier has, by express stipulation, assumed responsibility for the entire journey.
- 3 – In the case of baggage or goods, the consignor will have recourse against the first carrier and the consignee who is entitled to delivery against the latter, and both may also take action against the carrier who carried out the transport during which the destruction, loss, damage or delay occurred. Such carriers shall be jointly and severally liable to the shipper and the consignee.

ARTICLE 30A

This Convention shall in no way prejudice the question whether or not a person found liable under its provisions has a right of recourse against any other person.

CHAPTER IV

Provisions relating to combined transport

ARTICLE 31

- 1 – In the case of combined transport carried out partly by air and partly by any other means of transport, the provisions of this Convention shall apply only to carriage by air and provided that such carriage complies with the conditions of Article 1.
- 2 – Nothing in this Convention shall prevent the Parties, in the case of combined carriage, from inserting conditions relating to other means of carriage into the air ticket, provided that the provisions of this Convention are complied with with regard to carriage by air.

CHAPTER V

General and final provisions

ARTICLE 32

All clauses of the contract of carriage and all special agreements prior to the damage by which the parties have derogated from the rules of this Convention either by a determination of the applicable law or by a modification of the laws of jurisdiction shall be null and void. However, in the carriage of goods, arbitration clauses are permissible, within the limits of this Convention, when the arbitration must take place in the places of jurisdiction of the courts provided for in Article 28(1).

ARTICLE 33

Subject to Article 5(3), nothing in this Convention shall prevent the carrier from refusing to conclude a contract of carriage or from laying down regulations which are not in contradiction with the provisions of this Convention.

ARTICLE 34

The provisions of Articles 3 to 8, inclusive, relating to transport tickets, shall not apply to carriage carried out in extraordinary circumstances outside the normal operation of air operation.

ARTICLE 35

When this Convention speaks of days, it is a question of current days and not of working days.

ARTICLE 36

This Convention shall be drawn up in French in a single copy, which shall be deposited in the archives of the Polish Ministry of Foreign Affairs and a certified copy of which shall be forwarded at the request of the Polish Government to the Government of each of the High Contracting Parties.

ARTICLE 37

1 – This Convention shall be ratified. The instruments of ratification shall be deposited in the archives of the Polish Ministry of Foreign Affairs, which shall notify the Government of each of the High Contracting Parties of the deposit.

2 – Provided that this Convention has been ratified by five of the High Contracting Parties, it shall enter into force between them on the ninetieth day after the deposit of the Fifth Ratification. It shall subsequently enter into force between the High Contracting Parties which have ratified it and the High Contracting Party which deposits its instrument of ratification on the ninetieth day after its deposit.

3 – It shall be the responsibility of the Government of the Republic of Poland to notify the Government of each of the High Contracting Parties of the date of entry into force of this Convention and the date of deposit of each ratification.

ARTICLE 38

1 – This Convention, after its entry into force, shall be open to the accession of all States.

2 – Accession shall be effected by notification to the Government of the Polish Republic, which shall inform the Government of each of the High Contracting Parties.

3 – The accession shall take effect on the ninetieth day following that of the notification made to the Government of the Republic of Poland.

ARTICLE 39

1 Each of the High Contracting Parties may denounce this Convention by notification to the Government of the Republic of Poland, which shall immediately inform the Government of each of the High Contracting Parties.

2 – The termination shall take effect six months after notification of the complaint and only in respect of the party which made the complaint.

ARTICLE 40

1 – The High Contracting Parties may, at the time of signing, depositing ratifications or acceding to them, declare that their acceptance of this Convention does not apply to all or part of their colonies, protectorates, mandated territories or to any other territory subject to their sovereignty or authority or to any other territory under suzerainty.

2 – They may, therefore, subsequently accede separately on behalf of all or part of their colonies, protectorates, territories under mandate, or any other territory subject to their sovereignty or authority, or any other territory under suzerainty thus excluded from their initial declaration.

3 They may also, in accordance with its provisions, denounce this Convention separately or by all or part of their colonies, protectorates, mandated territories, or any other territory subject to their sovereignty or authority, or any other territory under suzerainty.

ARTICLE 40A

1 – In Article 37(2) and Article 40(1), the term High Contracting Party means State. In all other cases, the term High Contracting Party means a State whose ratification or accession to the Convention has entered into force and whose denunciation of the Convention has not taken effect.

2 For the purposes of the Convention, the word territory means not only the metropolitan territory of a State, but also the territories for whose external relations fall within the responsibility of that State.

ARTICLE 41

Each of the High Contracting Parties shall have the power, two years after the entry into force of this Convention, to arrange for the convening of a new international Conference for the purpose of seeking improvements which may be made to this Convention.

To this end, it shall address itself to the Government of the French Republic, which shall take the necessary measures to prepare the Convention.

This Convention, done at Warsaw on 12 October 1929, shall be open for signature until 31 January 1930.

LIST OF COUNTRIES APPLYING THE WARSAW CONVENTION

CONTRACTING PARTIES TO THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED AT WARSAW ON 12 OCTOBER 1929 AND THE PROTOCOL MODIFYING THE SAID CONVENTION SIGNED AT THE HAGUE ON 28 SEPTEMBER 1955

Convention	Entry into force	The Convention entered into force on 13 February 1933.
	Status:	151 Parties.
Protocol	Entry into force	The Protocol entered into force on 1 August 1963.
	Status:	136 Parties.
This list, including the footnotes and reservations, reproduces the information received from the depositary, the Government of the Republic of Poland.		

States	WARSAW CONVENTION			THE HAGUE PROTOCOL		
	Signature	Ratification, Adherence or Succession (s)	Date of entry into force	Signature	Ratification, Adherence or Succession (s)	Date of entry into force
Afghanistan		20/2/69	21/5/69		20/2/69	21/5/69
Algeria		2/6/64	31/8/64		2/6/64	31/8/64
Angola		10/3/98	8/6/98		10/3/98	8/6/98
Argentina		21/3/52	19/6/52		12/6/69	10/9/69
Armenia		25/11/98	23/2/99			
Australia(1)	12/10/29	1/8/35	30/10/35	12/7/56	23/6/59	1/8/63
Austria	12/10/29	28/9/61	27/12/61		26/3/71	24/6/71
Azerbaijan		24/1/00	23/4/00		24/1/00	23/4/00
Bahamas(2)		23/5/75(s)	10/7/73		23/5/75(s)	10/7/73
Bahrain		12/3/98	10/6/98		12/3/98	10/6/98
Bangladesh(3)		1/3/79(s)	26/3/71		1/3/79(s)	26/3/71
Barbados(4)		29/1/70(s)	30/11/66			
Belarus		26/9/59	25/12/59	9/4/60	17/L/61	1/8/63
Belgium	12/10/29	13/7/36	11/10/36	28/9/55	27/8/63	25/11/63
Benin(5)		27/1/62(s)	1/8/60		27/1/62(s)	1/8/63
Bolivia		29/12/98	29/3/99			

Bosnia and Herzegovina(6)		3/3/95(s)	6/3/92		3/3/95(s)	6/3/92
Botswana(7)		21/3/77(s)	30/9/66			
Brazil	12/10/29	2/5/31	13/2/33	28/9/55	16/6/64	14/9/64
Brunei Darussalam(8)		28/2/84(s)	1/1/84			
Bulgaria		25/6/49	23/9/49		14/12/63	13/3/64
Burkina Faso		9/12/61	9/3/62			
Cambodia		12/12/96	12/3/97		12/12/96	12/3/97
Cameroon(9)		2/9/61(s)	1/1/60		2/9/61(s)	1/8/63
Canada		10/6/47r	8/9/47	16/8/56	18/4/64	17/7/64
Cape Verde		7/2/02	8/5/02		7/2/02	8/5/02
Chile		2/3/79r	31/5/79		2/3/79	31/5/79
China(10)		20/7/58	18/10/58		20/8/75	18/11/75
Colombia		15/8/66	13/11/66		15/8/66	13/11/66
Comoros		11/6/91	9/9/91			
Congo(11)		19/1/62r(s)	15/8/60		19/1/62r(s)	1/8/63
Costa Rica		10/5/84	8/8/84		10/5/84	8/8/84
Ivory Coast(12)		22/2/62(s)	7/8/60		22/2/62(s)	1/8/63
Croatia(13)		14/7/93(s)	8/10/91		14/7/93(s)	8/10/91

States	WARSAW CONVENTION			THE HAGUE PROTOCOL		
	Signature	Ratification, Adherence or Succession (s)	Date of entry into force	Signature	Ratification, Adherence or Succession (s)	Date of entry into force
Cuba		21/7/64r	19/10/64		30/8/65	28/11/65
Cyprus(14)		8/5/63(s)	16/8/60		23/7/70	21/10/70
Czech Republic(15)		29/11/94(s)	1/1/93		29/11/94(s)	1/1/93
Democratic People's Republic of Korea		1/3/61	30/5/61		4/11/80	2/2/81
Democratic Republic of the Congo(16)		1/12/62(s)	30/6/60			
Denmark	12/10/29	3/7/37	1/10/37	16/3/57	3/5/63	1/8/63
Dominican Republic		25/2/72	25/5/72		25/2/72	25/5/72
Ecuador		1/12/69	1/3/70		1/12/69	1/3/70
Egypt(17)		6/9/55	5/12/55	28/9/55	26/4/56	1/8/63
El Salvador				28/9/55	17/9/56	1/8/63
Equatorial Guinea		20/12/88	19/3/89			
Estonia		16/3/98	14/6/98		16/3/98	14/6/98
Ethiopia		14/8/50r	12/11/50			
Fiji(18)		15/3/72(s)	10/10/70		15/3/72(s)	10/10/70
Finland		3/7/37	1/10/37		25/5/77	23/8/77
France	12/10/29	15/11/32	13/2/33	28/9/55	19/5/59	1/8/63

Gabon		15/2/69	16/5/69		15/2/69	16/5/69
Germany(19)	12/10/29	30/9/33	29/12/33	28/9/55	27/10/60	1/8/63
Ghana		11/8/97	9/11/97		11/8/97	9/11/97
Greece	12/10/29	11/1/38	11/4/38	28/9/55	23/6/65	21/9/65
Grenada					15/8/85	13/11/85
Guatemala(20)		3/2/97	4/5/97		28/7/71	26/10/71
Guinea		11/9/61	10/12/61		9/10/90	7/1/91
Honduras		27/6/94	25/9/94			
Hungary		29/5/36	27/8/36	28/9/55	4/10/57	1/8/63
Iceland		21/8/48	19/11/48	3/5/63	3/5/63	1/8/63
India(21)		9/2/70(s)	15/8/47		14/2/73	15/5/73
Indonesia(22)		21/2/52(s)	17/8/45			
Iran (Islamic Republic of)		8/7/75	6/10/75		8/7/75	6/10/75
Iraq(23)		28/6/72	26/9/72		28/6/72	26/9/72
Ireland		20/9/35	19/12/35	28/9/55	12/10/59	1/8/63
Israel		8/10/49	6/1/50	28/9/55	5/8/64	3/11/64
Italy	12/10/29	14/2/33	15/5/33	28/9/55	4/5/63	2/8/63
Japan	12/10/29	20/5/53	18/8/53	2/5/56	10/8/67	8/11/67
Jordan(24)		8/12/69(s)	25/5/46		15/11/73	13/2/74
Kazakhstan					30/8/02	28/11/02
Kenya(25)		7/10/64(s)	12/12/63		6/7/99	4/10/99
Kuwait		11/8/75	9/11/75		11/8/75	9/11/75
Kyrgyzstan		9/2/00	9/5/00		9/2/00	9/5/00
Lao People's Democratic Republic(26)		9/5/56(s)	19/7/49	28/9/55	9/5/56	1/8/63

– 3 – Warsaw Convention (1929) and The Hague Protocol (1955)

– 5 – Warsaw Convention (1929) and The Hague Protocol (1955)

States	WARSAW CONVENTION			THE HAGUE PROTOCOL		
	Signature	Ratification, Adherence or Succession (s)	Date of entry into force	Signature	Ratification, Adherence or Succession (s)	Date of entry into force
Latvia	12/10/29	15/11/32	13/2/33		2/10/98	31/12/98
Lebanon(27)		20/4/62(s)	22/11/43		10/5/78	8/8/78
Lesotho(28)		12/5/75(s)	4/10/66		17/10/75	15/1/76
Liberia		2/5/42	31/7/42			
Libyan Arab Jamahiriya		16/5/69	14/8/69		16/5/69	14/8/69
Liechtenstein		9/5/34	7/8/34	28/9/55	3/1/66	3/4/66
Lithuania					21/11/96	19/2/97
Luxembourg	12/10/29	7/10/49	5/1/50	28/9/55	13/2/57	1/8/63
Madagascar(29)		27/8/62(s)	26/6/60		27/8/62(s)	1/8/63
Malawi		27/10/77	25/1/78		9/6/71	7/9/71
Malaysia(30)		16/12/70(s)	16/9/63		20/9/74r	19/12/74

Maldives		13/10/95	11/1/96		13/10/95	11/1/96
Mali		26/1/61	26/4/61	16/8/62	30/12/63	29/3/64
Malta(31)		19/2/86(s)	21/9/64			
Mauritania		6/8/62	4/11/62			
Mauritius		17/10/89	15/1/90		17/10/89	15/1/90
Mexico		14/2/33	15/5/33	28/9/55	24/5/57	1/8/63
Monaco					9/4/79	8/7/79
Mongolia		30/4/62	29/7/62			
Morocco		5/1/58	5/4/58	31/5/63	17/11/75	15/2/76
Myanmar(32)		2/1/52(s)	4/1/48			
Nauru(33)		16/11/70(s)	31/1/68		16/11/70(s)	31/1/68
Nepal		12/2/66	13/5/66		12/2/66	13/5/66
Netherlands(34)	12/10/29	1/7/33	29/9/33	28/9/55	21/9/60	L/8/63
New Zealand(35)		6/4/37	5/7/37	19/3/58	16/3/67	14/6/67
Niger(36)		8/3/62(s)	3/8/60		8/3/62(s)	1/8/63
Nigeria(37)		15/10/63(s)	1/10/60		1/7/69	29/9/69
Norway	12/10/29	3/7/37	1/10/37		3/5/63	1/8/63
Oman		6/8/76	4/11/76		4/8/87	2/11/87
Pakistan(38)		30/12/69(s)	14/8/47	8/8/60	16/1/61	1/8/63
Panama		12/11/96	10/2/97		12/11/96	10/2/97
Papua New Guinea(39)		12/12/75(s)	16/9/75		12/12/75	16/9/75
Paraguay		28/8/69	26/11/69		28/8/69	26/11/69
Peru		5/7/88	3/10/88		5/7/88	3/10/88
Philippines		9/11/50r	7/2/51	28/9/55	30/11/66	28/2/67
Poland	12/10/29	15/11/32	13/2/33	28/9/55	23/4/56	1/8/63
Portugal(40)		20/3/47	18/6/47	28/9/55	16/9/63	15/12/63
Qatar		22/12/86	22/3/87		22/12/86	22/3/87
Republic of Korea					13/7/67	11/10/67
Republic of Moldova		20/3/97	19/6/97		20/3/97	19/6/97
Romania	12/10/29	8/7/31	13/2/33	28/9/55	3/12/58	1/8/63
Russian Federation(41)	12/10/29	20/8/34	18/11/34	28/9/55	25/3/57	1/8/63
Rwanda(42)		16/12/64(s)	1/7/62		27/12/90	27/3/91

States	WARSAW CONVENTION			THE HAGUE PROTOCOL		
	Signature	Ratification, Adherence or Succession (s)	Date of entry into force	Signature	Ratification, Adherence or Succession (s)	Date of entry into force
Saint Vincent and the Grenadines		3/12/01(s)	27/10/79		3/12/01	3/3/02
Samoa(43)		20/1/64(s)	1/1/62		16/10/72	14/1/73
Saudi Arabia		27/1/69	27/4/69		27/1/69	27/4/69
Senegal		19/6/64	17/9/64		19/6/64	17/9/64

Serbia and Montenegro(44)		18/7/01(s)	27/4/92		18/7/01(s)	27/4/92
Seychelles		24/6/80	22/9/80		24/6/80	22/9/80
Sierra Leone(45)		2/4/68(s)	27/4/61			
Singapore		4/9/71	3/12/71		6/11/67	4/2/68
Slovakia(46)		24/3/95(s)	1/1/93		24/3/95(s)	1/1/93
Slovenia(47)		7/8/98(s)	25/6/91		7/8/98(s)	25/6/91
Solomon Islands(48)		9/9/81(s)	7/7/78		9/9/81(s)	7/7/78
South Africa	12/10/29	22/12/54	22/3/55		18/9/67	17/12/67
Spain	12/10/29	31/3/30	13/2/33		6/12/65	6/3/66
Sri Lanka(49)		2/5/51(s)	4/2/48		21/2/97	22/5/97
Sudan		11/2/75	12/5/75		11/2/75	12/5/75
Suriname		30/6/03	28/9/03		19/10/04	17/1/05
Swaziland					20/7/71	18/10/71
Sweden		3/7/37	1/10/37	28/9/55	3/5/63	1/8/63
Switzerland	12/10/29	9/5/34	7/8/34	28/9/55	19/10/62	1/8/63
Syrian Arab Republic(50)		3/6/64(s)	2/3/59		3/6/64(s)	1/8/63
The former Yugoslav Republic of Macedonia(51)		1/9/94(s)	17/9/91		1/9/94(s)	17/9/91
Togo		2/7/80	30/9/80		2/7/80	30/9/80
Arriving (52)		21/2/77(s)	4/6/70		21/2/77	22/5/77
Trinidad and Tobago(53)		10/5/83(s)	31/8/62		10/5/83	8/8/83
Tunisia		15/11/63	13/2/64		15/11/63	13/2/64
Turkey		25/3/78	23/6/78		25/3/78	23/6/78
Turkmenistan		21/12/94	20/3/95			
Uganda		24/7/63	22/10/63			
Ukraine		14/8/59	12/11/59	15/1/60	23/6/60	1/8/63
United Arab Emirates		4/4/86	3/7/86		18/10/93	16/1/94
United Kingdom (54)	12/10/29	14/2/33	15/5/33	23/3/56	3/3/67	1/6/67
United Kingdom for the following territories: - Bermuda -British Antarctic Territory - Cayman, Turks, and Caicos Islands		3/12/34	3/3/35		3/3/67	1/6/67

States	WARSAW CONVENTION			THE HAGUE PROTOCOL		
	Signature	Ratification, Adherence	Date of entry	Signature	Ratification, Adherence	Date of entry

		or Succession (s)	into force		or Succession (s)	into force
-Akrotiri and Dhekelia - Falkland Islands and Dependencies -Hong Kong - Montserrat -St. Helena and Ascension						
United Republic of Tanzania		7/4/65	6/7/65			
United States		31/7/34r	29/10/34	28/6/56	15/9/03	14/12/03
Uruguay		4/7/79	2/10/79			
Uzbekistan		27/2/97	28/5/97		27/2/97	28/5/97
Vanuatu		26/10/81	24/1/82		26/10/81	24/1/82
Venezuela		15/6/55	13/9/55	28/9/55	26/8/60r	1/8/63
Vietnam		11/10/82	9/1/83		11/10/82	9/1/83
Yemen		6/5/82	4/8/82		6/5/82	4/8/82
Zambia(55)		25/3/70(s)	24/10/64		25/3/70	23/6/70
Zimbabwe(56)		27/10/80(s)	18/4/80		27/10/80	25/1/81

RESERVATIONS

CANADA

Canada has deposited the following reservation: "Article 2, paragraph 1, of the present Convention shall not apply to international air transport effected directly by Canada".

CHILE

The document of adherence of Chile contains the reservation provided for in the Additional Protocol to Article 2 of the Warsaw Convention of 1929.

CONGO

Congo has deposited the following reservation: "The Government of the Congo (Brazzaville) wishes to state that, in application of the Additional Protocol (Article 2) and of Article XXVI of The Hague Protocol, it will not apply these texts

- to international air transport effected directly by the State,
- to the carriage of persons, cargo and baggage for its military authorities on aircraft registered in the Congo, the whole capacity of which has been reserved by or on behalf of such authorities".

CUBA

Cuba has deposited the following reservation: "Article 2, paragraph 1, of the Convention shall not apply to international air transport effected directly by Cuba".

ETHIOPIA

Ethiopia has deposited the following reservation: “Article 2, paragraph 1, of the Convention shall not apply to international air transport effected directly by Ethiopia”.

MALAYSIA

Malaysia deposited at the time of its adherence to the Hague Protocol the following reservation: “... in accordance with Article XXVI of the Protocol, the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929, as amended by this Protocol shall not apply to the carriage of persons, cargo and baggage for the military authorities of Malaysia on aircraft, registered in Malaysia, the whole capacity of which has been reserved by or on behalf of such authorities”.

PHILIPPINES

The Philippines has deposited the following reservation: “Article 2, paragraph 1, of the Convention shall not apply to international air transport effected by the Republic of the Philippines”.

UNITED STATES

The United States of America has deposited the following reservation: “Article 2, paragraph 1, of the present Convention shall not apply to international air transport which may be effected by the United States of America or any territory or possession under its jurisdiction”.

VENEZUELA

The Government of Venezuela has filed the following reservation: “Pursuant to the provisions of Article XXVI of the said Protocol, the Government of the Republic of Venezuela has declared that the Convention as amended by the Protocol shall not apply to the carriage of persons, goods and baggage performed for the military authorities of the Republic of Venezuela on board aircraft which are registered in Venezuela and whose entire capacity has been reserved by or on the behalf of these authorities”.

FOOTNOTES

- (1) With the following territories: Papua, Norfolk Island, New Guinea.
- (2) By a note from the Minister of Foreign Affairs dated 15 May 1975, the Government of the Bahamas informed the depositary that it considered itself bound by the provisions of the Warsaw Convention of 1929 and by the provisions of The Hague Protocol of 1955 which, before that State became independent, had been extended to its territory by the United Kingdom on 3 December 1934.
- (3) By a “declaration of continuity” of the Minister of Foreign Affairs on 13 February 1979, the Government of the People’s Republic of Bangladesh informed the depositary that it considered itself bound by the provisions of the Warsaw Convention of 1929 and by the provisions of The Hague Protocol of 1955 which, before the People’s Republic of Bangladesh became independent, had been extended to its territory by the Islamic Republic of Pakistan on 26 December 1969.

(4) In a document dated 8 December 1969 transmitted to the depositary by a note dated 8 January 1970, the Government of Barbados stipulated that it considered itself bound by the provisions of the Warsaw Convention of 1929 (before Barbados became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(5) By a note dated 9 January 1962 Dahomey (now Benin) declared that it considered itself bound by the Convention and the Protocol (before Benin became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).

(6) By a note dated 9 February 1995, deposited on 3 March 1995, the Government of the Republic of Bosnia and Herzegovina declared that it considered itself bound, by virtue of succession, by the provisions of, *inter alia*, the Warsaw Convention of 1929.

(7) By a letter dated 31 January 1977 from the Office of the President, the Government of Botswana informed the depositary that it considered itself bound by the provisions of the Warsaw Convention of 1929 which, before that State became independent, had been extended to its territory by the United Kingdom on 2 September 1952.

(8) In its instrument of succession of 6 February 1984, received by the depositary on 28 February 1984, the Government of Brunei Darussalam declared that it considered itself bound by the provisions of the Warsaw Convention of 1929 which had been extended to its territory by the United Kingdom on 4 July 1936.

(9) By a note dated 21 August 1961, the Government of the Republic of Cameroon declared that it considered itself bound by the Convention and the Protocol (before Cameroon became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).

(10) The instrument of accession by the People's Republic of China contains the following declaration: "The Government of the People's Republic of China is the sole legal government representing the Chinese people. The [Warsaw] Convention to which the Government of the People's Republic of China adheres shall of course apply to the entire Chinese territory including Taiwan". Notification by the Embassy of the People's Republic of China dated 16 June 1997: "... In accordance with the Joint Declaration of the Government of the People's Republic of China and the Government of the United Kingdom of Great Britain and Northern Ireland signed on 19 December 1984, the People's Republic of China will resume the exercise of sovereignty over Hong Kong with effect from 1 July 1997. Hong Kong will, with effect from that date, become a Special Administrative Region of the People's Republic of China and will enjoy a high degree of autonomy, except in foreign and defence affairs which are the responsibilities of the Central People's Government of the People's Republic of China. In this connection I am instructed by the Minister of Foreign Affairs of the People's Republic of China to make the following notification. The Convention for the Unification of Certain Rules Relating to International Carriage by Air done in Warsaw on 12 October 1929 to which the Government of the People's Republic of China deposited its instrument of accession on 20 July 1958 and the Protocol Amending the Convention for the Unification of Certain Rules Relating to International Carriage by Air done in

Warsaw on 12 October 1929 to which the Government of the People's Republic of China deposited its instrument of accession on 20 August 1975 (hereinafter referred to as the Convention and Protocol) will apply to the Hong Kong Special Administrative Region with effect from 1 July 1997. The Government of the People's Republic of China will assume responsibility for the international rights and obligations arising from the application of the above Convention and Protocol to the Hong Kong Special Administrative Region." Notification by the Embassy of the People's Republic of China dated 8 October 1999:

"In accordance with the Joint Declaration of the Government of the People's Republic of China and the Government of the Republic of Portugal on the Question of Macao signed on 13 April 1987, the Government of the People's Republic of China will resume the exercise of sovereignty over Macao with effect from 20 December 1999. Macao will, with effect from that date, become a Special Administrative Region of the People's Republic of China and will enjoy a high degree of autonomy, except in foreign and defence affairs which are the responsibilities of the Central People's Government of the People's Republic of China.

In this connection, I am instructed by the Minister of Foreign Affairs of the People's Republic of China to inform your Excellency of the following:

The Convention for the Unification of Certain Rules relating to International Carriage by Air, done on 12 October 1929, as amended by the Hague Protocol done on 28 September 1955 (hereinafter referred to as the Convention), to which the Government of the People's Republic of China deposited its instrument of accession on 20 August 1975, will apply to the Macao Special Administrative Region with effect from 20 December 1999.

The Government of the People's Republic of China will assume responsibility for the international rights and obligations arising from the application of the above Convention and Protocol to the Macao Special Administrative Region."

- (11) By a note dated 5 January 1962, the People's Republic of the Congo declared that it considered itself bound by the Convention and the Protocol (before Congo became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).
- (12) By a note dated 7 February 1962, Côte d'Ivoire declared that it considered itself bound by the Convention and the Protocol (before Côte d'Ivoire became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).
- (13) By a note dated 8 July 1993, deposited on 14 July 1993, the Government of Croatia declared that it considered itself bound, by virtue of succession, by the provisions of, *inter alia*, the Warsaw Convention of 1929 and The Hague Protocol of 1955 (with effect from 8 October 1991).
- (14) By a note dated 23 April 1963, Cyprus declared that it considered itself bound by the Convention (before Cyprus became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).
- (15) By a declaration dated 14 November 1994, transmitted with a note dated 23 November 1994 from the Embassy of the Czech Republic in Warsaw, deposited on 29

November 1994, the Government of the Czech Republic declared that it considered itself bound, by virtue of succession, by the provisions of, *inter alia*, the Warsaw Convention and The Hague Protocol (with effect from 1 January 1993).

(16) By a note dated 27 July 1962, the Democratic Republic of the Congo declared that it considered itself bound by the Warsaw Convention of 1929 (before the Democratic Republic of the Congo became independent, acceptance of the Convention was effected by Belgium on 13 July 1936).

(17) By a note dated 2 March 1959, the Arab Republic of Egypt declared that it considered itself bound by the ratifications previously made by the United Arab Republic: of the Convention, on 6 September 1955; of the Protocol, on 26 April 1956.

(18) In a declaration dated 25 February 1972, deposited on 15 March 1972, Fiji announced that it considered itself bound by the provisions of the Warsaw Convention of 1929 and by the provisions of The Hague Protocol of 1955 which, before that State became independent, had been extended to its territory by the United Kingdom on 3 December 1934.

(19) The German Democratic Republic, which ratified the Protocol on 19 May 1959, acceded to the Federal Republic of Germany on 3 October 1990.

(20) On 3 February 1997, Guatemala deposited its instrument of adherence to the Warsaw Convention of 1929, having been party to The Hague Protocol of 1955 since 26 October 1971.

(21) By a note dated 29 January 1970, India declared that it considered itself bound by the Convention (before India became independent, acceptance of the Convention was effected by the United Kingdom on 20 November 1934).

(22) By a note dated 2 February 1952, Indonesia declared that it considered itself bound by the Convention (before Indonesia became independent, acceptance of the Convention was effected by the Netherlands on 1 July 1933).

(23) The instrument of adherence of the Republic of Iraq contains the following declaration: "The adherence of the Republic of Iraq to the Convention (to the Protocol) in no way signifies the recognition of Israel or the establishment with Israel of any relations whatsoever".

(24) By a note dated 17 November 1969, Jordan declared that it considered itself bound without interruption by the Convention (before Jordan became independent, acceptance of the Convention was effected by the United Kingdom on 17 December 1937).

(25) Kenya deposited its instrument of adherence on 7 October 1964, with validity as from 12 December 1963, on which date it became an independent State (before Kenya became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(26) By a note dated 14 March 1956, deposited on 9 May 1956, the Lao People's Democratic Republic declared that it considered itself bound by the Warsaw Convention of 1929; and by a note dated 12 March 1956, deposited on 9 May 1956, declared that it considered itself bound by the Hague Protocol (before the Lao People's Democratic Republic became independent, acceptance of the Convention was effected by France on 15 November 1932).

(27) By a note dated 10 February 1962, Lebanon declared that it considered itself bound by the Convention, to which the trustee authorities adhered on its behalf on 26 October 1933.

(28) Lesotho, in the declaration of 3 March 1975 by its Prime Minister and Minister for External Affairs, submitted by means of a note dated 29 April 1975 of the Lesotho High Commissioner's Office in London, stated that it considers itself bound by the provisions of the Warsaw Convention of 1929 (prior to Lesotho's accession to independence, adherence to the Convention was effected by the United Kingdom on 2 September 1952).

(29) By a note dated 17 August 1962, deposited on 27 August 1962, Madagascar declared that it considered itself bound by the Convention and the Protocol (before Madagascar became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).

(30) By a note dated 3 September 1970, deposited on 16 December 1970, Malaysia declared that it considered itself bound by the Convention (before this State became independent, acceptance of the Convention was effected by the United Kingdom on 4 July 1936).

(31) By a note from the Minister of Foreign Affairs dated 27 January 1986, received by the depositary on 19 February 1986, the Government of Malta declared that it considered itself bound, with effect from 21 September 1964, by the provisions of the Warsaw Convention of 1929 which had been extended to its territory by the United Kingdom on 3 December 1934.

(32) In the instrument of adherence of 20 November 1951 received by the depositary on 2 January 1952, the Government of Burma (now Myanmar) stipulated that it considered itself bound without interruption by the Convention (before Myanmar became independent, acceptance of the Convention was effected by the United Kingdom on 20 November 1934).

(33) The Republic of Nauru, in the statement of the Minister of Foreign Affairs of the Republic of Nauru included in the note dated 4 November 1970 from the Office of the High Commissioner of Australia in London, has declared that it considers itself bound by the provisions of the Warsaw Convention of 1929 and The Hague Protocol of 1955. (Before the Republic of Nauru became independent, the acceptance of the Convention was effected by the United Kingdom on 1 August 1935; the acceptance of the Protocol was effected by Australia on 23 June 1959).

(34) In the document of ratification of The Hague Protocol, it is stipulated that ratification concerns the Kingdom in Europe, the Netherlands Antilles and Dutch New

Guinea. By a note dated 27 December 1985 the Government of the Kingdom of the Netherlands informed the depositary that as of 1 January 1986 the Warsaw Convention of 1929 and The Hague Protocol of 1955 are applicable to the Netherlands Antilles [without Aruba] and to Aruba.

(35) Before New Zealand became independent, acceptance of the Convention was effected by the United Kingdom on 6 April 1937.

(36) By a note dated 20 February 1962, Niger declared that it considered itself bound by the Convention and the Protocol (before Niger became independent, acceptance was effected by France: of the Convention, on 15 November 1932; of the Protocol, on 19 May 1959).

(37) By a note dated 9 October 1963, Nigeria declared that it considered itself bound by the Convention (before Nigeria became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(38) By a note dated 26 December 1969, Pakistan declared that it became a party to the Convention with effect from 14 August 1947 by virtue of the statute relating to the independence of India (International Arrangements), 1947 (before Pakistan became independent, acceptance of the Convention was effected by the United Kingdom on 20 November 1934).

(39) By a note dated 6 November 1975, the Government of Papua New Guinea informed that it considered itself to be bound by the Warsaw Convention of 1929 and The Hague Protocol of 1955. Before it became independent (on 16 September 1975), acceptance of the Convention and Protocol was effected on behalf of its territory by Australia.

(40) By a note dated 15 May 1997, the Government of Portugal informed that the Hague Protocol of 1955 applied to the Territory of Macao. By a note dated 23 September 1999, deposited on 8 October 1999, the Government of Portugal made the following notifications: a) "I am instructed by my Government to refer to the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw on 12 October 1929 (hereinafter referred to as the 'Convention') which applies to Macao at present, and to state as follows. In accordance with the Joint Declaration of the Government of the Portuguese Republic and the Government of the People's Republic of China on the Question of Macao signed on 13 April 1987, the Portuguese Republic will continue to have international responsibility for Macao until 19 December 1999 and from that date onwards the People's Republic of China will resume the exercise of sovereignty over Macao with effect from 20 December 1999. From 20 December 1999 onwards the Portuguese Republic will cease to be responsible for the international rights and obligations arising from the application of the Convention to Macao.", and b) "I am instructed by my Government to refer to the Protocol to Amend the Convention for the Unification of Certain Rules relating to International Carriage by Air signed at The Hague on 28 September 1955 (hereinafter referred to as the 'Protocol') which applies to Macao at present, and to state as follows. In

accordance with the Joint Declaration of the Government of the Portuguese Republic and the Government of the People's Republic of China on the Question of Macao signed on 13 April 1987, the Portuguese Republic will continue to have international responsibility for Macao until 19 December 1999 and from that date onwards the People's Republic of China will resume the exercise of sovereignty over Macao with effect from 20 December 1999.

From 20 December 1999 onwards the Portuguese Republic will cease to be responsible for the international rights and obligations arising from the application of the Protocol to Macao.”

(41) By a note dated 11 February 1992, the Government of the Russian Federation declared that it considered itself bound by the provisions of all international obligations concluded by the former Union of the Soviet Socialist Republics, *inter alia*, the Warsaw Convention, to which the former Union of the Soviet Socialist Republics was party.

(42) By a note dated 1 December 1964, deposited on 16 December 1964, the Government of the Republic of Rwanda declared that it considered itself bound, by virtue of succession, by the provisions of the Warsaw Convention (before Rwanda became independent, acceptance of the Convention was effected by Belgium on 13 July 1936).

(43) By a note dated 16 October 1963, deposited on 20 January 1964, the Government of Samoa declared that it considered itself bound, by virtue of succession, by the provisions of the Convention (before Samoa became independent, acceptance of the Convention was effected by the United Kingdom on 6 April 1937).

(44) On 4 February 2003, the name of the State of the Federal Republic of Yugoslavia was changed to Serbia and Montenegro. By a note dated 17 July 2001, deposited on 18 July 2001, the Government of the Federal Republic of Yugoslavia declared itself bound, as a successor State to the Socialist Federal Republic of Yugoslavia, by the provisions of, *inter alia*, the Warsaw Convention of 1929 and The Hague Protocol of 1955, with effect from 27 April 1992, the date of State succession. (The former Socialist Federal Republic of Yugoslavia had signed the Convention on 12 October 1929 and ratified it on 27 May 1931; it had signed the Protocol on 3 December 1958 and ratified it on 16 April 1959.)

(45) In its declaration of 6 March 1968 transmitted by a note from the Office of the High Commissioner dated 21 March 1968, deposited on 2 April 1968, the Government of Sierra Leone stated that it considers itself bound, by virtue of succession, by the provisions of the Convention (before Sierra Leone became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(46) In its declaration dated 16 February 1995, deposited on 24 March 1995, the Government of the Slovak Republic stated that it considered itself bound by virtue of succession, by the provisions of, *inter alia*, the Warsaw Convention of 1929 and The Hague Protocol of 1955 (with effect from 1 January 1993).

(47) In its notification dated 27 July 1998, deposited on 7 August 1998, the Government of the Republic of Slovenia stated that it considered itself bound by

virtue

of succession, by the provisions of, *inter alia*, the Warsaw Convention of 1929 and The Hague Protocol of 1955 (with effect from 25 June 1991).

(48) By a note dated 21 August 1981, the Solomon Islands declared that it considered itself bound by the Warsaw Convention and the Hague Protocol (before the Solomon Islands attained independence, acceptance was effected by the United Kingdom on 3 December 1934 for the Convention and on 3 March 1967 for the Protocol).

(49) By a note dated 24 April 1951, Ceylon (now Sri Lanka) declared that it considered itself bound by the Convention (before Sri Lanka became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(50) By a note dated 13 April 1964, the Syrian Arab Republic declared that “Constitutional Decree No. 25 of 13 June 1962 decided to consider adherence to the multilateral international Conventions and Agreements effected during the period of its union with Egypt to be valid for the Syrian Arab Republic - and since the United Arab Republic had, in 1959, taken the appropriate measures for its adherence to the Warsaw Convention, signed on 12 October 1929 and the Protocol modifying the said Convention, signed at The Hague on 28 September 1955, the Syrian Arab Republic, considering the aforementioned Constitutional Decree, considers itself a party to the Warsaw Convention and its Protocol mentioned above”.

(51) By a note dated 15 August 1994, deposited on 1 September 1994, the Government of the former Yugoslav Republic of Macedonia declared that it considered itself bound, by virtue of succession, by the provisions of, *inter alia*, the Warsaw Convention and The Hague Protocol (with effect from 8 September 1991).

(52) The Government of Tonga, in a letter from its Prime Minister and the Minister for External Affairs dated 31 January 1977, informed that it considers itself bound by the provisions of the Warsaw Convention of 1929. Before this State became independent, acceptance was effected by the United Kingdom on 4 July 1936.

(53) The Republic of Trinidad and Tobago, in its note dated 11 March 1983, deposited on 10 May 1983, declared that it considered itself to be bound by the provisions of the Warsaw Convention of 1929, the acceptance of which was effected on its territory by the United Kingdom on 3 December 1934.

(54) According to a note dated 3 March 1967 made by the United Kingdom of Great Britain and Northern Ireland in accordance with Article XXV, paragraph 2, of the said Protocol, the Protocol does not apply to the following territories: Aden, Antigua, Brunei, Dominica, Grenada, Kamaran, Kuria Muria Islands, Perim, Protectorate of Southern Arabia, Southern Rhodesia, St. Christopher, Nevis and Anguilla, St. Lucia, St. Vincent, Swaziland and Tonga. According to a note dated 17 June 1980, the United Kingdom informed the depositary that the following territories, to which the Convention and the Protocol had been previously applied, should be omitted as they attained independence: Dominica (date of independence: 3 November 1978), Gilbert Islands (12 July 1979), Ellice Islands, now Tuvalu (12 July 1979), Grenada (7 February 1974), Saint Lucia (22 February 1979), Saint Vincent (27 October 1979), Seychelles (29 June 1978), Solomon Islands (7 July 1978), Zimbabwe, formerly Southern Rhodesia (18

April 1980). Notification by the Embassy of the United Kingdom of Great Britain and Northern Ireland, dated 26 June 1997: “ ... I am instructed by Her Britannic Majesty’s Principal Secretary of State for Foreign and Commonwealth Affairs to refer to the Convention for the Unification of Certain Rules relating to International Carriage by Air, done at Warsaw on 12 October 1929 as amended by the Hague Protocol 1955 (hereinafter referred to the ‘Convention’) which applies to Hong Kong at present. I am also instructed to state that in accordance with the Joint Declaration of the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the People’s Republic of China on the Question of Hong Kong, signed on 19 December 1984, the Government of the United Kingdom will restore Hong Kong to the People’s Republic of China with effect from 1 July 1997. The Government of the United Kingdom will continue to have international responsibility for Hong Kong until that date. Therefore, from that date the Government of the United Kingdom will cease to be responsible for the international rights and obligations arising from the application of the Convention to Hong Kong.”

(55) In its declaration dated 17 February 1970 transmitted to the depositary on 25 March 1970, the Government of Zambia stated that it considered itself bound by the provisions of the Warsaw Convention of 1929 (before Zambia became independent, acceptance of the Convention was effected by the United Kingdom on 3 December 1934).

(56) The Government of Zimbabwe, in a note dated 10 September 1980 from the Ministry for External Affairs, informed the depositary that it considers itself bound by the provisions of the Warsaw Convention of 1929, the acceptance of which was effected on its territory by the United Kingdom on 3 April 1935.