ANNEX

1. An airline designated by the Government of Sweden may operate a return service originating in Sweden and terminating in or passing through Canada on the route specified below, and may take on and put down at Montreal passengers, mail and cargo for and from Sweden.

2. The route to be operated by the designated airline of the Government of Sweden shall be:—

Stockholm via intermediate points to Montreal and to points in countries beyond—in both directions.

3. An airline designated by the Government of Canada may operate a return service originating in Canada and terminating in or passing through Sweden on the route specified below and may take on and put down at Stockholm, passengers, mail and cargo for and from Canada.

4. The route to be operated by the designated airline of the Government of Canada shall be:—

Montreal via intermediate points to Stockholm and to points in countries beyond—in both directions.

5. Additional terminals or intermediate points may be designated in Canada or Sweden, by subsequent agreement.

6. The contracting parties agree that when the Government of Canada designates an airline to operate scheduled services between Canada and Sweden negotiations shall, if this is requested by either of the parties, be initiated in order to reach a further agreement, in the light of conditions as they may exist at that time regarding the services to be performed by the airlines of the respective contracting parties. Failure to reach such an agreement shall automatically make the present Agreement lapse three months after negotiations regarding a supplementary agreement have been initiated.

7. Tariffs to be charged by the airlines shall, in the first instance, be agreed between them. Any tariffs so agreed will be subject to the approval of the competent aeronautical authorities of the contracting parties, and, in the event of disagreement, settlement will be reached in accordance with the provisions of Article 9 of this Agreement.