

United Nations

Nations Unies

**ECONOMIC
AND
SOCIAL COUNCIL**

**CONSEIL
ECONOMIQUE
ET SOCIAL**

UNRESTRICTED
E/C.2/60
17 October 1947
ORIGINAL: ~~ENGLISH~~

COMMITTEE ON ARRANGEMENTS FOR CONSULTATION WITH NON-GOVERNMENTAL ORGANIZATIONS
RESOLUTIONS ON TRANSPORT AND COMMUNICATIONS ADOPTED BY THE XITH CONGRESS
OF THE INTERNATIONAL CHAMBER OF COMMERCE AT MONTREUX JUNE 1947

(Circulated to the Members of the Council for information, in conformity
with the Report (Section IV, paragraph 2) of the Committee on
Arrangements for Consultation with Non-Governmental
Organizations (E/43/Rev.2, 1 July 1946)).

C O P Y

INTERNATIONAL CHAMBER OF COMMERCE

October 15, 1947

Sir:

I have been asked by the President of the International Chamber of Commerce to cause certain resolutions adopted at the ICC Montréux Congress in June to be brought specifically to the attention of Members of the Transport and Communications Commission.

I have the honor, therefore, to request that the attached resolutions be reproduced in English and French and distributed in the usual way.

Respectfully yours,

John R. Minter
Assistant Secretary General

Mr. Gilbert Yates
Secretary
Economic and Social Council
United Nations
Lake Success, N.Y.

Enclosures

/INTERNATIONAL

INTERNATIONAL CHAMBER OF COMMERCE

IV

TRANSPORT
AND COMMUNICATIONS

14. Restoration of International Transport and Communications

Having in mind the importance of good and fast transport in normal times and the greatly increased cost of delay when goods are scarce, the International Chamber of Commerce pays tribute to the efforts made by administrations and private companies to restore transport between countries. In spite of the progress made in this direction, the shortage and poor state of repair of transport material and the abnormal conditions prevailing in many countries seriously retard transport between countries, particularly of goods. The International Chamber of Commerce therefore declares once again that in the task of reconstruction that faces the world, the restoration of transport should have a very high priority.

Further, in order that transport shall be restored and operated without delay but cheaply, and as economy of time, effort and money are of increased importance in a poverty-stricken world, the International Chamber of Commerce urges that transport should be returned to commercial operators as rapidly as possible.

It recommends in particular:

- (a) that the provisions of the Convention on Freedom of Transit (Barcelona 1921) should be applied;
- (b) that to help continental railways in their effort to restore through international services, existing derogations from International Goods Conventions (C.I.M.) should be progressively suppressed for the benefit of trade and that through international rates should be restored;
- (c) that the barriers to the international transport of goods and passengers should be removed. It notes, among those calling for prompt suppression, currency difficulties, particularly as regards currency allowances for passengers, disbursements by carriers in different countries and payments for transport in Germany.

(Original)

15. Passports and Frontier Formalities

The International Chamber of Commerce, since the cessation of hostilities, has drawn attention to the necessity of abolishing, or at least alleviating, those formalities which impede the free movement of travellers and has urged the convening of an international conference for this purpose. The Chamber congratulates the United Nations on having realized the importance of this problem and on having called a meeting of experts for the preparation of a world conference on passports and frontier formalities (Geneva, April 14th-26th, 1947). In this meeting the I.C.C. delegation took an active part.

/The Chamber

The Chamber observes that the Geneva meeting has revealed that very real progress is being made in several countries and that the recommendations made at this meeting are such that, if generally applied, they would facilitate considerably the international movement of travellers.

As regards the main problem of exit, entry and transit visas, the I.C.C. considers that only their complete abolition - recognized moreover by the official experts as the final objective to be aimed at - accompanied by corresponding measures as regards currency, would enable the restoration, on the international plane, of that freedom of movement which is the inseparable complement of individual freedom and an essential condition for the reconstruction of world economy.

The I.C.C., recognizing that, in present circumstances, the most efficacious method for making rapid progress is the conclusion of suitable bilateral agreements, urges all National Committees to bring continuous pressure to bear on their governments in this respect.

If no simplification or definite improvement is made in the provisions governing the allotment of foreign currency to travellers, even the abolition of visas will only partially attain its aim. Consequently, the I.C.C. recommends that the Economic and Social Council deal with this problem as soon as possible.

(Translation)

16. Barriers to the International Transport of Goods

The International Chamber of Commerce approves the report on the barriers to the international transport of goods prepared by its Committee of Experts.

It decides to transmit this report to the various governments and the United Nations and trusts that they will draw freely upon the recommendations it contains in order to improve the conditions of the international transport of goods by the suppression of those barriers the maintenance of which is no longer justified and which constitute a burden on world trade.

(Translation)

17. International Transport of Perishable Merchandise

The International Chamber of Commerce notes that the international transport of perishable merchandise is developing in spite of the material difficulties due to the destructions and disorganizations caused by the war.

It is convinced that carriers are doing everything they can to restore and improve as soon as possible the facilities available before the war. Nevertheless it particularly requests that ferry-boat services be resumed without undue delay at their pre-war level and that, in the meantime,

/improved

improved priority be given to loads of perishable merchandise and especially of fruit and fresh vegetables, both on ferry boats and other vessels.

Furthermore, congestion in course of transport or at reception markets and reconsignments en route, such as took place in 1946, which were so prejudicial to perishable merchandise, should be greatly reduced by means of closer co-operation between exporters and importers on the one hand and carriers on the other.

The experiences of 1946 have shown once again the extreme importance of satisfactory packaging and marking of goods. Failure to observe proper care aggravated by the lack of suitable packaging, caused considerable losses in 1946 in certain markets. This difficulty of obtaining supplies of suitable packaging materials is fully realized but in spite of this, it is urged that every effort be made to conform to an efficient standard and specification in packaging. Traders and carriers could usefully exchange experiences, both nationally and internationally in this respect and particular attention should be paid to the condition in which produce arrives at destination. Containers, which make other packaging unnecessary, should for this reason be of great service at the present time.

On the other hand, especially in the interests of the consigners themselves, in order to avoid losses or confusion, each package should bear markings showing clearly the name and address of the consignee and of the sender, and stating also the contents.

The international transport of perishable goods by rail is subject to regulations that in general give satisfaction. So far, this is not the case with road transport. The I.C.C. considers that, on many occasions, the road truck is particularly suitable for the economical, rapid, and direct transport of perishable merchandise and therefore, requests that governments of importing countries authorize the admission into their territory of foreign vehicles delivering merchandises.

The development in the use of air transport, which has certain inherent advantages for the conveyance of perishable merchandise, is at present limited by the high level of its freight charges, to especially important and expensive commodities. The Air Transport Companies are urged to do everything possible to reduce their charges in order to make their services available to a wider range of products. The development by the air transport companies of the return load would do much to help in this direction.

(Original)

/18. Rights

18. Rights of Transport Users

The International Chamber of Commerce draws attention to the fact that only the user is in possession of all relevant data on which a decision can be made in each case as to how and by what means goods can best be transported. He alone knows the price he can pay and has a complete picture of such complex factors as urgency of delivery, fragility and make-up, methods of delivery and conditions of sale - all of which go to determine which type of transport is most suitable for the particular consignment.

If the vital machinery of transportation and distribution is to be governed by practical and economic considerations and not to be at the mercy of arbitrary decisions, it is essential that the trader maintain his right to select the type of transport best suited to his own requirements and to use his own means of transport if he so desires.

The I.C.C. wishes to emphasize that, whatever may be the form of transport organization, this fundamental right of the trader should be maintained and respected.

(Original)

19. Road and Rail

The International Chamber of Commerce notes that, in most countries the principles which should govern the co-ordination of road and rail are being reexamined in order to take new perspectives into account and that regulations of all kinds (rates, taxes, etc.) which affect the allocation of traffic between the two means of transport, are frequently being modified. Transitory conditions due in large measure to the shortage of equipment, raw materials, fuel and petrol alter the respective situations of these means of transport and affect the allocation of traffic, especially in the countries which have suffered war damage, to a far greater extent than co-ordination regulations properly so called. The same effect arises from the unjustified maintenance of war-time regulations put into force to meet conditions of shortage of supplies that no longer apply or else the application of restrictive or prohibitory measures in response to requirements completely foreign to transport such as the control of the distribution of certain commodities.

The I.C.C. draws the attention of governments to the inconveniences and dangers of such a situation. By its lack of stability, it impedes the normal development of means of transport. By reason of the arbitrary factors which it entails, it impedes the setting up of a well balanced system in which each means of transport would be utilised in the public interest with due regard to its peculiar characteristics, i.e. cost price and quality of service.

/The I.C.C.

The I.C.C. draws particular attention to the inconveniences which would arise if each country solved this problem without taking the situation in other countries into account. A diversity of regulations would arise which might have unfortunate consequences, for national co-ordination measures entail repercussions on the international plane.

More especially, the adoption by some countries of an ad valorem system of rates and by others of a rates system based on cost price would set up unequal conditions of competition for exporters of the same goods, whose costs of carriage would not be equivalent under the two systems.

Further, too great divergences between various countries in the organization and regulations governing road transport drawn up with a view to obtain co-ordination with rail in the national field would render more difficult, if not almost impossible, the setting up of an international regime for commercial motor transport. The development of this transport would be considerably impeded by the lack of such a regime.

Consequently, the I.C.C. recommends that there should be exchanges of views on the international plane concerning the co-ordination of road and rail (taking into account, when necessary, other means of transport particularly inland and coastal navigation), in order to arrive at common principles -- at least on essential points. The Chamber hopes to submit proposals on this question after consultation with the interested circles in the different countries.

(Translation)

20. Air Transport

I. BARRIERS TO AIR NAVIGATION

The International Chamber of Commerce has constantly recommended that international transport be freed, as much as possible, from governmental barriers and even before the war put forward a series of concrete recommendations dealing especially with air transport.

Today the Chamber notes with satisfaction that the new Convention on International Civil Aviation, as well as provisions being drawn up by the International Civil Aviation Organization (I.C.A.O.), take certain of these recommendations into account.

The Chamber requests governments in particular to apply forthwith the provisions of:

Article 23 of the Convention, which provides for the setting up of customs free airports;

Article 24 (a and b) of this Convention, and Article 11.2 of the Recommendation for Standards, Practices and Procedures, which facilitate the temporary entry duty free of aircraft, fuel, lubricating oils, spare parts, as well as regular equipment and aircraft stores on board the aircraft;

/Article 5.2

Article 5.2 of the Recommendations, which exempts the transit crew, passengers, cargo or stores from the delivery of a manifest.

(Translation)

II. REDUCTION OF THE VARIOUS FORMALITIES REQUIRED FOR INTERNATIONAL AIR TRANSPORT

The International Chamber of Commerce, desirous of bringing about the maximum reduction in formalities which are the cause of delays in transport by air of passengers and goods, congratulates I.C.A.O. on having treated as an urgent and vital matter the reduction of formalities in international air transport -- this method of transport by its speed being even more concerned about delays than surface transport.

It approves the Recommendations for Standard, Practices and Procedures adopted by the Interim Council of I.C.A.O. on June 28th., 1946, and submitted to member States for application.

However, the I.C.C. draws the attention of I.C.A.O. to the fact that although the adoption of these recommendations will bring about appreciable improvement in existing practices, certain States already accord greater facilities. It would therefore be desirable that the application of these latter should be not only maintained by these States, but also examined by I.C.A.O. with a view to additional recommendations to member States.

It requests international organizations, both official and private, to ensure the close collaboration in their work of qualified representatives of commercial aviation users.

It urges governments on the one hand, and private companies on the other, in every country in the world:

- (a) to increase the facilities afforded to the users of air transport, taking into account technical and security requirements. Considerable improvements, moreover, should be effected in the system of reservations in order that a business journey may be planned with approximately the same degree of certainty as at present attends the planning of a journey by surface transport:
- (b) to relax speedily, where passengers are concerned, the system of military and administrative priorities.

(Translation)

III. REVISION OF THE WARSAW CONVENTION

The Chamber, having considered the question of the revision of the Warsaw Convention, is of the opinion:

- (a) That there is no evidence of an urgent need for immediate revision of the Warsaw Convention.

/(b) That amendment

(b) That amendment of the Convention or alternatively a new Convention will be necessary in due course but further experience both by carriers and users will show more clearly in what directions change is desirable.

(c) That a Sub-Committee of the Committee on Air Transport should be appointed in order to keep the subject constantly under review and particularly to study:

1. The "obligatory mentions" on transport documents and the penalties for their omissions or inaccuracies.
2. The desirability of commencing any new Convention with "Definitions" and of broadening the present definition of "International Carriage".
3. The problems of which Court or Courts should be competent according to the Convention.
4. The inclusion in the Convention of provisions covering Charters.
5. The establishment of special liability in cases of delay.
6. The liability of the carrier for the "wilful misconduct" of his employee or agent.
7. Negotiability of Consignment Notes.
8. The need for making provision for combined carriage partly by air and partly by other transport.

(Original)

IV. CONVENTION ON RECORDATION OF TITLE TO AIRCRAFT AND AIRCRAFT MORTGAGES

The Chamber having before it five questions posed by I.C.A.O. concerning the proposed Convention relative to the recordation of aircraft title and mortgages, suggests the following solution as to three points upon which there was unanimous agreement.

1. The rights which should be entitled to be recorded are:
 - (a). title i.e. ownership rights;
 - (b) interests in property;
 - (c) mortgages.
2. The claims of Public Treasury must be recorded in order to obtain priority. Their status with relations to other recorded interests would be determined in accordance with the general rule applicable to mortgage i.e. by their order of recordation.
3. The aircraft mortgage can cover spare parts, provided the inclusion of the spare parts in such mortgage does not meet with practical difficulties.

/With regard

With regard to the other points proposed, the I.C.C. asks that a certain delay be granted to the bodies concerned in order to study the draft proposed by I.C.A.O. and it requests its Committee on Air Transport to take all suitable measures to organize such study.

(Original)

V. THE ORGANIZATION OF INTERNATIONAL AIR TRANSPORT

The I.C.C. fully appreciates the importance of Air Transport being organized along lines which are in the best interest of both carriers and users. It therefore considers it desirable to lay down, as a first step certain broad principles along which the organization of air transport should develop.

It defines those principles as follows:

1. that air carrier lines, whether State or privately operated should look upon, as an essential aim, the continued improvement of their technique and organization in order to place at the disposal of users, steadily rising standards of quality and security thus making this means of transport available to the widest possible range of users;
2. that general level of rates should be related to costs; in no case should they be subject to the influence of non economic considerations imposed by governments;
3. that provision be made so that in addition to any existing consultations between air carriers and the Chambers of Commerce of their respective countries, there should be consultation at regular intervals between International Air Transport Association (I.A.T.A.) and the I.C.C. on principles affecting the general levels of air fares and freight rates;
4. that unscheduled operations (tramp services), which perform a useful function, should, in the public interest, be required to comply with the same governmental rules and regulations, including safety standards for aircraft and airmen as well as compensation for airmen, as exist in the several countries for scheduled operations.

(Original)

VI. INSURANCE AGAINST AIR RISKS

The I.C.C. reaffirms the resolution it has passed on previous occasions regarding air risks in accident and life insurance policies and considers:

- (a) that the air risks of passengers on scheduled air services should be included in life and accident policies without extra premium;
- (b) that where any additional premium is charged on these policies to cover air risks of non-scheduled air services it should be at the lowest possible rate.

(Original)

VII. DEVELOPMENT

VII. DEVELOPMENT OF TOURIST AIR TRAVEL

The I.C.C. wishes to draw attention to the fact that there are signs that air transport will open in the near future new fields for tourist travel.

It is of the opinion that ground facilities (hotels, restaurants, hostels, amusement arrangements, etc.) are likely to be completely inadequate unless early preparatory steps are taken and requests the International Tourist and Hotel Organizations to consider the problems raised and to take such action as may be possible to cater for the expected world movement of this traffic.

(Original)

21. Shipping and Trade⁽¹⁾

The International Chamber of Commerce, having received the reports submitted by the Committee on Sea Transport on shipping and trade and on the results of their examination of outstanding problems mutually affecting the interests of commerce and shipping, adopts the conclusions contained in those documents, and in particular urges the speedy restoration of the normal processes of shipping business as the best means of ensuring that adequate, efficient and economic shipping services are at all times available to meet the requirements of world trade.

(Original)

22. Delays to Shipping

The International Chamber of Commerce draws attention to the grave and growing delays to shipping of all flags in many ports throughout the world, in regard to the berthing, discharging and loading of ships engaged in overseas trade. Moreover, in many cases the cargo is not available for the ship when she arrives thus causing further slowing down in the turn round of the vessel.

The I.C.C. recognizes that these delays are due to a number of factors arising from the disturbed conditions of the post-war transition period, but emphasizes the fact that these delays constitute a waste of tonnage already in short supply, with consequential increase in the cost of transport and an impediment to the restoration and expansion of world trade.

The I.C.C. therefore calls upon all interests concerned, including governments, business enterprises and organized labour to take all possible steps to expedite the turn round of vessels and thus secure the fullest use of available tonnage.

(Original)

(1) The Indian Delegation made a reservation on this resolution.

23. Highway Transport

I. HIGHWAY DEVELOPMENT

The International Chamber of Commerce recognizes that the restoration and expansion of road facilities throughout the world is a need arising out of the war and a prerequisite to increased trade and higher standards of living and production. Businessmen and road users should support or help to form national agencies to encourage governmental policies favorable to road development.

These policies should include: (a) a long-term program for an initial skeleton systems of primary routes built to all-weather standards under general governmental financing or aid to local units; (b) taxes direct and indirect representing the contribution of road users of which the proceeds should not exceed their equitable part in the costs of maintenance and in the charges for improving the road network, spread over an adequate period; these taxes should, moreover, be calculated so as not to discourage traffic growth or restrict the use of vehicle types offering maximum economy and convenience; (c) road construction based on factual studies and classification of road systems, with continuity of routes and basic uniformity of standards between contiguous nations and local units; (d) adoption as soon as practicable in countries having federal constitution and that cover a wide area, of a decentralized responsibility in road programs, with certain national controls; (e) recognition that traffic safety is an integral element of the program and requires special activities; (f) as a collateral but vital requirement to maximum development and economic use of international road systems there must be provided by international conventions uniform rules of the road and reciprocity in promoting ease and economy of movement across frontiers.

National civic and educational groups should be formed or supported, with care taken to see that they are sincerely devoted to the general welfare rather than to special interests. They should seek establishment of governmental road departments, promote public support for road programs, help prepare studies of road needs and fiscal programs, and promote safe road use through schools and other organizations.

(Original)

II. DEVELOPMENT OF INTERNATIONAL HIGHWAY TRANSPORT OF PASSENGERS AND GOODS

A.

The International Chamber of Commerce urges that, in the interest of transport users free competition be assured for international road transport, both of passengers and of goods and that the providers of transport should be
/enabled to

enabled to make full use of their potentialities.

The Committee on Highway Transport (in co-operation with the Committee on Railway Transport, if necessary), should make a special survey regarding conditions affecting (a) international regular bus - and truck lines and (b) unscheduled international transport by bus or by truck.

The I.C.C. requests governments to adopt as basic principles:

- (a) Freedom of choice for transport users, and
- (b) Facilitation of transport of goods and passengers by road across State borders on a reciprocal basis.

(Original)

B.

The International Chamber of Commerce requests its Committee on Highway Transport, in co-operation with the international organizations concerned to make investigations regarding the steps necessary to facilitate the international commercial road transport of passengers and goods, and in particular:

1. to tabulate the existing difficulties encountered by international commercial motor transport enterprises in different countries;
2. to prepare a general draft of a model bilateral agreement based on these data;
3. to transmit this draft to the carriers organizations of the different countries and to request the said organizations to state their particular difficulties as regards specific countries for which special provision should be made.

The I.C.C. requests that if governments have not yet done so they should extend to commercial motor transport without awaiting the conclusion of bilateral agreements, the system of triptychs of customs carnets which has proved its work in tourism, thus removing a considerable obstacle in the form of customs formalities relating to vehicles.

(Translation)

C.

The I.C.C. notes with satisfaction that, for Europe, where these problems are of an urgent nature and where special conditions prevail, an inter-governmental conference is to investigate these difficulties in the near future. It expresses the hope that the governments concerned will arrive at solutions facilitating the free development of international road transport and decides to support this conference.

(Translation)

/III. INTERNATIONAL

III. INTERNATIONAL CONVENTIONS ON ROAD TRAFFIC

A. Road Traffic

The International Chamber of Commerce is of the opinion:

1. That a revision of the two 1926 Conventions on Road Traffic and Motor Traffic is imperative, and that it is necessary to carry on the work begun by the League of Nations and interrupted by the War;
2. That the draft drawn up by the Permanent Committee on Highway Traffic in 1939 can be usefully adopted as a basis and starting point for this work;
3. That this text should combine, in an up to date form, the provisions of the two 1926 Conventions, as originally envisaged by the Committee on Highway Traffic of the League of Nations;
4. That this revision, in addition to achieving uniformity on the technical plane, should, on the administrative plane, meet the urgent demand of those interested in international traffic for the simplification of documents required for international transportation (certificates for motor vehicles and driving licenses) the obtaining of which involves formalities which constitute a hindrance to international trade;
5. That the above mentioned work of revision should be to formulate a text which, although not precisely an international highway code, would nevertheless constitute an important step towards the unification of highway regulations.

B. Road Signals

The International Chamber of Commerce considers:

1. that standardization of road signs is an essential factor in road safety;
2. that the International Convention concerning the unification of road signals (Geneva, 1931) should now be brought up to date;
3. that the revised provisions should achieve a greater measure of unification than the 1931 Convention by specifying standard positions, dimensions and colours for all road signs, as the adoption of signs identical in dimensions and colour, to the entire exclusion of all others represents the only really effective means by which road signs can make their maximum contribution to road safety.

(Translation)

IV. REGULATIONS REGARDING CONSTRUCTION AND USE OF VEHICLES

I. Need for Uniformity in Regulations

The International Chamber of Commerce, being convinced that uniformity in regulations relating to the construction and use of motor vehicles is essential in the interests of international transportation:

/1. Decides

1. Decides to appoint a Sub-Committee,
 - (a) to prepare a schedule of minimum standards,
 - (b) to prepare, in the light of wartime experience, a second schedule of standards which should be adopted as minima in say five years time.
2. Agrees to request governments (when the Schedules have been prepared) to introduce (if necessary) legislation which will ensure that the operation on a principal highway of any vehicle which complies with the standards set out in the first schedule is not rendered illegal solely by reason of the fact that it does not comply with existing regulations relating to the construction and use of motor vehicles;
3. Agrees to request governments to furnish the International Chamber of Commerce (from time to time) with information regarding technical research affecting regulations relating to the construction and use of motor vehicles.

II. Measures for the transition period.

Further, the Chamber, in view of the situation created by the present shortage of transport equipment, requests governments to facilitate international traffic by making temporary arrangements in the form of bilateral agreements, mainly between contiguous countries, whereby difficulties regarding technical regulations which may arise in connection with the movement of vehicles between the two countries in question, may be removed.

(Original)

24. International Telegraph Service

The International Chamber of Commerce is well aware of the many difficulties with which the Telegraph Administrations and Companies have to contend. These difficulties are caused by the destruction of wireless stations and telegraph cables, the shortage of staff, equipment and material and also by the fact that a number of serviceable cables and installations are required by the occupying forces.

The I.C.C. greatly appreciates the efforts which the Telegraph Administration and Companies have made and are making to overcome these difficulties and trusts that the work connected with the necessary repairs will continue at a steadily increasing rate so as to enable telecommunications to contribute largely to the restoration of world activity.

The I.C.C. hopes that users will not only be in a position, in the near future, to benefit by the facilities they enjoyed before the war, but also to reap the advantages of the inventions and remarkable progress made in the technical field of telecommunications during the war.

/Official

Official conferences will have to adjust the international telegraph regime to present conditions. The I.C.C. in order to keep the Administrations and Companies informed on the needs of business circles which are their principal clients, has carried out a preliminary inquiry in the different countries. On the basis of the replies received to this inquiry and of studies undertaken, the I.C.C. submits the following recommendations:

1. Adoption of a stable universally recognized basis to which rates in all countries should be adjusted;
2. Unification of terminal charges throughout the world with some relaxation in the case of large countries such as U.S.A., U.S.S.R., China;
3. The possibility of introducing a unification in transit charges by the adoption of a standard scale of charges varying according to distance should be investigated. The world would be divided into zones as large as possible and a unit charge made for each zonal distance from office of transmission to office of destination, subject to special arrangements provided for in the Convention (for the British Commonwealth, between North and South America, etc.);
4. In a general revision of rates the charges between two places should always be equal both ways;
5. Maintenance of deferred (LC) telegrams;
6. Separate rates for code and plain language telegrams in the extra European service; in other words, maintenance of the decision reached by the International Telecommunications Conference at Cairo in 1938;
7. In accordance with the decisions of that Conference, admission of urgent telegrams and maintenance of the double urgent rate except where special requirements justify the setting up of categories of fast cables at reduced rates;
8. Abolition of the minimum rate of 5 words for CDE and LC telegrams;
9. Introduction of a system of block rates making it possible to charge telegrams "per hundred words" instead of "per word", thus enabling letter-telegrams to compete effectively with air mail;
10. Development of the "Telex" system as a means of international telecommunications and fixation of the rates for such international transmission at not more than 50 % of the telephone rates.

(Original)

25. International Postal Service

The International Chamber of Commerce stresses once more the importance of the postal service in maintaining relations between all countries and the necessity of taking the fullest possible advantage, in this field as in the others, of the most recent technical advances.

/It has always

It has always been recognized by all Postal Administrations that first class mail should be carried by the fastest route available. It is therefore the opinion of the I.C.C. that first class mail should, whenever a more rapid delivery can thus be ensured, be conveyed by air as the normal means of transport without surcharge.

The steps to be taken for the development of Air Mail and their repercussions on the international postal service as a whole can only be adequately dealt with in conjunction with the users of the international postal services and the air carriers.

The I.C.C. is of the opinion that it was unfortunate for the Paris Universal Postal Congress to investigate, as they did, Air Mail rates without hearing the qualified representatives of air carriers and of postal users. Their co-operation is imperative in future.

(Translation)
