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REGIONAL DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT

Supplementary note by the Secretary-General

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## I. INTRODUCTION

Since issuing document E/CN.2/121, some additional information has been received concerning regional activities in the field of inland transport. A summary of these developments is set out below.

## II. ASIA AND THE FAR EAST

It was mentioned in document E/CN.2/121 that the second session of the Inland Transport Committee of the Economic Commission for Asia and the Far East was scheduled to meet from 19 to 23 January 1953. The Committee during this session<sup>1/</sup> reviewed the activities of the Highway, Railway, and Inland Waterway Sub-Committees and approved the reports of these bodies. The Inland Transport Committee also considered the problem of the co-ordination of transport (for the latter see document E/CN.2/122/Add.1).

### Inland Waterways

The Inland Waterway Sub-Committee, meeting from 14 to 17 January 1953 at Bandung, Indonesia,<sup>2/</sup> noted that the preparatory work for demonstration projects for modern inland waterway craft and their operation, which had been previously recommended, was progressing in India and Pakistan, pending further action by the United Nations Technical Assistance Administration on these projects. It was agreed to have the Secretariat study the possibility of establishing a centre for the advanced training of diesel machine mechanics and to seek the co-operation of the Technical Assistance Administration for this purpose. The use, for purposes of census and registration, of a uniform schedule for assessment of craft capacity was recommended and it was agreed to study this matter further on the basis of the schedule, proposed previously by the Ad Hoc Committee on Inland Transport Experts. The Executive Secretary was requested to prepare, if necessary with the aid of a working party, a draft convention on this subject for consideration by the Sub-Committee at its next session.

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1/ E/CN.11/350.

2/ E/CN.11/TRANS/87.

It was also recommended that the terms of reference of the Inland Transport Committee be amended to include consideration of matters relating to coastal shipping from one port to another of the same country, in conjunction with inland transport problems. The latter proposal, having been endorsed by the Inland Transport Committee, has been submitted for final action to the ninth session of the Economic Commission for Asia and the Far East, convened on 6 February 1953 at Bandung, Indonesia.

#### Railway Transport

The world-wide study tour of sixteen railway signalling and operating experts, recommended by the Inland Transport Committee at its first session in order to observe and report on modern systems of railway signalling and operation, was completed in January 1953. The group will make suggestions for improving the efficiency of railways in the region and make recommendations with regard to the regional training centre for railway operating and signalling officials which will be established in co-operation with the United Nations Technical Assistance Administration. The Railway Sub-Committee, meeting for its second session from 14 to 27 January 1953, at Bandung, Indonesia,<sup>1/</sup> commented on these developments and reviewed technical studies in the railway field prepared by the Secretariat. It was recommended that the Executive Secretary seek the co-operation of the Technical Assistance Administration in arranging a study tour in countries outside the region for senior railway officials in the field of track maintenance and repair.

#### Highway Transport

The Highway Sub-Committee, meeting in Bangkok from 18 to 22 August 1952,<sup>2/</sup> approved a standard highway register form and noted the progress made on preparation of standard forms for recording data on road pavements and for a highway bridge register. It noted that in response to a resolution of the Highway Sub-Committee the ILO agreed to prepare a standard instruction manual on maintenance and repair of motor vehicles for distribution to governments in the course of the year.

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<sup>1/</sup> E/CN.11/TRANS/85.

<sup>2/</sup> E/CN.11/TRANS/86.

### III. EUROPE

#### Revision of the Berne Conventions Concerning the Transport of Passengers (C.I.V.) and Goods (C.I.M.) by Rail

The Conference for the revision of the International Conventions Concerning the Transport of Passengers (C.I.V.) and Goods (C.I.M.) by Rail, meeting in Berne, Switzerland, from 15 to 25 October 1952, adopted the revised text of these conventions. In view of the desirability of extending the scope of the conventions to traffic between Great Britain and the continent, the new texts, which will replace the present conventions adopted at Rome in 1933, contain new provisions relating to combined rail-sea traffic. As a result of this development Great Britain has signed the conventions.

The situation with regard to the revision of Annexes to the Convention Concerning the Transport of Goods By Rail (C.I.M.) is as follows:

Annex VII, containing the rules governing the use of privately-owned cars, and Annex IX, containing the regulations for container traffic, came into force on 1 January 1953. Annex I, dealing with dangerous substances, did not come into force on 1 January 1953, as indicated in document E/CN.2/121, as certain aspects of it still have to be considered at a meeting convened in February 1953.