

**Document Symbol:**

**E/2933**

**Best copy available**



Twenty-third session  
Item 8

DEVELOPMENT OF INTERNATIONAL TRAVEL, ITS PRESENT  
INCREASING VOLUME AND FUTURE PROSPECTS

Note by the Secretary-General

Table of Contents

	<u>Page</u>
I. INTRODUCTION . . . . .	3
II. SUMMARY OF COMMENTS OF GOVERNMENTS CONCERNING MEASURES TAKEN IN RESPONSE TO ECONOMIC AND SOCIAL COUNCIL RESOLUTION 563 (XIX) . .	6
General . . . . .	6
(a) Tourism in relation to internal economy and international trade . . . . .	6
(b) Survey of tourist facilities . . . . .	7
(c) Support for official tourist organizations . . . . .	8
(d) Simplification of entry and exit formalities and development of international travel arrangements . . . . .	8
(e) Exchange of technical advice . . . . .	9
III. ACTION BY INTERNATIONAL ORGANIZATIONS . . . . .	11
A. United Nations and Specialized Agencies . . . . .	11
(1) United Nations . . . . .	11
(2) Specialized Agencies . . . . .	12
B. Other international organizations . . . . .	13
(1) Inter-American Travel Congress . . . . .	13
(2) Council of Europe . . . . .	14
(3) Caribbean Tourist Association . . . . .	14

Table of Contents (continued)

	<u>Page</u>
IV. INTERNATIONAL TOURIST STATISTICS . . . . .	16
V. CONCLUSION . . . . .	17

ANNEXES

	<u>Annex I</u> <u>Page:</u>
ANNEX I. Secretary-General's Note of 8 July 1955 . . . . .	1
Appendix: Text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities . . . . .	3

	<u>Annex II</u> <u>Page:</u>
ANNEX II. Replies from Governments to Secretary-General's Note of 8 July 1955 . . . . .	1
Appendix A: List of countries whose citizens are exempted from the Swedish visa requirement . .	122
Appendix B: Memorandum with regard to proposals set forth by the Nordic Interparliamentary Committee for the Simplification of Travel Formalities . . . . .	123
Appendix C: Memorandum on formalities applicable to foreign tourists entering and leaving Sweden . . . . .	125

	<u>Annex III</u> <u>Page:</u>
ANNEX III. Information provided by the World Health Organization concerning its activities relating to the development of international travel . . . . .	1

## I. INTRODUCTION

1. The Economic and Social Council, after consideration during the first part of its nineteenth session of the item "Development of international travel, its present increasing volume and future prospects", adopted on 31 March 1955 resolution 563 (XIX) which reads as follows:

### "DEVELOPMENT OF INTERNATIONAL TRAVEL

"The Economic and Social Council,

"Having considered the proposal made by the United States of America concerning the development of international travel, its present increasing volume and future prospects (document E/2688),

"Recognizing the importance of international travel in promoting international understanding and cultural relationships, in fostering international trade, in furthering economic development and in contributing towards the improvement of balances of payment,

"Taking into account the useful work already performed in this field by national, international and regional organizations, including the United Nations and its regional economic commissions,

"1. Invites States Members of the United Nations and of the specialized agencies:

- (a) To examine the beneficial effect which increased tourism could have on their internal economy, and the part it plays in international trade;
- (b) To survey their tourist facilities to determine existing deficiencies, and to encourage the development of transportation, hotel and other needed facilities, amenities and attractions;
- (c) To give adequate support to the official organizations engaged in the development of tourism, and to encourage their co-operation with private agencies in this field;
- (d) To simplify wherever practicable the entry and exit procedures and formalities applicable to tourists, and to co-operate in the development of international travel arrangements designed to facilitate tourism;
- (e) To encourage the exchange of technical advice between countries possessing well-developed tourist programmes and facilities and those with less experience;

"2. Requests the organs of the United Nations and the appropriate specialized agencies to give favourable consideration to constructive projects which are within their competence and are designed to increase tourist facilities and to promote travel;



"3. Requests the Secretary-General to study the statistics available relating to tourist travel and to report to the Statistical Commission as early as possible with a view to the establishment of uniform definitions, standards and methods;

"4. Further invites the non-governmental organizations concerned with tourism to continue and increase their efforts to promote international travel;

"5. Further requests the Secretary-General to submit to the Council at its twenty-third session a report on the measures taken in response to this resolution."

The Secretary-General, in implementation of paragraph 5 of this resolution, requested Governments of States Members of the United Nations and of the specialized agencies by note of 8 July 1955, to submit information for inclusion in the report to the twenty-third session of the Economic and Social Council (see Annex 1). As of 16 October 1956, substantive replies had been received from the following Governments: Australia, Austria, Belgium, and the Belgian Congo, Brazil, Ceylon, Chile, China, Colombia, Cuba, Denmark, Dominican Republic, Ecuador, Ethiopia, Finland, Germany, Guatemala, India, Iran, Italy, Japan, Luxembourg, Mexico, Netherlands with regard to Surinam, New Zealand, Portugal, Spain, Sweden, Union of South Africa, Union of Socialist Soviet Republics, United Kingdom, United States of America and Vatican City.

2. The replies have been summarized in Chapter II of this report, arranged in order of the different aspects mentioned in operative paragraph 1 of resolution 563 (XIX). The text of the replies is contained in Annex II. In order to avoid duplication with the inquiry concerning the implementation of the Recommendations of the Meeting of Experts on Passports and Frontier Formalities,<sup>1/</sup> undertaken pursuant to Economic and Social Council resolution 567 D (XIX), information concerning the simplification of entry and exit procedures, referred to in section (d) of paragraph 1 of resolution 563 (XIX), which deals with similar aspects as the inquiry concerning Passports and Frontier Formalities, has been summarized in document E/CN.2/185 submitted to the Transport and Communications Commission for consideration at its eighth session.

3. Chapter III contains information concerning the activities undertaken by the United Nations and the specialized agencies in implementation of

---

<sup>1/</sup> The text of the recommendations is set out in the Appendix to Annex I.

resolution 563 (XIX). Developments relating to the activities of certain other international inter-governmental and non-governmental bodies of a worldwide or regional character concerned with the facilitation of international travel are also summarized in Chapter III.

4. Chapter IV provides a summary of the action undertaken by the United Nations with regard to the question of international tourist statistics.

II. SUMMARY OF COMMENTS OF GOVERNMENTS CONCERNING MEASURES  
TAKEN IN RESPONSE TO ECONOMIC AND SOCIAL COUNCIL  
RESOLUTION 563 (XIX)

General

5. Several countries refer specifically to their interest in developing tourism. Germany stresses the importance of the social effects of increasing tourist traffic. It also summarizes a number of measures, considered to be useful for promoting tourist traffic, both at the international and national level. India states that it is constantly engaged in the development and promotion of tourism, thus furthering mutual understanding and good will in addition to obtaining substantial economic benefits. The Union of Soviet Socialist Republics refers to measures taken recently for the development of co-operation between nations, particularly in the sphere of tourism. As a result, the exchange of tourists between the Union of Soviet Socialist Republics and other countries has increased considerably. It points out that its action is in conformity with the Economic and Social Council resolution. The United States of America refers to its encouragement of international tourism and endorses the intent of the resolution. The Vatican City expresses its support for action aimed at developing tourism.

(a) Tourism in relation to internal economy and international trade

6. Some of the replies received containing comments on this aspect, indicate its importance for the country concerned by providing information on the development of tourism or by referring to governmental action in this field. The information consists mostly of data concerning the number of temporary visitors from abroad (Australia, Belgian Congo, Ceylon, Cuba, Dominican Republic, Germany, Japan, Mexico and Spain) and the estimated foreign exchange income on that account (Australia, Belgium, Belgian Congo, Ceylon, Germany, India, Japan, Mexico and Portugal). The latter is in some cases compared with foreign exchange income from other sources (Belgian Congo, Germany, Japan, Mexico and Portugal).

7. Information inter alia concerning the number of persons employed in the tourist industry, the capital invested in it and its beneficial effects on the internal economy and on promotion of foreign trade are provided by Belgium. Mexico provides a breakdown of the money spent by tourists from abroad and comments on the beneficial effects on the economy.

(b) Survey of tourist facilities

8. The replies, commenting on this aspect, refer mostly to the situation with regard to hotel accommodations or the transportation system.

9. The need to expand and improve hotel facilities is widely recognized and reference is made to public financial support for the purpose by Belgium, Ceylon, Germany and Japan. Belgium mentions arrangements for providing cheap credit for the construction and modernization of hotel accommodations, and Germany refers to State aid, granted for this purpose, in particular from ERP Funds.<sup>2/</sup> It points out that credit requirements of the hotel and restaurant industry are still very high, refers to the not yet generally satisfactory turnover situation of these establishments and provides data on the number of available beds for tourists. Mention is made of the development of tourist traffic facilities in certain border zones and in areas with a weak economic structure. In Sweden, however, special financial facilities for the hotel industry are considered unwarranted. China provides guidance for hotel management, while Ceylon favours foreign investment in the hotel industry, promoting it inter alia by granting importation facilities for hotel equipment. The text of legislation in support of the hotel industry was transmitted by Cuba and Portugal. India refers to a possible allotment of funds from the Five Year Plan for the development of its tourist industry. Japan refers to financial and technical advice and tax relief, granted by the government to the hotel industry.

10. Information about developments in the field of transportation or legislation in this field was provided by Australia, China, Cuba, Ethiopia, Germany, Japan, India and Mexico.

11. Germany refers to special events arranged to attract tourists and mentions the efforts of the hotel industry to avail themselves of well-trained personnel familiar with foreign languages. Mexico mentions the attraction of the altered exchange rate of the Mexican peso on American Tourists. The United States of America refers to the advanced state of development of its tourist facilities, resulting in a domestic travel volume of \$15 billion annually. Expenditures by United States citizens abroad amount to \$1.6 billion.

---

<sup>2/</sup> The "European Recovery Programme" (ERP) was inaugurated with the passage of the Economic Co-operation Act by the United States Congress in 1948.

(c) Support for official tourist organizations

12. The replies, which comment on this aspect, refer mainly to the situation with regard to existing national official tourist organizations. Australia, Belgium, Belgian Congo, China, Germany, Japan, Sweden and the United States of America refer to the material support rendered by the government to the official agency(s) in this field. China, Colombia and India comment on arrangements with private travel agents in their respective countries, while Colombia and the United States of America refer to the setting up of advisory bodies, representing the private travel industry, in order to obtain proper co-operation between the government and private agencies. Cuba has transmitted legislation concerning its official tourist organization, while Colombia, Germany, Japan, Mexico and the Union of Soviet Socialist Republics forward information concerning the activities of their official agencies in this field. The latter provides, in addition, information concerning arrangements for international travel, concluded by it with travel agencies abroad.

(d) Simplification of entry and exit formalities<sup>3/</sup> and  
development of international travel arrangements

13. Australia refers to the participation of its Australian National Travel Association in the work of the Pacific Area Travel Association's Sub-Committee on Facilitation and of the International Civil Aviation Organization's Facilitation Committee in Australia. Ceylon states that customs formalities are reduced to a minimum and that a revision of entry and exit procedures is under consideration. China refers to the assistance being given by travel agencies to travellers in connexion with entry and exit formalities. Colombia states that the basic programme of its National Tourist Department is directed towards simplification of formalities effecting tourists. The Dominican Republic refers to its contribution to the development of international travel by the adoption of liberal measures towards individuals. Germany mentions the absence of restrictive formalities in respect of entry and exit of nationals of those States with which

---

<sup>3/</sup> For comments from Member Governments relating to action recommended by the 1947 Meeting of Experts on Passports and Frontier Formalities; see also document E/CN.2/185.

it maintains diplomatic relations and her efforts to free tourist traffic from all hindrances, such as passport and visa requirements and customs and currency formalities. Iran refers to special assistance with regard to frontier and other formalities being extended, upon notification by the Iranian consular official concerned, to tourists travelling as a group. Japan refers to the simplification of frontier formalities, inter alia with regard to the visa requirement and the convertibility of currency. Mexico summarizes certain measures taken to reduce legal and customs formalities for United States and Canadian citizens at the frontier. The United States of America, referring to its action to facilitate travel on a reciprocal basis by concluding agreements with other governments, lists a number of changes with regard to visa procedures. It mentions its participation in organizations interested in the development of international tourism.

14. Austria, the Belgian Congo, Germany, Japan, Mexico and the United States of America refer to the customs regime for motor vehicles. Austria states that travellers can import temporarily foreign motor vehicles under guarantees provided by the Austrian Automobile Organization. Information is provided with regard to the customs regime for motor vehicles in the Belgian Congo. Germany refers to simplified arrangements for private cars. Japan and the United States of America state that they ratified in 1954 the Convention Concerning Customs Facilities for Touring. The former also ratified the Additional Protocol relating to the importation of tourist publicity documents and materials; the latter, the Customs Convention on the Temporary Importation of Private Road Vehicles. These three instruments have been concluded in 1954 at the United Nations Conference on Customs Formalities for the Temporary Importation of Private Road Motor Vehicles and for Tourism.

(e) Exchange of technical advice

15. Among the few countries referring to this aspect in their replies, Belgium and the Belgian Congo express support in principle for the suggestion, but refer to its limitations as a result of the incomparability of conditions in different areas. Belgium, India, Japan and China refer to studies undertaken abroad by officials in this field. The latter states that there is a need for closer co-operation with foreign travel agencies and international travel organizations.

Ceylon mentions that it has undertaken a study of travel promotion programmes in countries where tourist traffic has already been developed. Germany welcomes any exchange of technical advice between countries concerned with international tourist traffic and refers to its activities in this field. India mentions also a request for a foreign expert to advise on the operation of a hotel training school. The United States of America refers to its activities in this field and states that, under certain conditions, technical assistance in the field of tourism can be provided.



### III. ACTION BY INTERNATIONAL ORGANIZATIONS

#### A. United Nations and Specialized Agencies

##### (1) United Nations

16. While the Transport and Communications Commission and its parent body, the Economic and Social Council, are the United Nations organs primarily concerned with questions in the field of international travel, activities in this field come also within the competence of other bodies, such as the Regional Economic Commissions and the Technical Assistance Administration. The latter has provided expert assistance for the development of tourism to the Governments of Egypt, Haiti, Indonesia and Yugoslavia and has granted a few fellowships in this field for study abroad. Action undertaken by the Regional Economic Commissions with regard to the increase of tourist facilities and the promotion of travel is set out below.

##### Economic Commission for Europe (ECE)

17. The question of the development of tourism was discussed during the thirteenth session of the Inland Transport Committee of ECE<sup>4/</sup> held during December 1955. It was decided to refer the question to ECE itself, which considered this item at its eleventh session in connexion with the development of contacts between countries of Eastern and Western Europe. The resolution adopted by ECE on 20 April 1956 on this subject contains inter alia an instruction to its committees to promote within terms of reference, contacts in the field of tourism, both collective and individual, by the recommendation of measures which would facilitate it.<sup>5/</sup>

18. Other activities related to the development of international travel were the conclusion, under the auspices of ECE, of the Custom Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats<sup>6/</sup> and of the Convention of Taxation of Road Vehicles for Private Use in International Traffic,<sup>7/</sup> both opened for signature on 19 May 1956. The Group of Customs Experts

---

<sup>4/</sup> Document E/ECE/TRANS/480.

<sup>5/</sup> Document E/2868 - E/ECE/237.

<sup>6/</sup> Document E/ECE/249.

<sup>7/</sup> Document E/ECE/252.



of the Inland Transport Committee had recommended earlier in 1956 the acceptance, as a temporary importation document for road vehicles, of a "Triptych for a single journey" and the simplification of customs procedures for the temporary importation of the contents of tourist caravans.<sup>8/</sup> The Working Party on International Passenger Transport Services by Road continued its activities with regard to applications submitted by carriers for licenses to operate regular international passenger transport services.

Economic Commission for Asia and the Far East (ECAFE)

19. The Inland Transport Committee, at its fifth session held from 9 to 14 January 1956 at Bangkok, Thailand,<sup>9/</sup> reviewed briefly recent developments in the field of international travel and noted the decision of the International Union of Official Travel Organizations to divide its Asian and Far Eastern Travel Commission into two regional organizations and a suggestion that the ECAFE Secretariat extend its activities in the field of tourism. The Committee agreed that the Secretariat should provide, to the maximum extent possible, help and co-operation consistent with its available resources, to the two regional travel commissions.

(2) Specialized Agencies

20. Among the replies received from the specialized agencies, the International Civil Aviation Organization (ICAO), the United Nations Educational, Scientific and Cultural Organization (UNESCO) and the World Health Organization (WHO) reported activities related to the Economic and Social Council resolution on the Development of International Travel.

21. UNESCO's action in this field is of two types: Part of it is based upon direct experience in the operation of international exchange programmes, particularly its group study tours for workers in Europe; and part of it depends

---

<sup>8/</sup> Document TRANS/165 - TRANS/WP30/51.

<sup>2/</sup> Document E/CN.11/416.

upon the collection and dissemination of information concerning many types of schemes operated by other organizations. Since the adoption of resolution 563 (XIX), this work had been continued and intensified. Most notable was increased co-operation with the International Union of Official Travel Organizations, with which organization the periodical "Travel Abroad - Frontier Formalities" is now being published jointly.

22. Most of UNESCO's work in the exchange of persons field is concerned with educational travel, whether in the form of individual fellowships or group study tours. But working on the assumption that almost everyone who goes abroad is anxious to learn more about the countries he is visiting, some of the lessons that are learnt in the specifically educational field may also be applied to tourism in general.

23. To this action one may add UNESCO's efforts to reduce the obstacles to the travel abroad of persons engaged in educational, scientific or cultural activities. The General Conference at its Eighth Session invited the Organization's Member States to "grant the widest facilities possible" for this purpose, and by August 1956 twenty-eight countries had reported on the measures they had taken in this respect. In addition, the General Conference at its Ninth Session is to discuss a proposal to convene in 1957 or 1958 a meeting of experts to advise UNESCO on the possibility of adopting international regulations designed to facilitate still further the international travel of persons working in the fields of education, science and culture.

24. ICAO's activities in this field are mainly related to its Facilitation Programme, of which the relevant developments have been summarized in document E/CN.2/185 "Passports and Frontier Formalities", submitted to the eighth session of the Transport and Communications Commission.

25. WHO has provided extensive information concerning its activities in this field, particularly with regard to the question of international quarantine, resulting in the facilitation of travel and the improvement of health of tourists (See Annex III).

#### B. Other international organizations

##### (1) Inter-American Travel Congress

26. The sixth Inter-American Travel Congress was held in San José, Costa Rica from 14 to 21 April 1956, attended by delegations from nineteen American countries. The Congress adopted a number of decisions and resolutions of which certain aspects may be of interest to the Council.

27. In the field of research on and organization of tourist travel, the Permanent Executive Committee was requested to undertake certain studies with regard to tourist travel statistics and the economic effects of tourist travel and to survey the conditions under which the exchange of personnel in the field of tourism could be developed.

28. With regard to the facilitation of international tourist travel, it adopted certain recommendations to the governments of American States for the simplification of formalities for obtaining personal travel documentation, including the abolition of the visa requirement. It also urged the signing and ratification of the United Nations Customs Convention on the Temporary Importation of Private Road Vehicles, the United Nations Convention concerning Customs Facilities for Touring and the Additional Protocol to the latter relating to the Importation of Tourist Publicity Documents and Material. The Congress, furthermore, adopted resolutions on the expansion of hotel facilities in Latin America, on the co-operation between official organizations and private enterprise for the promotion of tourist travel and on the improvement of transportation facilities.

### (2) Council of Europe

29. The continuing activities of the Council of Europe in the field of the simplification of frontier formalities for travellers have been briefly set out in document E/CN.2/185 "Passports and Frontier Formalities". The General Assembly of the Council of Europe considered at its Seventh Ordinary Session the question of promoting foreign travel by citizens of Member States of the Council of Europe in the territory of other Member States and adopted on 19 October 1955 Recommendation 81 (1955) proposing a more extensive development of present arrangements to encourage international exchange and tourism and the adoption of new measures to facilitate foreign travel for the lower-income groups of the population.<sup>10/</sup>

### (3) Caribbean Tourist Association

30. The Caribbean Tourist Association, established provisionally in 1949 under the sponsorship of the Caribbean Commission and since 1952 operating as an autonomous organization of countries and territories in the Caribbean area for

---

<sup>10/</sup> See Annual Report on the Activities of the Council of Europe in 1955, document CE/INT(56)1.

the development of their tourist industry, held its fourth and fifth annual general meetings at Paramaribo, Surinam, (May 1955) and at San Juan, Puerto Rico (May 1956) respectively. In addition to reviewing the activities of the Association, the latter meeting adopted certain definitions with the view of standardizing tourist statistics and agreed on action to be taken in order to obtain technical assistance in the travel field from the United States Government.

#### IV. INTERNATIONAL TOURIST STATISTICS

31. In accordance with paragraph 3 of resolution 563 (XIX), the question of international tourist statistics was taken up at the Ninth Session of the Statistical Commission (10 April - 2 May 1950) on the basis of a memorandum prepared by the Secretary-General.<sup>11/</sup> The text of the resolution adopted by the Commission and the relevant part of its report<sup>12/</sup> are reproduced below.

"...Beginning with the League of Nations definition, the use in statistics of the word 'tourist' had been enlarged to include, besides persons travelling for pleasure, also business travellers (not remunerated from sources inside the country they were visiting), diplomats and students. For statistical purposes there would be advantages in using the word 'visitors' for this larger class of travellers, as was done in the Commission's recommendation on migration statistics, thus leaving the word 'tourist' free to be defined administratively. If this were done, it might be advisable to classify passengers in transit through a country separately from 'visitors' to the country.

"The Commission emphasized the importance of keeping to a minimum the formalities to which travellers were subjected for the collection of statistical data, and felt that this might be accomplished by collecting data for visitors and persons moving in transit as part of the operation of distinguishing them from migrants from whom fuller information might be required.

"The Commission adopted the following resolution:

##### "Resolution 23 (IX)

"The Statistical Commission,

"Requests the Secretary-General, in consultation with Member States and in co-operation with the International Civil Aviation Organization, the International Monetary Fund, the United Nations Educational, Scientific and Cultural Organization and the International Union of Official Travel Organizations, and taking into account the views of the Commission, to seek agreement on the statistical classification to be used in recording the movement of foreign visitors and on the terminology to be used in connexion with the classification, and to suggest methods for collecting statistical data according to the classification, as far as possible without increasing frontier formalities."

---

<sup>11/</sup> Document E/CN.2/221 and Adds. 1 and 2 and Add.2, Corr.1.

<sup>12/</sup> Document E/2876.

## V. CONCLUSION

32. The replies provide a great variety of information - although, partly **because** of the absence of replies from several major tourist countries, far from complete - with regard to the development of international travel. The study of this information may in particular be helpful to official bodies concerned with the development of international tourism. The replies do not appear to indicate that existing international machinery for joint action in the field of the development of international travel is inadequate to meet present requirements and should be supplemented by new organizational arrangements. The importance of the tourist industry in its social, cultural and economic aspects, would seem to make it desirable that its development, both in existing and potential tourist countries, be vigorously supported at the international level by the existing inter-governmental and non-governmental organizations in this field. The attention of the organs of the United Nations, the appropriate specialized agencies, other inter-governmental bodies and non-governmental organizations concerned with tourism might be drawn to this need and the Transport and Communications Commission might be requested, when following developments in the field of travel in accordance with Economic and Social Council resolution 35 (IV), **to** report to the Council if, in its opinion, developments in the field of international tourism would make it desirable that further action be considered by the Council.

ANNEX I

SECRETARY-GENERAL'S NOTE OF 8 JULY 1955

The Secretary-General of the United Nations presents his compliments to ..... and has the honour to inform His Excellency's Government that the Economic and Social Council, after consideration at the first part of its nineteenth session of the item on the development of international travel, its present increasing volume and future prospects, adopted on 31 March 1955 .....resolution 563 (XIX) on the matter, the text of which is enclosed herewith.<sup>1/</sup>

In the light of the last paragraph of this resolution, the Secretary-General would be grateful for any information which His Excellency's Government might wish to forward to him, so that it may be included in his report to the twenty-third session of the Economic and Social Council which will meet early in 1957.

In addition, and with particular reference to paragraph 1 (d) of the foregoing resolution, relating to the simplification of entry and exit procedures and formalities applicable to tourists, the Secretary-General has the honour to bring to the attention of His Excellency's Government resolution 567 D (XIX) on passports and frontier formalities, adopted by the Economic and Social Council on 20 May 1955 in the course of the second part of its nineteenth session, after consideration of the report of the Transport and Communications Commission on its seventh session (document E/2696 - E/CN.2/164). This resolution reads as follows:

"The Economic and Social Council,

"Noting the opinion of the Transport and Communications Commission that in view of the time that had elapsed since the last inquiry was sent to Governments concerning the implementation of the Recommendations of the Meeting of Experts on Passports and Frontier Formalities held in Geneva in 1947, it would now be desirable for the Secretary-General to address a new inquiry to Governments in order to secure official information on the progress achieved with respect to those Recommendations,

<sup>1/</sup> See Chapter I, para. 1, of this document.

"Further noting that the suggestion that the standard visa format established by the International Civil Aviation Organization be used for international travel by all means of transport has received a considerable measure of support from Governments,

"1. Invites the Secretary-General to address a new inquiry to Governments requesting information on the progress made with respect to the implementation of the Recommendations of the 1947 Meeting of Experts and to report to the Commission at its eighth session;

"2. Recommends to Governments that, as a recommended practice, they consider the possibility of making use of the ICAO standard visa format for international travel by all means of transport".

With a view to the preparation of the report to the Transport and Communications Commission, requested under paragraph 1 of the operative part of resolution 567 D (XIX), the Secretary-General would appreciate receiving in due course, and not later than 1 June 1956, information from His Excellency's Government with regard to progress achieved, i.e. steps or measures taken or contemplated, towards the implementation of the various recommendations of the Meeting of Experts on Passports and Frontier Formalities, held in Geneva from 14 to 25 April 1947 (document E/436).<sup>2/</sup>

It may be recalled, for the guidance of His Excellency's Government, that a similar inquiry on the question of passports and frontier formalities was addressed previously to governments by the Secretary-General's note of 27 June 1950 (reference ECA 124/1/01). It would facilitate the preparation of the report to the eighth session of the Transport and Communications Commission if the information to be supplied in response to the present inquiry could bring up to date, and where appropriate amplify, the relevant information which may have been given in reply to the previous inquiry.



## APPENDIX

### Text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities

#### I. DOCUMENTS

##### A. Passports

- (i) The general abolition of the requirement that a passport be carried for purposes of foreign travel is not feasible at present; but bilateral or multilateral agreements to waive such a requirement should be encouraged on a basis of reciprocity.
- (ii) The "international-type" of passport recommended by the Conferences of 1920 and 1926, or an improved version which takes account of the characteristics of the "international-type", should be generally used.
- (iii) The non-immigrant card, which should rather be called "International Passenger Card", is not practicable at present. However, the adoption of such a card might constitute an appreciable progress between countries which abolish the visa requirements and agree to substitute the card for the passport, but in no case should the card be required in addition to the passport.
- (iv) The use of collective passports should only be permitted for special purposes, under sufficient safeguards, for a limited number of persons (a more liberal use of collective passports could be arranged by mutual agreement). The fee, if any, charged for the issue of a collective passport should in principle be the same as for a single passport.
- (v) Countries should as a general rule adopt a validity of two years or more, and, if possible, a validity approaching five years, which has already been adopted by certain countries. Facilities should be given for easy renewals, if possible for the same periods as at initial issue, so long as the total validity of the passport does not exceed ten years.
- (vi) Except in certain special or exceptional cases, government should issue passports valid for all foreign countries or for as large groups of countries as possible.

(vii) The fees charged for the issue of passports should be fixed in such a manner as not to bring in revenue exceeding the expenditure involved in the preparation of the passports and their issue to the persons concerned.

(viii) It should be the aim to achieve the maximum simplification of formalities for obtaining passports. It would contribute to this end if the issue of passports were decentralized as much as possible and if applicants were not obliged to apply either in person or in writing to a central office.

#### B. Visas

(i) Exit visas should be universally abolished, and other preliminary exit formalities reduced to a minimum.

(ii) The abolition of visas which has already taken place between several countries by a series of bilateral agreements is recognized as an appreciable advance and the meeting recommends that negotiations for further agreements should be undertaken with the general abolition of visas as their ultimate objective.

(iii) While the general abolition of transit visas is not feasible as an immediate measure, it would contribute to that end if they were abolished as widely as possible, especially by agreement between governments.

Transit visas should not be required by passengers who enter a country merely as an incident in the course of an unbroken and continuous journey.

(iv) Visas should as far as possible be made valid for any number of journeys within the period in which they can be used.

It is desirable that they should be valid twelve months or more from the date of issue.

(v) Subject to considerations of health and security, visas should be valid at any port of entry by any regular route which is authorized for foreign passenger traffic, and by any means of transport, without discrimination in regard to the itinerary followed or the national ownership of the ship or aircraft on which the passenger travels.

(vi) There should be no discrimination on fees for visas on the basis of nationality, itinerary, purpose of visit, means of transport, or flag of vessel. Each State would retain the right either to charge fees on a higher scale in the case of nationals of countries charging higher fees, or to charge lower fees as a result of mutual agreements. Visa fees should be published and conspicuously posted at place of issue.

- (vii) The objective should be the universal abolition of visa fees. Pending the complete abolition of visa fees, they should be made as low as possible.
- (viii) The procedure for obtaining a visa should be as simple and expeditious as possible, and there should be no discrimination against a visitor because his object is the conduct of commercial business.
- (ix) Unless particular circumstances make it undesirable, authority should normally be delegated to consular or other representatives in foreign countries to issue entrance visas and transit visas without reference to their home Government.
- (x) Diplomatic and consular authorities should be empowered in special circumstances to grant visas to persons not domiciled in their area.
- (xi) Applicants for visas should not be required to be finger-printed.
- (xii) Personal attendance should not normally be required of an applicant in order to obtain a visa.
- (xiii) The formalities to be undergone when applying for a visa should be simplified and in particular the number of documents required in support of an application for a visa should be kept to the irreducible minimum.
- (xiv) Where a transit visa is required it should normally be granted on application to the traveller who can show that he will not remain longer than is necessary to enable him to reach his departure point in the country through which he is passing by the most direct route available.<sup>3/</sup>
- (xv) Where the use of a collective passport has been approved, individual visas should not be required thereon.
- (xvi) In exceptional cases where the traveller has arrived, by any means of transport, without a visa, the frontier authorities should be permitted to regularize the position by appropriate means.
- (xvii) Except in cases of extreme emergency, governments should endeavour to avoid materially altering the conditions under which visas may be obtained, or the conditions under which entry and departure are permitted, without giving ample previous notice.

---

<sup>3/</sup> For this purpose a "transit journey" means one in the course of which the traveller does not remain longer than is reasonably necessary for the purpose of transferring from one form of transport to another.

(xviii) In issuing the visa no supplementary official fees should be charged in respect of additional documents, or on account of translation of applications for visas or for any other reasons.

### C. Other Documents

(i) All governments should honour the international certificate of inoculation and vaccination of the International Sanitary Convention for Aerial Navigation of 1933 as amended in 1944 and the International Sanitary Convention for Maritime Navigation of 1926 as amended in 1944 with such changes from time to time as are effected by the World Health Organization in accordance with its Constitution, as proof of inoculation and vaccination where such proof is required.

(ii) While recognizing that in certain cases it is reasonable that safeguards be adopted in order to avoid the financial burden on a country resulting from the presence of foreign visitors without funds, the meeting recommends that any deposit demanded from a visitor should be so fixed as not to constitute in effect a denial of facilities for persons who are not well-to-do.

## II. FRONTIER FORMALITIES

(a) Frontier control should be carried out as expeditiously as possible. Governments should consider what arrangements they might make, where necessary by bilateral agreement, in order that control of passports, luggage, currency and, where applicable, preliminary sanitary control, be combined and carried out simultaneously or at least in immediate succession, during the course of the journey: for example, at sea, on board the ship; by rail, in the train, either en route or when halted at a frontier station; by road, in adjacent premises. If control en route be impracticable, these formalities should be confined if possible to a single frontier post where authorities of both countries would carry out their duties.

(b) In addition to the employment of sufficient staff, it is important that the premises should be adequate and conveniently arranged for the purpose, and should be manned at all reasonable times to deal with all regular traffic.

#### A. Police Control

- (i) Passport control on entering and leaving a country should be carried out as expeditiously as possible. This will be assisted if all passport entries and stampings are kept to a reasonable size and made in an orderly fashion so as to be readily found and identified.
- (ii) Except in the interests of justice or public order, passports of travellers visiting or passing through a foreign country should not be taken from them and retained or impounded.

#### B. Currency Control and Facilities for Exchanging Money

- (i) Subject to such bilateral arrangements as may be in effect between particular States, travellers of good faith entering countries restricting the import or export of foreign exchange - that is, foreign bank notes and/or financial instruments denominated in foreign currencies, such as travellers' cheques, travellers' letters of credit, etc. - should be permitted to claim a certificate showing the amounts of such bank notes and/or such financial instruments in their possession and, upon leaving the country and surrendering the certificate, be permitted to take such bank notes and/or such financial instruments with them; inscription on the passport may serve the same purpose.

Furthermore, while it is recognized that each State is free to take such measures as it deems necessary in dealing with the importation and exportation of its own currency, it is recommended for travellers of good faith, either (a) that amounts of such currency declared at the frontier in excess of the limit which may be legally imported be sealed and allowed to remain in the possession of the traveller until he leaves the country, or (b) that such amounts be deposited at the frontier against a non-negotiable, nominative certificate in favour of the traveller, redeemable by him in the same currency as he surrendered, at any port of exit from the country concerned.

- (ii) Each government not providing facilities for exchanging money at points of entry as a state service, shall encourage transport companies, travel agencies, or banks to arrange for such facilities at points of entry sufficient to meet the immediate requirements of travellers. In addition, it shall either regulate the exchange of money by private persons and agencies and publish the rates therefor, or afford full publicity at each point of entry to the applicable rates of exchange and established discounts and charges and any regulations applicable to the reconversion into foreign exchange of local currencies acquired by the traveller.

### C. Customs Inspection of Luggage

(i) The aim of governments should be to simplify customs formalities. It would assist if there were some degree of uniformity both with respect to goods exempt from customs and with respect to the machinery for the inspection of baggage. Transport companies should do all in their power to facilitate the operation of this machinery by seeing that their own staffs and premises are adequate.

(ii) It is desirable where possible to minimize delay at frontier stations by having hand baggage examined en route.

(iii) (a) While examination of baggage normally takes place at points of entry or exit, encouragement should be given to alternative arrangements for the examination, at the passenger's option, of registered baggage at inland customs stations either, as regards export control, before despatch to the frontier en route for abroad or, as regards import control, after crossing the frontier on arrival from abroad.

(b) Encouragement should also be given to bilateral agreements for joint customs stations at frontiers and for advance examination, at the traveller's option, of registered baggage in the country of despatch by the customs of the country of destination prior to the despatch of the baggage across the common frontier.

(c) While the right of customs authorities to examine registered baggage passing in transit through their country must remain unimpaired, it is recommended that this right should be exercised only in exceptional circumstances, regardless of the means of transport involved.

(iv) It is desirable that travellers should be advised of the customs procedure with which they may be required to comply, and that such advice should be made available by means of officially approved pamphlets, issued free of charge and/or by notices where practicable.

### D. Public Health Inspection

Medical examination of crew and passengers with their baggage should be made without charge.

In cases where crew or passengers have embarked in or passed through endemic areas, their clothes and baggage should be subject to examination for disease vectors and insects. Such examination should be conducted as rapidly as possible by or under the supervision of the public health authorities.

---

As a final recommendation, the meeting desires to suggest that the Economic and Social Council should, after a suitable interval, consider the desirability of a further meeting of experts being convened to review the position which has then been reached, and if possible to make recommendations which may lead to further progress.

The meeting expresses the hope that in the event of such a future meeting of experts being held, a still larger number of governments may find it possible to be represented.

ANNEX II

REPLIES FROM GOVERNMENTS TO SECRETARY-GENERAL'S  
NOTE OF 8 JULY 1955

Australia

(Development of International Travel)

.... information on the activities of the Australian National Travel Association:

(1) The beneficial effect of increased tourism

The Australian National Travel Association was established in 1929, largely at the instigation of the Australian transportation interests and overseas carriers, a principal consideration being the beneficial effect which increased travel to Australia would have on this country and its economy, and of the part it plays in international trade.

Partly as a result of the Association's activities the total of temporary arrivals in Australia reached 33,480 in 1939. Since 1947, when world travel got under way again, the increase has been as follows:

1947	17,698
1948	26,171
1949	37,292
1950	43,692
1951	44,982
1952	47,698
1953	45,515
1954	49,069

On the assumption that each temporary arrival in this country spends on the average about £A.110, a minimum figure of £A.34,332,650 has been spent in Australia since the war, and on the present influx well over £5,000,000 a year. It is believed the actual figure of spendings would be greater than this arbitrary estimate suggests.

Official figures of temporary arrivals designated "tourist" account for roughly half the influx.



(2) Tourist facilities and existing deficiencies

The chief factor, other than the provision of sufficient funds for travel promotional work (see No. 3 hereunder), retarding an increased flow of tourists to Australia is the lack of modern hotels and service. Hotel building was held up during and after World War II and is only now starting to get under way again in the capital cities.

Transportation in Australia, particularly post-war civil aviation, has made tremendous progress.

(3) Support to the official organizations engaged in the development of tourism

The position in regard to support for Australia's travel promotion activities is as follows:

- (i) The Association's funds, including a Government grant of £15,000, total only £32,000 a year. This precludes the possibility of undertaking paid advertising in leading overseas journals - an essential aspect of travel promotion. In fact, the funds available are only sufficient to produce about a quarter of a million booklets and posters for free circulation overseas. The bulk of this literature is requisitioned by carrier companies, travel agents and overseas Australian Government offices.
- (ii) Since it was formed in 1929 the Association has not relied on Commonwealth Government support only; £242,000 has been raised from non-Commonwealth Government sources, and £159,000 has been contributed by the Government.

(4) Simplification of entry and exit procedures and formalities applicable to tourists

At the request of the Pacific Area Travel Association the Australian National Travel Association appointed Mr. R. D. Piesse, Assistant to the Managing Director, to represent Australia on the Pacific Area Travel Association Sub-Committee on Facilitation, and it is at present setting up a liaison with the ICAO FAL Committee in Australia. This latter committee works towards the simplification of entry and exit procedures for international air travellers.

(Passports and Frontier Formalities)

.... since the last inquiry concerning the question of passports and visa formalities, agreements have been reached:

- (i) between Australia and the United States of America whereby nationals of either country may secure visas valid for four years and any number of journeys for visits to the other country; such visas are issued free of charge;
- (ii) between Australia and Belgium, Denmark, Greece, Italy, Liechtenstein, Luxembourg, Norway, Sweden, Switzerland, The Netherlands and the Federal Republic of Germany whereby Australians may visit those countries for short periods without securing visas and nationals of those countries are granted visas for Australia free of charge, which in the case of visitors are made valid for any number of entries within twelve months.

Negotiations are in progress with certain other countries with a view to reaching agreements similar to those mentioned in (ii) above. If and when such agreements are reached appropriate announcements will be made.

The standard visa format established by the International Civil Aviation Commission was adopted by Australia and has been in use since November, 1953, for the issue of visas for Australia for travel by all means of transport.

As far as the resolution is generally concerned it could be said that Australia's readiness to co-operate in the facilitation and development of international tourist travel is evidenced by:

- (a) the willingness, wherever practicable, to enter into agreements for the simplification of visa requirements;
- (b) the reduction of the procedures and formalities for the entry of tourists to Australia, to the minimum essential to Australia's requirements, particularly as an immigrant receiving country;
- (c) the ease with which Australian citizens may obtain passports to enable them to travel to whatever countries they desire.

Austria  
(Passport and Frontier Formalities)

As a general commentary, the Federal Ministry for the Interior notes that the recommendations of the Meeting of Experts in Geneva in the field of passports and frontier formalities, appear to be obsolete in view of wider and more concrete recommendations of the Organization for European Economic Cooperation and the Council of Europe, which have already been implemented by Austria.

A. Passports<sup>1/</sup>

Austrian passports are of the "international-type" recommended by the Passport Conferences of 1920 and 1926.

Persons travelling as a group may obtain collective passports which are issued subject to the same regulations as individual passports and at fees which are substantially lower per person than those charged for individual passports.

In accordance with the application made in each particular case, a passport may be made valid for a period up to five years and for travel to certain countries, to all European countries or to all countries. The period of validity may be extended for another five years, and the production for this purpose of documents submitted when the passport was originally issued may be waived.

The fees charged for renewals depend upon the expenditure involved in the preparation of the passports and their issue to the persons concerned.

The formalities for renewing passports have been reduced to the indispensable minimum, and the issue of passports has been considerably decentralized by authorizing all district administrative authorities and Federal Police offices to issue them.

B. Visas

No exit visas are required to leave the territory of the Federal Republic. With respect to all States which are members of the OEEC or the Council of Europe and to Chile, Austria has abolished visas on a reciprocal basis, and with respect to the United States of America and Australia, it has abolished them unilaterally.

---

<sup>1/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

Upon application, visas may be issued which are valid for one or more journeys into or through Austria and for a period of one year, or even longer.

Fees for visas, to the extent that under the agreements concluded with most European and several overseas States any are still charged, have been considerably reduced. They are published in the Fees and Charges Act of 1946 (Bundesgesetzblatt No. 184/46), as amended by the Fees and Charges Amendment Act of 1948 (BGBl. No. 23/49) and the Fees and Charges Amendment Act of 1949 (BGBl. No. 109/49); in the Ordinance concerning Fees and Dues of the Federal Administration of 1950 (BGBl. No. 159/50); and in the Consular Fees Act of 1952 (BGBl. 178/52).

Persons going to Austria on business receive visas on the same basis as other travellers.

An Austrian diplomatic officer abroad may issue visas without consulting authorities in Austria, unless there are special circumstances which make such consultation advisable. This also applies to visas issued to persons not residing or staying in the area for which the diplomatic officer is responsible.

There is no provision for the finger-printing of applicants for visas.

The formalities to be undergone when applying for a visa have been reduced to the indispensable minimum, and the personal attendance of an applicant for renewal of a visa is not compulsory.

Collective visas may be issued for collective passports. In no case is an individual visa required or issued for collective passports.

In exceptional cases, the frontier police and the passport control offices at airfields are empowered to issue entry visas valid up to three months and, where necessary, transit visas.

Apart from the fees prescribed for issuing the visa and for any annexes thereto, no supplementary fees are charged for other documents or on account of translation of applications for visas.

#### C. Other Documents

(i) .... as far as matters of sanitary control are concerned, the provisions of the International Sanitary Regulations - as adopted by the Fourth World Health Conference in Geneva on 25 May 1951 - have to be applied. These regulations,

published in the Austrian Law Gazette EGBL. No. 79/1953, contain all guiding principles as to domestic regulation of problems of sanitary control and especially facilities in tourist traffic.

(ii) The Safeguards which in the entry registration process (Eingangsvormerkverfahren) for foreign vehicles are required by law, are rendered by the Austrian Automobile Association - an organization officially recognized by the Austrian Custom Authority - acting as guaranteeing body. In this way travellers can enter Austria with their foreign vehicles, duty unpaid, for a temporary stay even without giving safeguards.

## II. Frontier Formalities

In order to speed up and facilitate frontier formalities in the traffic of goods and persons, numerous Austrian customs stations have been established either in the territory under a foreign customs' authority ("advanced" customs), or were set up jointly with foreign customs houses. The Neighbouring States also have in some cases "advanced" their customs stations on the territory under Austrian customs authority. "Advanced" Austrian customs stations exist at the present time:

- (a) in the territory of the Federal Republic of Germany, in Passau, Simbach/Inn, Kiefersfelden, Mittenwald, Aach, Lindau and Lindau-Reutin;
- (b) in the territory of the Swiss Confederation in Buchs, St. Margarethen;
- (c) in the territory of the Republic of Italy in Brenner-Brennero;
- (d) in the territory of the People's Republic of Hungary in Hegyeshalom, Sopron.

"Advanced" customs stations of the Federal Republic of Germany also exist at the present time on Austrian territory in Salzburg, Steinpass and Kufstein; they too, are locally combined with the Austrian customs houses at the same place.

The basis for the establishment of these frontier posts are bilateral agreements with the Federal Republic of Germany, Switzerland, Italy and Hungary. At these customs - and for persons travelling by train, en route - the control of passports, luggage and currency is carried out jointly with the authorities of the other country.

A. Police Control

- (i) Regulations and directives have repeatedly emphasized that passport entries and stampings should be made in places where they can be readily found and identified and that passport control, both on entering and leaving Austria, should be carried out as expeditiously as possible and without unnecessary delay.
- (ii) Apart from the necessary frontier control procedure, a foreign passport may not be taken from a traveller and retained except where in connexion with criminal proceedings before a court the passport is suspected of being a forgery or is required for other reasons as evidence in such proceedings.

B. Currency Control and Facilities for Exchanging Money

- (i) Foreign (i.e. other than Austrian) exchange may be taken along by tourists without restrictions - both upon entering and leaving Austria. Austrian currency may also be imported by tourists without restrictions. Merely the export or re-export of Austrian currency is subject to restrictions even for tourists, but amounts up to 10,000 Austrian Schillings may freely be taken out by persons leaving the country. Foreigners passing through in transit have the opportunity to deposit in bond Austrian currency which they might hold in excess of the limit, with the Austrian customs authority at the point of entry and take it with them upon leaving the country.
- (ii) At the frontier stations exchange agencies are set up for converting money. More detailed information as to exchange of money (as for instance rates of exchange, charges) is published there in order to afford full publicity.

C. Customs Inspection of Luggage

- (ii) On the main lines of railroad traffic the hand baggage is examined by the customs authorities en route.
- (iii) (a) Registered baggage transported by rail is usually "pre-announced" (Ansageverfahren) and directed to an inland customs station where it is examined. Financial charges for the traveller in the form of safeguards do not arise as in the "Ansageverfahren" the railroad is obliged to put the baggage before the customs and bears responsibility for indemnification.

At the passengers' option, his registered baggage may be examined at an inland customs office before leaving the country.

(b) At the "advanced" customs stations referred to under II, Frontier Formalities, the control of registered baggage may be performed in the country of dispatch by the customs of the country of destination prior to the dispatch of the baggage across the common frontier.

(c) As a rule registered baggage passing in transit **is** not examined.

It is the feeling of the Austrian Government, that the recommendations of the Economic and Social Council have been fully put into practice in Austria.

Until more detailed information is received concerning the nature and contents of the ICAO standard visa format for international travel by all means of transport, no definite position can be taken on the recommendation that use should be made of the ICAO format.



Belgium

(a) Tourism is of considerable interest to Belgium in that it creates opportunities for employment, for investment and for attracting foreign exchange, and contributes to the general welfare by channelling income to regions which are economically not well endowed.

Employment: the number of persons engaged in tourist undertakings exceeds 150,000, accounting for more than 4 per cent of Belgium's total labour force.

Investment: the Belgian capital invested in various branches of tourist activity is well over 50,000 million francs.

Foreign exchange: receipts of foreign exchange for the year 1954 amounted, at the very least, to 2,440 million francs. This figure includes the value of the foreign exchange deposited by foreign travellers at authorized banks and the value of Belgian bank notes received by issuing institutions abroad.

Total receipts, including invisible items (sale of bank notes on the free market or through travel agencies), may be estimated at approximately 3,500 million francs. In 1954 receipts from tourism accounted for more than 3 per cent of all Belgian industry. During recent years foreign tourist travel has increased by 100 per cent. The benefits of tourism for the regions which are less favourably placed from the industrial point of view are by no means negligible. To the figure of 3,500 million, representing receipts from abroad, there should be added the figure for local tourism, which is difficult to determine.

Tourism has a salutary effect on the Belgian economy. It tends to balance the income of the various regions of the country. In two geographical regions of the country tourism receives special prominence:

- (1) in the whole coastal area, where the seasonal hotel industry represents one of the population's principal sources of income;
- (2) in the Belgian province of Luxembourg, where every study made during recent years has proved tourism to be the only cure for the economic deterioration of the region and for the problem of depopulation.

Tourism plays an important part in international trade; its part vis-à-vis the consumer is comparable to that of the commercial wholesale firm vis-à-vis the shopkeeper. Millions of tourists throughout the world are acquainted with the



products of the foreign countries they visit. Like commercial travellers, they often take back real samples of products originating in countries they have visited. Thus the best publicity agents for Flemish lace and Val St. Lambert crystal in the United States market are the American tourists. Another typical instance was the sale of Belgian locomotives in Asia, which was the sequel of a visit to Belgium by certain Ministers from the Orient.

(b) Certain problems arise in Belgium in connexion with equipment for tourist purposes. Through the Office of the Commissariat Général au Tourisme, the Belgian Government is spending increasingly large sums on equipment for the tourist regions and tourist centres (1955: 8.9 million; estimates for 1956: 12.9 million).

The capacity of Belgium's tourist premises and facilities is insufficient. With the object of remedying this shortage and of dealing with the question of the obsolescence of these facilities, the Belgian authorities recently introduced a broad scheme for low-cost loans to be used not only for the modernization of hotels but also for the construction of new establishments.

(c) The budget of the Commissariat Général au Tourisme, which is the official tourist publicity body, shows a healthy trend: 10 million in 1954, increased to 20 million in 1955. The estimates for 1956 are in the vicinity of 24.5 million. Particulars of the budgets of private bodies concerned with tourism can hardly be given.

The Belgian Government is planning to make a considerable effort to promote tourism in connexion with the World Exposition of 1958. So far as the development of means of communication is concerned, the Department of Public Works, in preparing its Highway Fund programme, has taken into account the proximity of the Exposition of 1958.

The policy of improving tourist facilities will be carried on by means of the annual credit of 5 million francs for tourist equipment in the Ardenne-Meuse region and receive a further impetus from the new appropriation of 4 million francs for the other regions. Provision has also been made for the establishment of many hospitality centres.

(d) The Belgian Government's policy has long been to promote freedom of movement through the waiver or abolition of passports and visas.

In conformity with this policy, the Belgian Government has entered into agreements with many foreign countries for the purpose of dispensing with visas and in some cases even with passports:

1. Agreements waiving passport and visa requirements are in effect with respect to the following countries:

Grand Duchy of Luxembourg  
Principality of Monaco  
Principality of Liechtenstein  
French Republic  
Swiss Confederation  
Netherlands

2. Agreements waiving visas have been concluded with the following countries:

United Kingdom  
Denmark  
Sweden  
Norway  
Iceland  
Ireland  
Italy  
Republic of San Marino  
Finland  
Portugal  
Austria  
New Zealand  
Turkey  
Federal Republic of Germany  
Cuba

In addition, the nationals of the following countries are not required to obtain a visa for the purpose of visiting Belgium:

Saar  
United States of America  
Canada  
Australia

Belgium is prepared at all times to enter into similar agreements with other countries.

Collective travel documents: Belgium is a Contracting Party to the arrangement on collective passports for young people, concluded between certain States members of the Council of Europe, which has been in effect since 1 April 1952.

Any move to extend the use of collective travel documents and the scope of their validity would be sympathetically considered by Belgium.

In 1954 the competent Belgian authorities gave permission for young stateless persons domiciled in Belgium to be included in collective passports issued to young persons under the age of twenty-one years who travel to countries which are signatories to the Treaty of Brussels.

#### Customs Inspection

Belgium would naturally be willing to consult with other Members concerning the problem of uniform regulations governing duty-free import allowances. It should be noted that this question has been dealt with in earlier studies and decisions under the auspices of the OEEC.

With respect to personal effects and articles that travellers usually take with them, Belgium grants the facilities provided for in OEEC's draft decision C (53) 320 of 10 December 1953.

With respect to articles purchased abroad other than personal effects, Belgium's practice is both more and less lenient than the practice advocated in the recommendation. Non-European tourists may import, intransit and without formalities, travel souvenirs to a value of \$400, and European tourists to a value of \$50. They may import such articles, including gifts, free of duty, to a value of \$10.

For reasons which were not, perhaps, sufficiently appreciated by the Assembly and which exceed the scope of frontier facilities, these duty-free allowances are not granted to Belgian nationals.

Some States can, without any difficulty, grant liberal customs exemptions to residents on their return home from an occasional trip abroad; but owing to the small size of Belgium's territory, to the way in which the frontiers run, and to

the low cost, rapidity and ease of communication, all Belgians might be said to be frontier residents who could cause damage to the home trade by too frequent duty-free imports up to a value of \$20 or \$50.

For Belgium the choice is therefore either to grant foreigners the most liberal facilities possible, while giving less favourable treatment to its own nationals, or else to give less generous frontier treatment to everybody - a course which would hardly be fitting for a country with a heavy transit traffic.

The Belgian authorities will, however, be disposed to reconsider the question in the light of whatever developments might materialize within the framework of the Council of Europe.

Belgium could almost subscribe now to the uniform regulations called for by the Assembly, subject, of course, to the reservations made above with respect to Belgian nationals.

Specifically, the duty-free allowances are 400 cigarettes or 500 grammes of tobacco or 100 cigars for non-European travellers. For European travellers: 200 cigarettes or 250 grammes of tobacco or 50 cigars.

For Belgians, the quantities are 80 cigarettes or 120 grammes of tobacco or 10 cigars.

Non-European travellers may import the quantities of wine and spirituous liquors indicated by the Assembly. For European travellers, the quantities are one litre of wine and half a litre of spirituous liquor.

Belgians are not entitled to any duty-free allowance of spirituous liquor and may import only half a bottle of champagne.

All foreigners may import half a litre of toilet water duty-free. As regards perfumes, the allowance is only 25 grammes. For Belgians, the duty-free allowance is only 25 grammes (in an opened bottle) of these products.

Baggage inspection upon departure from Belgium has been discontinued, or else is very perfunctory. It is obviously impossible to be equally generous in the case of baggage entering the country. In practice, however, Belgian customs inspection already conforms essentially with the Assembly's recommendation, and often consists merely of occasional checks.

### Foreign Exchange Control

Belgium has the privilege of being able to grant liberally the foreign exchange necessary for trips to the other countries that are members of the Council of Europe.

It places no restrictions on the importation of currency, travellers cheques etc., and authorizes the exportation of currency and bank notes up to a limit of 25,000 Belgian francs in notes or the equivalent thereof in value, i.e., an amount slightly in excess of £178.

The frontier control is only sporadic and is carried out in a very lenient manner.

### International Instruments

Belgium approved the Recommendations in the Report of the Meeting of Experts held at Geneva in 1947. Belgium has diligently carried out the recommendations, and the results may be described as extremely satisfactory. Belgium is therefore prepared to accept that part of recommendation(53) 51.

The same is true of the 1952 Convention to facilitate the crossing of frontiers, of which Belgium is a signatory. The ratification of this Convention is, however, still under consideration.

(e) Belgium favours, in principle, the exchange of technical information on tourism.

In 1951 Belgium was represented on a mission to study the hotel industry in the United States, but by reason of the fundamental differences characterizing the tourist industry of the two countries, the Belgian hotel industry was not able to derive much profit from the study.

As evidence of Belgium's abiding interest in these questions, there is the fact that many Belgians hold responsible positions in leading international tourist organizations, where they endeavour to promote the exchange not only of information and experience but of technical experts as well.

Belgian Congo

1. Repercussions of the tourist trade on the domestic economy of the Belgian Congo during 1954

In calculating the number of tourists visiting the Belgian Congo in 1954, the Tourist Office of the Belgian Congo and Ruanda-Urundi relied on particulars from two sources:

the figures communicated by the Statistical Section of the Office of the Governor-General;

the count of the number of visas issued by the Belgian diplomatic services abroad, together with the visas issued by the Ministry of Colonial Affairs at Brussels.

In order to make these statistics as objective as possible, only travel visas were taken into account. Consequently, the calculation ignores transit visas, temporary or permanent residence visas, visitors permits for one month, granted without a visa to residents of neighbouring colonies, and the twenty-four hour authorizations granted without a visa to nationals of French Equatorial Africa.

On the basis of these data, the following figures for the number of travellers were arrived at:

According to the figures of the Office of the Governor-General: 8,387 units as against 8,935 in 1953, i.e. a decrease of 6 per cent.

According to the number of visas issued by Belgian diplomatic services abroad:	7,304 units
plus 1,939 visas granted by the Ministry of Colonial Affairs	<u>1,939</u>
i.e. a total of	9,243

As against 8,865 in 1953, i.e. an increase of 4.3 per cent.

However, after allowance for residents of neighbouring colonies travelling in the Congo in areas near their place of residence, and for Belgian nationals or foreigners on mission in the Colony for varying periods, the number of visitors who can be classified as tourists may be estimated at 9,500.

The average stay in the Congo is twenty-five days. Costs of travel, lodging and food come on the average to 1,250 francs a day per person, the total cost for a stay of twenty-five days being therefore 31,250 francs per person.

This represents an accretion to the Colony's economy of  
31,250 x 9,500 = 296,875,000 francs

There should be added to this sum:

receipts from local tourism, estimated by the Office of  
the Governor-General at 100,000,000 francs

The expenditure of other categories of travellers using tourist  
facilities (hotels and means of transport) is also estimated at 100,000,000 francs

The total contribution of the tourist trade to the economy of the Congo can  
therefore be put at

497,000,000 francs.

Tourism thus occupies ninth place among export industries as is shown by the  
following comparative table:

<u>Industry</u>	<u>Value of Exports in 1954</u>
1. Copper	6,683,599,064 francs
2. Cobaltiferous products	2,065,023,438 "
3. Coffee	1,934,906,365 "
4. Cotton	1,524,036,479 "
5. Palm Oil	1,256,382,989 "
6. Tin ore	1,034,970,378 "
7. Diamonds	864,504,195 "
8. Gold	634,471,272 "
9. Tourism	497,000,000 "
10. Palm kernels	472,150,927 "
11. Rubber	409,630,380 "
12. Timber	365,800,988 "

It is important to bear in mind that tourism in the Belgian Congo is a young  
industry which did not really begin to develop until after 1947.

The potential resources are very great but at the present moment only the  
Eastern part of the Belgian Congo, consisting of part of the Eastern Province,  
Kivu and Ruanda-Urundi, has any very considerable tourist trade.

Katanga is also experiencing a slight increase in tourist traffic owing to  
the movement of travellers from the neighbouring territories of Rhodesia and  
Tanganyika.

Other regions, such as the Lower Congo, Kasai and Kwango, will be able to share in the trade gradually as means of communication improve and hotel facilities make it possible to accommodate travellers.

At the moment, of course, publicity to attract tourist trade to the Congo is being carried on with slender resources.

The Government has been told that it would be most desirable to build comfortable hotels in the chief towns of the Colony and roadside hotels along the main roads. The hotel trade would not only serve tourism but would also intensify business traffic between the various centres.

The Tourist Office is particularly interested in the formation of a hotel financing company, which should make it possible to build a chain of hotels to answer immediate tourist needs.

Tourism on a large scale demands comfortable hotels. In the Congo these are only to be found in the large towns and in certain areas in the Eastern part of the country. Elsewhere, travellers must be content in general with second-rate accommodation, small hotels, hotels for transients only, and resthouses, often picturesque but always inadequate. The construction of a chain of hotels along the main highways is therefore essential, as is the improvement of the secondary hotels.

The Conseil Supérieur du Tourisme which met at Leopoldville on 25 and 26 November 1955 studied this question and recommended

the grant of State aid to the hotel industry; and

the establishment of a hotel trades school to train the necessary staff.

However, still more effective action is necessary. In Belgium, the Union of Caterers and Hotel and Restaurant Owners has secured substantial advantages for its members. With the support of the Tourist Office the Union is seeking to obtain similar advantages for its members in the Congo.

The other question which needs attention is that of means of communication and road transport. Steps should also be taken to improve the efficiency of travel agencies.

## 2. Facilities available to foreign tourists

With the support of the major international tourist agencies such as the IUOTO (International Union of Official Travel Organizations) and the IATA



(International Touring Alliance), the Tourist Office has over the last few years effected a number of improvements in respect of the formalities required to visit and travel in the Belgian Congo.

The chief facilities available to foreign tourists in regard to administrative formalities are described below:

The competent consular authorities have powers to issue visas for the Belgian Congo immediately without having to consult the office of the Governor-General;

The nationals of certain European and American countries, and of New Zealand, may, if holding a valid passport, a ticket for the continuation of their journey and the prescribed vaccination certificates, spend eight days in transit at Leopoldville, Elizabethville, Stanleyville, Usumbura, Albertville and Irumu.

Regulations applicable to frontier workers:

(a) Residents of Uganda, Kenya, Tanganyika Territory and Northern Rhodesia may enter the Congo without a visa, provided that they hold an identity card (or passport) and a document issued by the British authorities certifying that they have resided in those territories for at least six months and may re-enter them unconditionally. On entry they receive a visitor's permit valid for one month.

(b) Residents of French Equatorial Africa inhabiting the banks of Stanley Pool may make a twenty-four hour visit to the Belgian Congo if they hold a visitor's permit, which is taken from them when they enter and returned to them when they leave.

Non-residents who are making a single return journey must produce valid passports or a document from the Ministry of Colonial Affairs, which they must also deposit on entry.

Facilities for the importation of vehicles:

Motor vehicles, trucks, vans, autocars, motor-cycles and aircraft not used for commercial purposes are not subject to duty if they enter temporarily under a triptyque or carnet de passage en douane issued by an accredited tourist association in the country of origin.

Vehicles not covered by a triptyque or carnet may enter the Congo on condition that they are declared to be in transit (document valid for six months) and that

the duty payable in the event of the vehicle's remaining in the country is deposited, plus a small sum for the payment of possible fines, calculated at the rate of 25 per cent of the duty payable.

Residents of neighbouring colonies travelling to nearby areas in the Congo may obtain at the frontier from the local chief of customs either an entry permit (cost 10 francs) valid for a trip of fifteen days, or a laissez-passer (cost 50 francs), obtainable by written application to the customs collector, which is valid for a maximum period of one year and for an indeterminate number of journeys of a maximum of fifteen days each. Persons holding either of these two documents are exempted from payment of the deposit and from all other formalities related to transit.

The equipment and personal effects of tourists entering the Congo with a motor vehicle, under a triptyque or carnet, are admitted at the port of entry without formality or duty provided that they are listed on the back of the entry and exit vouchers of the document; the goods can be listed by the tourist himself, not necessarily by the club issuing the document; duty may be chargeable on any objects which are missing at the time of departure.

Similar facilities are granted to the owner of a vehicle admitted under a transit declaration, an entry permit or a laissez-passer, on condition that the objects are itemized on the document.

It may be added that the Belgian Congo compares favourably with other African countries in respect of exchange facilities and the formalities to be complied with.

### 3. Subsidies from the Ministry of Colonial Affairs to the Tourist Office of the Belgian Congo and Ruanda-Urundi

In 1955, as in 1954, the total amount of the subsidy was 2,965,000 francs and the Office's earnings 560,000 francs.

In 1954, office expenses accounted for 1,745,000 francs and publicity for 1,530,000 francs.

A sum of 500,000 francs included in the budget of the Office of the Governor-General, which is used to subsidize tourist organizations in the Belgian Congo,

such as the local development boards, the Touring Club etc. should be added to the expenditure of the Tourist Office.

In addition, a further 5,000,000 francs was appropriated in the Colony's special budget for assistance to the secondary hotel trade. This is not an annual budget.

4. Possibility of exchanging technical information:

Under the auspices of IUOTO, a committee to study personnel questions in the tourist trade also deals with exchanges among personnel. Such exchanges would help to unify methods of work and to facilitate tourist relations between the countries.

Tourism in Africa is, however, so specialized that exchanges with European or American countries can hardly be contemplated. The Tourist Office has approved in principle exchanges with other African countries, particularly East Africa, Morocco and South Africa. So far these ideas have not been translated into reality.

Brazil

.... the Brazilian Government has, since 1947, contributed to the expansion of international travel in the following ways:

- (1) by enacting Law No. 2526, of 5 July 1955, and respective provisions (enclosures 1 and 2), whereby tourists, who are nationals of any country of the Americas, going to Brazil for a period of thirty days, which may be extended once for an equal length of time, are not required to have consular visas;
- (2) by approving, in principle and with one restriction, the type of passport visa recommended by the International Civil Aviation Organization;
- (3) by granting, as a reciprocal action, gratuitous consular visas to German travelers going to Brazil for a maximum period of three months and dispensing with the requirement of consular visas for tourists from Chile, Denmark, Switzerland and the Principality of Liechtenstein;
- (4) by approving, in Legislative Decree No. 16, of 6 June 1949, the Additional Protocol to the Agreement for the Promotion of Tourism between Brazil and Uruguay (enclosure No. 3).<sup>2/</sup>

Cambodia  
(Passports and Frontier Formalities)

I. DOCUMENTS<sup>2/</sup>

A. Passports

(1) There is only one type of Cambodian passport and it is valid for all countries, though persons travelling between the States of Indochina are not required to carry a passport; a laissez-passer is the only travel document required.

(2) The Royal Government does not require travellers wishing to stay in Cambodia for a period of less than six months to carry a non-immigrant card.

(3) The Royal Government has endeavoured to achieve the maximum simplification of formalities for obtaining passports.

B. Visas

(1) In principle the Royal Government issues short-term visas (valid from one day to two weeks) without special formality. Transit visas are not required for a stay of less than twenty-four hours if entry into Cambodia is an incident in the course of an unbroken and continuous journey (e.g. in the case of forced landing of aircraft).

(2) Subject to health and security regulations, visas are valid at any port of entry into Cambodia by any regular route authorized for passenger traffic and by any means of transport.

(3) Visa fees are uniform for all aliens regardless of race, nationality, itinerary, purpose of visit or means of transport.

(4) Cambodian diplomatic and consular authorities are empowered to grant visas to persons not domiciled in their area.

(5) Fingerprints are not required in making application for visas of any kind.

---

<sup>2/</sup> The headings correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the appendix to Annex I.

(6) In principle, personal attendance is not required of an applicant in order to obtain a visa.

(7) Applications for visas must be submitted in triplicate, accompanied by three photographs. No other documents are required.

(8) In the case of collective passports (the use of which should be strictly limited) only one visa is affixed to each passport.

(9) No charge is payable for the issue of a visa other than that required by the national regulations.

C. Other Documents

(1) The Royal Government will accept as proof of inoculation and vaccination, whenever such proof is required, the international certificate of inoculation and vaccination of the International Sanitary Convention of 1933 as amended in 1944 and the International Sanitary Convention for Maritime Navigation of 1926 as amended in 1944 with such changes from time to time as are effected by the World Health Organization in accordance with its Constitution.

(2) Except as otherwise stipulated in specific conventions, non-immigrant foreigners requesting permission to reside in Cambodia must:

(a) first obtain an entry permit valid for persons in transit and crews from the Royal Government through Cambodian diplomatic or consular authorities or from foreign Powers representing the interests of the Royal Government abroad. This permit is issued to them by the Khmer authorities when they disembark;

(b) have in their possession a valid passport of their country or a certificate of nationality in lieu of such passport, bearing an entry visa delivered by the authorities referred to under (a) above.

Only alien immigrants are required to comply with the following conditions:

(a) to deposit, as security, an amount sufficient to cover the cost of the return journey or possible repatriation. This may be replaced by a guarantee signed by a person of sound financial standing and approved by the Royal Government;

(b) to produce a medical certificate issued by the authorities of their country of origin.

## II. FRONTIER FORMALITIES

(a) The Royal Government has made every effort to ensure that frontier formalities are carried out as expeditiously as possible.

(b) Frontier control and inspection offices are open during normal working hours. Twenty-four hour services have been set up to deal with regular traffic.

### A. Police control

(1) Passport control on entering and leaving Cambodia is carried out as expeditiously and courteously as possible.

(2) Except in unusual circumstances, passports of persons visiting or passing through Cambodia are not taken from them and retained or impounded.

### B. Currency Control and Facilities for Exchanging Money

(1) Travellers may import an unlimited amount of foreign exchange into Cambodia. The amount must, however, be declared. Travellers may exchange this money in banks, hotels or other recognized agencies. Any money that has not been exchanged through the regular channels must be re-exported by travellers when they leave Cambodia.

The amount of money exchanged is indicated on the duplicate of the entry declaration form which must be presented to the customs at the time of exit.

The amount of national currency that any traveller may import may not exceed 400 riels.

The amount declared in excess of the legal limit must be deposited with the customs at the port of entry against a receipt, and is returned to the traveller when he leaves the country. The amount of national currency that may be exported is also limited to 400 riels.

If the traveller arrives in Cambodia at one port and leaves by another, the Customs and Excise Administration may arrange to issue non-negotiable, nominative and redeemable certificates at any port of exit in the Kingdom, although this question has not yet arisen.

(2) At the present time foreign currency may be exchanged only at recognized banks and in authorized hotels. It is also planned to authorize customs officials, tax collectors or post-office officials employed in the frontier provinces to exchange currency.

C. Customs inspection of baggage

(1) Unless there is reason to suspect a contravention under the international travel arrangements the baggage of travellers in transit through Cambodia shall be exempt from inspection both on entering or leaving the country. Hence the baggage of persons arriving from abroad in transit does not have to be opened on entry into Cambodia.

(2) If international transit begins at a land or sea customs station on the Cambodian frontier, customs officials merely count the pieces of baggage, check their identification marks and numbers, and supervise loading into wagons.

(3) The recommendations made by the United Nations Economic and Social Council in paragraph C (iii) can be adopted only on the basis of bilateral agreements and only in respect of goods crossing the frontier without breaking bulk.

(4) In this connexion the Cambodian Tourist Office can provide foreign travellers and tourists with all necessary information. The Customs and the National Foreign Exchange Office will keep the Cambodian Tourist Office informed whenever their respective regulations are amended or changed.

D. Public Health Inspection

Medical examination of crew and passengers with their baggage is made without charge and is conducted as rapidly as possible.



### Ceylon

.... Ceylon is a member of the I.U.O.T.O. and has always supported measures designed to encourage international travel. For the first time since the grant of independence she has included the development of tourism in a Six-Year Plan of Development. The expenditure on the provision of tourist facilities has been almost trebled for the financial year 1955/56. During this period it is hoped to effect considerable improvements to twelve resthouses or tourist inns, of which there are nearly 100 in the country. The development of the hotel industry even by foreign investment is being encouraged and facilities are already available for the importation at concessionary rates of duty of badged equipment for hotels.

Customs formalities are being reduced to a minimum and revision of exit and entry procedures is under consideration.

A survey has recently been initiated to study the development of international travel in relation to Ceylon and the programmes of countries which have made headway in the development of tourist traffic are being studied with a view to introducing and adapting them to suit the conditions in Ceylon.

Ceylon's Balance of Payments on Travel Account for the past six years has been as follows:

	<u>Income</u>	<u>Expenditure</u> (In Rs. Million)	<u>Deficit</u>
1949	5.6	31.8	26.2
1950	6.4	38.5	32.1
1951	7.3	49.4	42.1
1952	10.9	37.5	26.6
1953	8.6	36.1	27.5
1954	9.9	29.9	20

The volume of tourist traffic for 1954 has been:

	<u>Air</u>	<u>Sea</u>	<u>Land</u>	<u>Total</u>
Indians	6,499	1,244	35,253	42,996
Pakistanis	304	620	51	975
British subjects	3,522	4,550	1,062	9,134
Aliens	3,328	1,885	793	6,006
				<u>59,111</u>

and transit traffic by air, land and sea totalled 354,332.

(Passports and Frontier Formalities)

I. DOCUMENTS<sup>4/</sup>

A. Passports

- (i) Every person who is a non-national is required to be in possession of a passport for entry into Ceylon. It is not proposed to dispense with this requirement,
- (ii) The form of passport issued to a citizen of Ceylon is of the "international type". Emergency Certificates bearing the characteristics of a passport are issued for travel to India, Pakistan, Malaya.
- (iii) Non-immigrant cards are not required in addition to passports, nor are they accepted in lieu of passports.
- (iv) Collective passports are neither issued to Ceylon nationals, nor accepted for purposes of entry into Ceylon.
- (v) Passports are issued valid for five years, and are renewable for a further period of five years.
- (vi) Passports are not issued for all foreign countries. Passports are ordinarily issued for the country of immediate destination, contiguous countries and countries en route and/or for groups of countries - e.g. countries of the Commonwealth of Nations, countries of Western Europe.
- (vii) The fees recovered for issue of passports - viz. Rs. 10/- (Ceylon currency) - would be just sufficient to meet the cost of preparation and issue of passports.
- (viii) Formalities for obtaining passports are kept to a minimum. Passports are, however, issued from a central office in Ceylon and at Ceylon Missions abroad. It is not considered necessary to decentralize the issue of passports in Ceylon as Ceylon is a small country and the central office is within easy reach of applicants. Personal attendance of applicants is not insisted on.

---

<sup>4/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

B. Visas

(i) Exit visas are not required.

(ii) Bilateral agreements exist regarding the abolition of visas (for holiday purposes) between Ceylon and Canada, Eire, Pakistan and the United Kingdom. No further similar agreements are contemplated at present.

(iii) Transit Visas are not required of nationals of countries referred to in (ii) and of passengers who are in direct-transit - i.e. those who enter the country merely as an incident in the course of an unbroken and continuous journey.

(iv) Visit (holiday) Visas are issuable up to a maximum period of six months and transit visas up to a maximum period of one month. Visit Visas are issued for one or more journeys. Additional journeys are permitted on application.

(v) Entry via any of the authorized ports is permitted. There is no discrimination in this respect.

(vi) Visa fees are fixed on a reciprocal basis. No discrimination on account of any other factor is shown.

(vii) Visa fees are kept to the minimum possible and are fixed on a reciprocal basis.

(viii) The procedure for obtaining visas is simple, and visas are issued as expeditiously as possible, having regard to security and other factors. Visitors are not permitted to undertake any remunerative employment or engage in any activities entitling them to draw remuneration from Ceylon sources, except with written authority.

(ix) Consular and other authorities authorized to issue visas are empowered to issue holiday and transit visas without reference to Ceylon.

(x) It is not required of applicants for visas that they should be domiciled in the country where they make the applications.

(xi) Applicants for visas are not finger-printed, though there is provision in the Regulations empowering the issuing authority to require of applicants to furnish finger-prints. It may be necessary to resort to this measure in exceptional circumstances.

(xii) Personal attendance of applicants for visas is not normally required.

- (xiii) The formalities to be undergone when applying for visas have been simplified. Applications on prescribed forms are however required to be submitted. Documentary evidence in support of an application is called for only in cases of doubt.
- (xiv) Transit visas are issued on application on evidence of outward passage being booked.
- (xv) Collective passports are not accepted.
- (xvi) In exceptional cases where a bona fide tourist arrives without a visa, entry is permitted on an endorsement and a visa issued to regularize his stay.
- (xvii) The recommendation is noted.
- (xviii) No fee other than the fee for issue of visa is charged.

C. Other Documents

- (i) -
- (ii) Where the applicants are not in possession of sufficient funds, visas are issued on guarantee of maintenance by local residents. The maximum deposit required of a visitor where there is a doubt as to his financial position, is Rs. 500/-.

II. FRONTIER FORMALITIES

- (a) Immigration, Customs, Health and Exchange Control formalities are carried out in immediate succession at all ports.
- (b) Sufficient staff and convenient premises for the conduct of the above formalities are available at all ports of entry.

A. Police Control

- (i) Passports are examined on entry for the purpose of (a) ascertaining whether they are valid for entry into Ceylon and whether they have been duly endorsed with visas valid for entry into and stay in Ceylon; (b) ensuring that no "prohibited" immigrant is allowed entry and (c) granting the necessary endorsements permitting entry. On departure, passports of persons who arrived on visas are examined for noting particulars of visa held by them. All passports are stamped with the date of departure.

The above procedure is gone through as expeditiously as possible. The stampings are kept to a reasonable size and made in an orderly fashion.

(ii) No passports of travellers visiting or passing through Ceylon are impounded as a rule.

#### B. Currency Control and Facilities for Exchanging Money

The suggestion made regarding Currency Control and Facilities for exchanging money are already in force in Ceylon, though not precisely in the same form.

.... (i) the Currency Declaration on Form D, which visitors to Ceylon are advised to complete on arrival and obtain certification by the Customs, enables them to remove without difficulty any unexpended funds brought in either in the form of currency notes or financial instruments. The existing import rules on currency are as follows:

- (a) a maximum of £10/- in Sterling notes; and
- (b) a maximum of Rs. 100/- in Ceylon, Indian and Pakistan currency notes, of which Pakistan currency notes may not exceed Rs. 50/-;
- (c) notes in any other currencies without any limit;
- (d) Travellers Cheques and other financial instruments without any limit whatsoever.

A procedure in effect similar to that suggested in (b) .... is however in operation in a modified form provided such moneys are declared to the Customs on arrival. The Bank of England is however opposed to the admission of Sterling notes in excess of £10/- by any passenger.

.... (ii) the services of an Authorized Money Changer, viz: the Bank of Ceylon, are available to travellers at every port of entry and exit in Ceylon with a view to providing facilities for exchanging money at official rates of exchange which are displayed in bold figures at the desk of each Money Changer.

Authority has also been granted to Authorized Dealers by the Controller of Exchange for the reconversion of local currency notes in the possession of transit passengers into the same currency notes brought in without reference to the Control up to a limited sum.

Publicity is given to all Exchange Control Regulations by the various Authorized Dealers and Travel Agencies for the convenience of visitors.

C. Customs Inspection of Luggage

- (i) Under recent instructions baggage declarations are not as a rule required from tourists (i.e. those entering Ceylon with the intention of remaining not more than six months in the Island during any period of twelve months).
- (ii) Does not apply to Ceylon.
- (iii) (a) Does not apply to Ceylon.  
(b) This is rare in regard to baggage of transit passengers going through to India or coming in from India by the Talaimannar train. The baggage "not wanted on voyage" goes in the sealed van uncustomed to India and vice versa.  
(c) As a general rule registered baggage passing through Ceylon is not examined.
- (iv) All assistance is given to passengers from the Customs angle.

D. Public Health Inspection

Public Health Inspection of Crew and Passengers is carried out according to the International Sanitary Regulations adopted by the World Health Assembly on 25 May 1951.

As regards the Visa Format, the forms of visas prescribed by the Immigrants and Emigrants Regulations are as follows:<sup>5/</sup>

It will be observed that the information in the standard visa format is included in the visa forms adopted.

Additional information is furnished in the photographic visa forms. Visas issued at present give the text in English. If the national languages are used, the text will continue to be given in English.

Chile

(Passports and Frontier Formalities)

I have pleasure in sending herewith the text<sup>6/</sup> of agreements and conventions entered into by Chile with Ecuador, Denmark, the United States of America, Sweden,

---

<sup>5/</sup> Available for consultation with the United Nations Secretariat.

<sup>6/</sup> Ibid.

Norway, Austria, the Federal Republic of Germany and the Netherlands, all of which relate to facilities for travel from one country to another by citizens of the several countries, and represent the progress achieved in the field in the past five years; similar agreements with other countries were already in existence before.

### China

#### (Development of International Travel)

Note: The information contained in this document applies only to the Province of Taiwan of the Republic of China. Relevant material concerning the Mainland provinces will be supplied as soon as circumstances permit.

#### (a) Analysis of the effect of tourism on the national economy and foreign trade

Taiwan is situated in the subtropics. Its main exports are fish, rice, sugar, salt, pineapples, bananas, tea and camphor. There are many places of scenic beauty or historical interest which are well worth visiting. The number of tourists has steadily grown during recent years because of the stable social conditions, and the foreign-exchange receipts of the Republic of China have increased as an indirect result of the influx of foreign visitors. Furthermore, overseas Chinese who visit Taiwan become better acquainted with the local conditions of production, and this benefits the development of foreign trade.

#### (b) Survey of the deficiencies in travel facilities and encouragement of improvements in transport, hotel and other travel facilities

Travel by rail and by road in Taiwan is quite convenient. There are twenty-five motor transport companies which provide sightseeing services either as their main or subsidiary business. These have a total of over eighty buses and motor-cars, which are stationed at various scenic areas for hire by tourists. The construction or improvement of roads is, however, desirable in the following cases: (1) From Hsintien to Wulai - high-type surface required. (2) From Tsaotun to Sun-Moore Lake - change to asphalt surface required. (3) From Wushe to Lushan Warm Springs; Chiayi to Sheko; Alishan to Chushan; Tainan to Anping district;



Taitung to Chihpeng Warm Springs - repairs required. Scenic spots which need further improvement include the following: (1) In North Taiwan - Mount Dragon Temple; Confucian Temple; Yuanhuan District of Taipei; Green Lake; Wulai; Chiaohsi. (2) In Central Taiwan - Sun-Moon Lake; Wushe; Wufeng Temple; Alishan. (3) In South Taiwan - Chihchien Castle; Kaiyuan Temple; Anping District of Tainan; Mount Kuantze; Tapei Lake; Kuantze Bay; Tomb of Prince Ningching of the Ming Dynasty; Tomb of Five Queens; Fourfold Creek. (4) In East Taiwan - Taily Castle; Shensui Warm Springs; Yuli Warm Springs; Chihpeng Warm Springs. (5) In Penghu Islands - Wenshih College Park.

With a view to improving hotel facilities in scenic areas, the Police Department of Taiwan Province has established a special unit which, with the assistance of other Government agencies concerned, will provide guidance in hotel management.

(c) Assistance to the Government Travel Bureau and fostering of co-operation with private travel agencies

The Taiwan Travel Service is the only travel agency conducted under Government auspices, 90 per cent of its stock being held by the Government. The Provincial Government regularly provides it with technical and material assistance.

The Taiwan Travel Service co-operates closely with private travel agencies in serving tourists in Taiwan. Special arrangements have been made with private motor-transportation companies, motor-tour companies, hotels and selected shops to furnish needed services or special products.

(d) Exchange of technical information with countries having a highly-developed tourist trade

In 1954, the Taiwan Travel Services sent a mission to Japan for the purpose of exchanging information with Japanese travel agencies. The general manager of the China Travel Service represented China at the recent annual meeting of the Association of Travel Agencies in the Pacific Region. There is, however, a need for even closer co-operation with other foreign travel agencies and international travel organizations.



(e) Simplification of entry and exit formalities for tourists and co-operation in elaborating international travel arrangements

All travel agencies approved by the Ministry of Communications of the Republic of China are permitted to act as agents of the various airlines and steamship lines in the sale of tickets. For the convenience of travellers, full assistance is given by travel agencies in connexion with entry and exit formalities.

(Passports and Frontier Formalities)

I. DOCUMENTS<sup>7/</sup>

A. Passports

(1) A foreign national visiting Taiwan is required only to hold a valid passport issued by the Government of the country of nationality and duly viséd for entry by an embassy, legation or consulate of the Republic of China. No other document is required.

(2) According to the provisions of the Passport Regulations, passports other than official and diplomatic passports are valid for three years from the date of issue. Upon expiration of this period, the holder of a passport may apply for an extension of validity if he has further need for the passport. Each extension is limited to one year, and the validity of a passport may not be extended more than three times.

(3) Before applying for a passport, a Chinese national resident in the Republic of China must apply to the competent authorities for permission to leave the country. When such permission has been obtained, the application, together with photographs and the prescribed fee, must be submitted to the Ministry of Foreign Affairs or its designated agency. In the case of a Chinese national resident abroad, no personal or written application to the Central Government is required, and the procedure is simply to submit an application for a passport, together

---

<sup>7/</sup> The headings correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

with photographs and the prescribed fee, to the nearest embassy, legation, consulate or other agency designated by the Ministry of Foreign Affairs.

B. Visas

- (1) The exit-visa system has been abolished by Government order.
- (2) Entry visa:
  - (a) Embassies, legations and consulates of the Republic of China are authorized to issue visas for foreign diplomatic and official passports. In the case of ordinary passports, permission must be sought from the Government of the Republic of China before a visa can be granted.
- (3) A transit visa is not required where a foreign national passes through the territory of the Republic of China without interrupting his journey.
- (4) If a national of a country with which the Republic of China maintains diplomatic relations intends to stay in Chinese territory for not more than two weeks, his application for a transit visa may be approved by the Chinese embassy, legation or consulate concerned upon verification of the fact that his passport has been duly viséd by the country of destination and that he holds a steamship or aeroplane ticket for passage from Chinese territory to another country. Permission need not be sought from the Chinese Government in such a case.
- (5) Unless reciprocal arrangements exist between two Governments regarding the period of validity or the number of entries for each visa, a visa is valid for a period of six months for a single entry.
- (6) The fee for an entry visa is US \$10.00 and the fee for a transit visa US \$5.00.
- (7) No finger-printing is required when applying for a visa.
- (8) A foreign national applying for a visa must submit evidence of the reasons why he wants to visit China and must fill out two copies of an application for the viséing of foreign passports. This is a simple procedure.
- (9) Crew members of an aeroplane or ship are permitted to enter Chinese territory if the crew lists have been duly viséd by an embassy, legation or consulate of the Republic of China. No individual visas are required in such cases.

## II. FRONTIER FORMALITIES

### A. Police control

The inspection procedure for the entry and departure of foreign nationals is as follows:

#### Entry

(a) Upon arrival at a Chinese airport or jetty, the foreign traveller is required to fill out a single copy of the Passport Inspection Form, accompanied by one photograph.

(b) Upon verification of the Passport Inspection Form of the foreign traveller by comparing it with the contents of his passport, travel certificate or provisional entry permit as duly viséd by a Chinese embassy, legation or consulate, the police stamp the travel document with the notation "Passed by entry inspection station", and this allows the foreign traveller to enter Chinese territory. Such inspection takes only two minutes for each traveller.

(c) A foreign national wishing to reside in Chinese territory must apply to the local police authorities for a Residence Permit for Foreign Nationals within ten days after arriving at his destination. In the case of stateless persons, the time-limit is three days.

#### Exit

(a) Exit formalities for a foreign national with a transit visa:

Police officials stamp the travel document with the notation "Passed by exit inspection station", and this allows the foreign traveller to leave Chinese territory.

(b) Exit formalities for a foreign national resident in Chinese territory:

(i) Upon application, the local police authorities stamp the travel document with the notation "Exit recorded in the register of foreign residents".

(ii) Upon verification of the above-mentioned notation, police officials at the airport or the jetty of the port of departure stamp the travel document with the further notation "Passed by exit inspection station", and this allows foreign nationals to leave

Chinese territory. (The holder of a Residence Permit is required to surrender this document upon departure.)

B. Currency control and facilities for exchanging money

Travellers are permitted to bring into Chinese territory without any restriction, foreign currency notes, bank drafts, travellers' cheques, gold or silver bullion, gold or silver coins and gold or silver ornaments. Travellers leaving Chinese territory are permitted to take with them bank drafts and travellers' cheques without any restriction but may not take out foreign currency notes exceeding the equivalent of US \$200 in value or gold ornaments exceeding two shih-liang (62.5 grammes) in weight or silver ornaments exceeding twenty shih-liang (625 grammes) in weight. Anything in excess of these limits will be withheld if declared and confiscated if not declared. The export of gold or silver bullion and gold or silver coins is strictly prohibited. Chinese currency notes may be brought in or taken out up to a maximum of New Taiwan \$500. Travellers in transit who will leave Chinese territory shortly after entry may declare their holdings in gold, silver and foreign currency to the Maritime Customs at the time of entry, whereupon special certificates will be issued. Those who leave Chinese territory within six months after entry are permitted to take out holdings not exceeding the original amounts brought in as indicated in the certificates. Those who leave Chinese territory after six months are required to comply with the exit formalities applicable to travellers as described above, which conform with those suggested. At the two seaports which are open to foreign steamships, namely Keelung and Kaohsiung, the piers and inspection stations are close to commercial districts where banks dealing in foreign exchange are easily accessible so that travellers will encounter no difficulty in obtaining Chinese currency. On the other hand, the Sungshan Airport of Taipei is not close to the commercial district, and there are no banks dealing in foreign exchange in the neighbourhood. However, all airlines have transport facilities for travellers who wish to obtain Chinese currency in the commercial district. It is anticipated that an exchange office will be set up at the airport if the need arises.

C. Customs inspection of luggage

The areas under the effective control of the Government of the Republic of China at the present time consist entirely of islands, which are accessible by sea and by air. The only ports open to international traffic are the two seaports, Keelung and Kaohsiung, and the Sungshan Airport at Taipei. There is no contiguous land frontier with any country or territory. Consequently, travellers and their luggage and other effects whether registered as freight or accompanying the owners cannot be inspected until arrival and debarkation at port. It is, in actual fact, not feasible for customs control to be carried out on board trains and steamships before arrival or at the frontier, as suggested. With the recovery of the Mainland, it will be possible to simplify the procedure in accordance with this suggestion. In the past, the Chinese Government had special customs agreements with the Governments of adjacent Hongkong and Macao, whereby offices were set up by the Chinese Government in the latter two localities for the inspection of luggage, the seizure of contraband and the collection of customs duties, thus facilitating travel to China. The rules for customs declaration of luggage by incoming and outgoing travellers are printed in both Chinese and English and are issued by the Chinese Maritime Customs to airlines and steamship lines so that they may be given to the travellers concerned. As suggested, such rules and forms are given to incoming airline and steamship travellers before arrival.

D. Public health inspection

The procedure for epidemic control carried out by the public health authorities at seaports and airports is as follows:

1. Epidemic control at seaports - relating to incoming and outgoing ships and their crews and cargoes.

(a) Epidemic control on incoming ships:

(1) Boarding ship: Immediately upon receiving information that an incoming ship has reached the outer limits of the port, the epidemic control staff will proceed to board the ship by order of rank, the officials of lower rank preceding those of higher rank.

(2) Person to be contacted: The master, the medical officer or some other high-ranking officer of the ship.

(3) Extent and order of inspection: After greeting the officer in charge, the following documents are to be inspected:

- (i) Marine public health statement. This form is to be filled out by the master or the medical officer. The port of origin and the ports of call should be noted by the inspector.
- (ii) Rat extermination certificate. This document indicates where the latest fumigation took place and whether its effective period has expired (the effective period being within six months from the date of fumigation). A new fumigation is required if found to be overdue.
- (iii) Crew list and inoculation certificates. These documents indicate whether all members of the crew are holders of valid inoculation certificates. It should also be noted whether they come from a contaminated port or entered an epidemic area en route.
- (iv) Cargo manifest: This document indicates whether the cargo includes goods which require sterilization but have not been sterilized. If such goods are found, they must be sterilized forthwith.

(4) Inspection of crew members: Officers and men of the crew may be inspected separately. Officers may be asked individually to produce their inoculation certificates while crewmen may be asked to assemble on deck or at some other suitable place for inspection of their inoculation certificates and for examination of their state of health. Any crew member who is found to be without a valid inoculation certificate may be either given an inoculation or injection on the spot or instructed to call at the epidemic control office for immunization so that a valid inoculation certificate may be issued.

(5) Inspection of passengers: In the case of first-class and cabin-class passengers, the method of inspection is the same as for the ship's officers. Tourist-class passengers may be asked

to assemble at a suitable place for inspection. Passengers who are without valid inoculation certificates are dealt with in the same way as crew members.

(6) Inspection of sanitary conditions in various parts of the ship: The final step is to inspect the kitchens, dining-rooms, crew quarters, lavatories and other places on board so as to determine whether they conform to hygienic standards and whether the existence of rats on board is a possibility.

(7) Issuance of traffic permit: When the above-mentioned procedures have been completed and all persons on board have been found in satisfactory health, a traffic permit is issued and the ship is ordered to lower its epidemic control flag.

(8) Leaving ship: Inspection officials may request an attendant to guide them when leaving the ship (in the same order as when boarding the ship).

(b) Epidemic control on outgoing ships:

(1) Boarding ship: Upon being notified of a ship's time of departure, the epidemic control staff will proceed to board the ship at its berth, choosing a time which will not delay the ship's departure (normally two hours before sailing time).

(2) Person to be contacted: Same as for incoming ships.

(3) Extent and order of inspection: the following documents and lists are to be inspected:

(i) Sailing application and epidemic control permit.

(ii) Crew list, passenger list and inoculation certificates (limited to new members of the crew and new passengers).

(iii) Cargo manifest - to determine whether all goods requiring sterilization have been sterilized.

(iv) Rat extermination certificate - to verify whether fumigation has been carried out as required.

(4) Inspection of crew members: To determine whether crew members have contracted communicable diseases while in port and to ascertain their general state of health, the method of inspection being the same as for incoming ships.



- (5) Inspection of passengers: Same as for incoming ships, except that outgoing passengers who are without inoculation certificates are strictly prohibited from leaving the port.
- (6) Inspection of sanitary conditions on board.
- (7) Issuance of epidemic control certificate for outgoing ships.
- (8) Leaving ship: Same as for incoming ships.

The above procedures apply to the inspection of those incoming and outgoing ships which are free from cases of communicable disease and have not called at contaminated ports. Special rules for inspection have been issued for cases where a ship comes from a contaminated port or where a communicable disease, or an illness resembling a communicable disease, or an epidemic disease or an illness resembling an epidemic disease, has occurred on board during the voyage. There are six internationally recognized epidemic diseases, namely, plague, cholera, yellow fever, smallpox, typhus - transmitted by lice - and relapsing fever - also transmitted by lice.

## 2. Epidemic control at airports - relating to incoming and outgoing aircraft and their crews.

In the case of aircraft coming from epidemic areas, the inspection of crew members and passengers is carried out in strict compliance with the epidemic regulations of the World Health Organization. As regards incoming and outgoing aircraft of international airlines in normal circumstances, inspection is limited to the sanitary conditions of the airplane, and passengers are asked only to produce their international certificates of vaccination as required by international health rules applicable to international travel.

### Colombia

Colombia has a National Tourist Department, which is an official body whose purpose is to encourage tourism and exercise direct supervision over the public and private organizations active in this field:

- (a) regional tourist offices operating in the main towns of the country;
- (b) hotels;
- (c) travel agencies;
- (d) individual and group guides, and porters.



The Department also has accredited representatives for Europe and the United States, with offices in Paris and New York respectively.

In spite of the many tourist attractions of Colombia, the most northerly country of South America, with a coastline on both the Atlantic and the Pacific, its tourist industry is still in its infancy owing to insufficient organization and, in particular to the lack of proper publicity and to the complicated formalities which are imposed on tourists.

To encourage more rapid development in this field, the Colombian Government issued Decree No. 3,453 of 27 November 1954, setting up a National Tourist Council as an advisory body. This has representatives of airlines, shipping companies, tourist agencies, the Colombian Hotel Association, press and radio, all of which help the National Tourist Department in co-ordinating its work and in facilitating its relations with other official bodies such as the Ministry of Foreign Affairs, the General Directorate of Customs and the Exchange and Imports Office, all with a view to simplifying matters for the tourist.

As regards a standard visa, no final agreement has been reached with the Ministry of Foreign Affairs. Colombia issues a visa, for one year, to tourists from the United States and Canada, and its present policy in this respect is based on reciprocity. Nevertheless, plans are afoot for the issue of a common visa for visitors from all countries, whether in the Western Hemisphere, Europe, Asia etc., with a view to facilitating cultural relations and trade.

Consideration is also being given to a vast tourist publicity campaign from which great benefits are expected. This will include the publication of national and regional guide-books, brochures on the main centres of attraction, postcards, films of regional life, folklore and hotel and transport guides, all of which will be widely circulated both inside and outside the country.

In co-operation with the tourist agencies, a full and varied programme of excursions, both for Colombians and visitors, is to be carried out. Its purpose will be to make known the attractions of Colombia: its flora, its fauna and its fishing, as well as features of historical and cultural interest.

The basic programme of the National Tourist Department is directed towards the simplification of formalities affecting tourists and the co-ordination of its efforts with the various bodies concerned with tourist affairs.

Cuba

.... have pleasure in sending you herewith thirty-six annexes<sup>8/</sup> setting forth the various legal provisions laid down by the Government of Cuba concerning tourist activity in our country.

Denmark

(Passport and Frontier Formalities)

Customs inspection

The Danish authorities refer to Denmark's reply to the Secretary-General's note of 6 October 1948 (Doc. E/CN.2/63) according to which the facilities recommended have been implemented by Denmark in all essential respects.

Passport formalities

In amplification of Denmark's replies to the Secretary-General's notes of 22 December 1947 (Doc. E/CN.2/28), 6 October 1948 (Doc. E/CN.2/63), and 27 June 1950 (Doc. E/CN.2/99) the Danish authorities hereby submit the following information....  
.... By agreement between Denmark, Finland, Norway and Sweden, a national of any of these countries may, since 1 July 1954, enter or leave any of the countries and stay for an unlimited period in any of them without being in possession of a passport. As from the 1 December 1955 the arrangement has been extended to include Iceland.  
.... By Executive Order of 22 December 1952 on the Issue of Passports, the Ministry of Justice permitted certain facilities in connexion with the issue of a new passport on the basis of an older passport. Applicants no longer have to furnish verification of details given about his identity if his application for a new passport is accompanied by a passport issued to him after 1 October 1949 which contains clear evidence of his identity. Furthermore, such applicants are not required to produce a certificate of birth or a certificate of change of name; a woman who is or has been married and who wants a passport in the name acquired

---

<sup>8/</sup> Available for consultation with United Nations Secretariat.

through marriage no longer has to produce a marriage certificate or a decree of separation or divorce, provided that her application is accompanied by a passport issued after 1 October 1949 containing clear evidence of her identity and the name she is now using.

.... The fee for the issue of a Danish passport is now 5 Kroner. The fee is estimated to cover only the expenses incidental to the issuance.

.... Denmark has abolished compulsory visas for nationals of the following countries: Argentina, Australia, Austria, Belgium, Bolivia, Brazil, Canada, Chile, Colombia, Costa Rica, Cuba, the Dominican Republic, Ecuador, Eire, Finland, France, Greece, Guatemala, Haiti, Honduras, Iceland, Italy, Japan, Liechtenstein, Luxembourg, Mexico, Monaco, the Netherlands, New Zealand, Nicaragua, Norway, Pakistan, Panama, Paraguay, Peru, Portugal, El Salvador, San Marino, Switzerland, Sweden, Turkey, the Union of South Africa, United Kingdom, United States of America, Uruguay and Venezuela.

Compulsory visas have also been abolished for holders of valid passports, issued in a British colony or mandated territory for residents of such colonies or territories, and describing the holder as a British subject. Furthermore, no visas are required for German nationals holding a German national passport (or "Kinderausweis") issued by a duly empowered agency of the Federal Republic of Germany, and for persons residing in the Saar area and holding passports describing them as "sarrois" or in similar manner.

.... Since 1950, authority has been delegated to a large number of Danish diplomatic or consular representatives in foreign countries to issue entrance visas and transit visas.

.... The Danish passport control is carried out on international trains en route and on board ferries and ships sailing between Danish and foreign ports.

#### Dominican Republic

1. The Dominican Republic has made a notable contribution to the development of international tourist travel by adopting liberal measures towards individuals.

2. Statistics relating to tourist travel in the Dominican Republic for the period January-August 1955 are given in the mimeographed pages<sup>9/</sup> attached to this letter.

Ecuador

Tourist visa: The Ecuadorian Government, through its Consular agents, grants this class of visa to all foreigners desiring to enter the country for a limited time for purposes of recreation, cultural improvement, health, study and sport, always provided that, while in the national territory, they do not directly or indirectly engage in lucrative or commercial activities or in general any activities for the purpose of procuring their means of subsistence.

A tourist visa is valid for ninety days and may be renewed for a further three months at the discretion of the immigration authorities, on production of proof that the holder is unable to leave the country for compelling reasons or on account of force majeure. The Consular agent will grant such visas to persons able to return to their country of origin or departure, subject to fulfilment of the following requirements: (a) presentation of a valid passport, and (b) certificate from a transport company to the effect that the person concerned is in possession of a round-trip ticket or of a return ticket to his country of departure or any other country, or from a responsible bank or institution stating that he is financially solvent and of unblemished character.

In addition, Ecuador facilitates entry for similar purposes to tourist groups organized by firms or companies in good standing. In such cases the only documents required are a collective passport such as is normally granted by the issuing country and a certificate from the firm or company guaranteeing that the group will enter and leave Ecuador under its auspices. Every tourist visa must be accompanied by the appropriate tourism certificate, which is the requisite complementary document attesting the tourist's identity.

The Consular Fees Act stipulates that there shall be a fee of two dollars (US \$2) for visas of this type and of one dollar (US \$1) for the tourism certificate.

---

<sup>9/</sup> Available for consultation with the United Nations Secretariat.

It should be noted that nationals of those countries with which Ecuador has signed a reciprocal visa agreement may benefit by the stipulated preferential rate for the visa, but they will nevertheless be required to pay the fee for the tourism certificate and to comply with all other legal formalities. By way of illustration, here is a detailed list of the seven countries with which a visa agreement is at present in force:

COUNTRY	TOURIST VISA	TOURISM CERTIFICATE
Chile	US \$1	US \$1
Colombia	Gratis	US \$1
Mexico	Gratis	US \$1
Sweden	Gratis	US \$1
United Kingdom	16/-	US \$1
United States	Gratis	US \$1
Western Germany	Gratis	US \$1

Tourist card: To improve facilities and encourage tourism in Ecuador, legislation has been passed introducing a document known as a tourist card, authorizing travel by foreigners who are nationals of any country in the Americas (North, South and Central), including Canada. Tourist cards are valid for ninety days and may be renewed once only for a further similar period; tourists using them as travel documents must fulfil all the requirements for a tourist visa, with the exception of the passport, since an identity card or other document issued in lieu will be regarded as sufficient evidence of identity. The fee for a tourist card is one dollar, and the tourism certificate is not required in this case.

The issue of a Tourist Card to a national of any country outside the American continent is specifically prohibited.

Local frontier traffic: The Ecuadorian Government has agreed with the Governments of adjacent countries on mutual facilities governing the entry of their nationals into the respective territories, with a view to strengthening the bonds of mutual friendship and cultural affinity. Individual arrangements with the two adjacent countries differ, as follows:

(a) Colombia: The Colombian-Ecuadorian frontier may be crossed on production of a frontier permit or a special travel permit.

Frontier permits granted by the respective Consuls allow limited entry as far as the Sanctuary of Las Lajas in Colombia and the city of Tulcan in Ecuador. Duration of stay may in no case exceed forty-eight hours.

Special travel permits, which may be issued only by the Provincial Governors, the Public Safety Department and the Deputy Commissioner of Customs at Tulcan in Ecuador and by the Departmental Governors and the Customs Administration at Ipiales in Colombia, allow entry by Ecuadorians and Colombians into any part of the territory of either Republic, for a period of sixty days, which may be extended for a further similar period.

In both cases the only requirement is an identity document in lieu of a passport, but the special permit will not be granted unless the applicant can prove that he is not in debt to the Government or municipality of his country or place of origin.

(b) Peru: Frontier permits for travel between Ecuador and the neighbouring Republic of Peru are issued by the Governor of the Province of El Oro and the Prefect of the Department of Tumbes, respectively, for a period of fifteen days, which may be extended for a further fifteen days at the discretion of the responsible authorities, with the proviso that an Ecuadorian may visit only the Department of Tumbes, while travel by a Peruvian is limited to the Province of El Oro.

It should be noted that, in exceptional circumstances, and especially should the strained relations with Peru persist, frontier travel facilities may be partly restricted or temporarily suspended altogether until the situation returns to normal.

## Ethiopia

### A brief report on the contributions of the Civil Aviation Department to Tourist Trade

The Department of Civil Aviation of the Imperial Ethiopian Government was established by His Imperial Majesty, Haile Selassie I, Emperor of Ethiopia, 1943. It is significant to note that it is owing to His Imperial Majesty's unceasing interest and inspired leadership that the air service and civil aviation generally has had a very rapid growth. Not only was the Civil Aviation organized within a short period of time, but the Ethiopian Air Lines Inc., was founded and expanded its operation, meteorological services were established, radio and navigational aids are being developed and the construction of airports throughout the Empire is proceeding at a fast rate. The purpose has been to establish a fast and modern air transport system for the development of trade and to link commercial centres of Ethiopia with other world centres and to facilitate the movement of tourists in the country.

There are at present about 23 aerodromes used by EAL as the business to those areas warrants it. Fifteen of these airports are regularly used by the national carrier. Four of these airports are considered international: Addis Ababa, Asmara, Asab and Dire Dawa. To alleviate the effects of high altitude Massawa and Awash are used as alternate airports and serve as refueling stops.

For the determination of a more suitable site of an airfield to be the international airport of Addis Ababa, extensive survey work by a British consulting firm has been undertaken with the purpose of investigation and reporting on two possible sites from the point of view of air traffic and economic requirements as distance from Addis Ababa and the soil conditions involved. The report is expected to be completed in November this year.

This proposed airport, as many of the others that are scheduled for construction, is planned to place air transportation within useful and economical reach of more people and to adapt all airports to better distribution of commodities. Once the international airport is built in Addis Ababa, it might well become one of the important links as the major air route in East Africa.



The present Addis Ababa airport provides adequate facilities for the present air traffic. The terminal building in Addis Ababa airport has facilities and concessions for the comfort and convenience of passengers. Normal passenger service counter, ticket lobby, EAL offices, public eating facilities are conveniently located in the central building. The airport restaurant has been recently remodelled and it has dining room overlooking the airport on one side and the Exhibition grounds on the other. A modern coffee shop with counter seating is available. In addition novelties and gifts shop has been set up stocked with Ethiopian hand works. The State Bank of Ethiopia is planning to open a small branch at the airport to provide currency exchange facilities to air passengers.

Because of the international air traffic, the terminal building also houses the post office, customs, immigration and public health authorities. In order to facilitate and minimize the formalities at the airports, the Civil Aviation Department is planning a meeting with Public Health, Customs and Immigration so that traffic may move in and out of the airports with a minimum of delay.

Some of the other airports being expanded are:

Dire Dawa: The plans for the construction of a new airfield have been awarded to a Norwegian Airfield Constructions Company which is building a modern concrete runway. The work is now proceeding and it is expected that the airport will be completed next year.

Harrar: Due to the potentialities of the area and for the development of its agricultural and other resources, a project for the construction of an airfield is underway.

Asmara: This airport is also being surveyed and improved for better international use. Awash airfield is soon to be surveyed for expansion.

New airports are planned in the near future in Lalibela, Dilla and Keren and also Maji in the South. The construction of these airfields will open up for the tourist travel historical and picturesque areas hitherto almost inaccessible; repairs of the airports in Shashamane in the Southern Lake district, in the historic city of Axum, in Goba, in the beautiful capital of Arussi (Assella), and Baher-Dar are planned. Plans are also under study to make all-weather runways at the Gondar, Jimma, Soddo, Debre Markos, etc.



In addition to these general plans for the co-ordinated expansion of airports in the country, the Civil Aviation Department also provides other services such as the meteorological and weather forecasting. There are many problems in weather and climate as they relate to water resources development, locust control, crop production, human health and welfare and other economic and social conditions. The plan is to expand the meteorological services to be a general "weather bureau" for the country so that it may provide the required information for the use of agriculture, industry, aviation, and the general public.

It is interesting to note in passing that airports have influenced the pattern of growth of community area in the same manner as other forms of transportation facilities, such as railroads and highways, influence the development of such areas. Gore is an excellent example of what an airport can do to develop the dormant potentialities of a region.

Civil Aviation Department is undertaking an orderly and co-ordinated airport planning by studying the whole national air transportation and airport requirements of the communities throughout the country in order to expand the internal routes of the national air carrier. This department is planning the reconditioning as well as construction of new airfields with present and future needs in mind and considering local requirements and viewing the whole result from the national standpoint.

In conclusion, the construction of needed airfields, together with the purchase of required up-to-date aircraft as well as the elimination of some of the unnecessarily delaying formalities at the airports, will open up the beautiful and picturesque country to larger number of tourists in the coming year.

Ethiopian Air Lines began operations in 1946. Since that time it has built up a domestic and international route pattern that now provides regular scheduled services between Addis Ababa and twenty-two communities in Ethiopia, and to seven international points outside of Ethiopia.

International services at the present time are operating four round-trip flights per week between Addis Ababa and Athens, Greece, over routes via Asmara, Port Sudan and Cairo, and via Khartoum and Cairo. To the south, the airline operates two round-trip schedules per week to Nairobi, Kenya, where air connexions can be made to all parts of Central and South Africa. These

international services to Athens and to Nairobi are with modern convair equipment and the standard of service compares well with the best in international airline operation. Another important international service operated by the airline is over the route from Addis Ababa to Dire Dawa, to Djibouti and Aden, and between Aden, Assab and Asmara. These routes are operated with DC-3 passenger schedules and with combination freight and passenger aircraft on other schedules. Eleven flights per week are operated over the Dire Dawa/Djibouti route, and three flights a week over the Asmara/Assab/Aden route.

The airline's flight operations are conducted with First Pilots' licences according to United States Civil Aviation standards and aircraft inspection and maintenance is under the supervision of CAA licensed mechanics and inspectors. The airline has established a reputation for reliable and dependable service and has earned a consistently high level of passenger satisfaction. The Imperial Ethiopian Government, together with the Board of Directors of the airline, is at the present time planning for the further and future development of the airline, including eventual acquisition of newer, faster and more modern aircraft.

The Imperial Highway Authority began in 1951 the work of reconstruction, repair, and maintenance of the primary highway of some 4,000 kilometres (2,400 miles) of asphalt, stabilized stone and macadam roads which can be travelled in all weather. This road system traverses areas of high plateaus, mountain ranges of real grandeur, and arid areas which abound in game. The improvements completed open interesting parts of the Empire of Ethiopia to those tourists who are able to obtain a motor vehicle for their use while here. Hotels and fuel are available in most of the principle cities throughout the Empire.

This area of the world is one of the few places readily accessible to sea or air travellers which retains some of the safe adventurous spirit of touring. The Imperial Highway Authority is now planning and expanded programme of highway improvements which will greatly increase the areas which are easily reached by tourists. All areas now reached by all-weather roads are safely travelled. The Imperial Highway Authority is a permanent agency of the Imperial Ethiopian Government and it has made new parts of the Empire accessible to overland tourist traffic.

Finland

(Passports and Frontier Formalities)

I. DOCUMENTS<sup>10/</sup>

A. Passports

- (i) Finland has been a party to the agreements for the abolition of compulsory passport system between the Scandinavian countries.
- (ii) No information available.
- (iii) No information available.
- (iv) In use (cf. also paragraph (vii)).
- (v) The validity of the passport is six months-five years as requested.
- (vi) No restrictions.
- (vii) The fee charged for the issue of passports is considerably high at present, namely
  - 2,000: Finn marks for a passport with a validity of six months
  - 3,500: " " " " " " " " one year
  - 6,000: " " " " " " " " five years
- As regards the collective passport, the fee is 400: Finn marks per each person.
- (viii) The local police authorities issue a certificate which is required for the issue of the passport and which shows that there exist no objections to a persons leaving his or her home country. Personal attendance is required for obtaining the said certificate. It is possible to obtain the passport from the county Government also through the intermediaty of some authority, personal attendance being not needed in this case.

---

<sup>10/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

B. Visas

- (i) Exit visas are not required.
- (ii) The visa requirement has been abolished to a great extent.
- (iii) Transit visas are not required for an unbroken transit journey.
- (iv) Visas can be issued for a number of journeys, the validity generally depending upon the applicant's request.
- (v) The itinerary is not mentioned on the visa.
- (vi) The fees for visas are generally fixed on the basis of reciprocity. Visa fees are not posted at place of issue.
- (vii) The principle of reciprocity has been the determining factor.
- (viii) Finland has striven in the past and still strives towards as simple and time-saving visa formalities as possible for the promotion of tourism. There is no discrimination against those whose object in travelling is the conduct of commercial business.
- (ix) The Finnish authorities abroad are empowered to issue visas. Entrance and transit visas are generally issued immediately.
- (x) The Finnish diplomatic and consular authorities are empowered to grant visas to persons not domiciled in their area.
- (xi) Fingerprints are not required.
- (xii) Personal attendance is not required of an applicant to obtain a visa.
- (xiii) The number of documents in question is limited to the minimum.
- (xiv) The Finnish diplomatic and consular authorities are empowered to grant transit visas to all applicants. A foreign national who has received a transit visa, viz. a visa for travelling through Finland only, must leave the country within the time stated in the visa. If he is prevented from doing so, he can apply to the Alien Office of the Ministry of the Interior either direct or through the local authority to get the necessary extension. The period of stay mentioned in the visa begins from the date of arrival in Finland.
- (xv) Only one visa is required on a collective passport.
- (xvi) The procedure set forth in the recommendation is in use in Finland.

- (xvii) Finland has endeavoured to avoid materially altering the conditions under which visas may be obtained. These conditions are rendered more difficult in most extreme cases only.
- (xviii) In issuing the visa no supplementary fees are charged in addition to the official visa fee, which is fixed on the basis of reciprocity. Finland has endeavoured to abolish the visa fee to the extent that it has been possible.

C. Other documents

- (i) No information available.
- (ii) No information available.

II. Frontier Formalities

- (a) No defective practices discovered.
- (b) No defective practices discovered.

A. Police control

- (i) The procedure set forth in the recommendation is in use in Finland.
- (ii) The procedure set forth in the recommendation is in use in Finland.

B. Currency control and facilities for exchanging money

- (i) The traveller receives a certificate concerning the foreign financial instruments he has with him when entering Finland - bank notes, coins, cheques, postal money orders and circular letters of credit - entitling him to have them in his possession three months and to take them out of the country during the same period. The validity of the permission to hold the said financial instruments in one's possession and to take them out of the country can be extended on deliberation.

When the amount of Finnish money brought by the traveller exceeds the permissible amount of 20,000: - Finn marks, he must surrender the excess amount to the authorities against receipt. The latter amount is given back to the traveller when leaving the country or it is sent to him abroad. A foreigner, not resident in Finland, may, however, bring with him an unlimited amount of cheques and circular letters of credit denominated in Finn marks drawn on a Finnish bank by a foreign bank.

- (ii) The travellers can exchange their foreign currency into Finn marks in the exchange banks as well as in exchange agencies specially authorized for this purpose by the Bank of Finland. Most of the travel agencies and hotels have this authorization. Each exchange agency has a list showing the rates of exchange, which list is afforded full publicity, as well as an announcement to the effect that the exchange agency is not authorized to exchange Finn marks into foreign currency.

C. Customs inspection of luggage

- (i) In this paragraph the simplification of customs formalities is treated, and it is recommended that a uniform treatment should be adopted as regards goods which are not inspected at the customs as well as those which are inspected. In this connexion it is worthy of mention in the first place that at present the principle of sample test is applied in the inspection of travellers' baggage in Finland which is a considerably more time-saving procedure than the earlier one, according to which all the travellers and their baggage were inspected separately. It is hardly possible to go any further for the present. It is true that the Central Board of Customs has examined the possibility of a procedure by which even the sample test inspections could be discarded and all the travellers would, in general, be allowed to go through the customs without being inspected, whereas a thorough inspection of all the travellers arriving by a certain boat or airplane would be effected only occasionally. For the time being, it has, however, not been possible to make experiments with a like system. It must be remembered that the customs inspection is done partly also in the interest of the travellers themselves. The travellers have often with them objects which they intend to take with them when leaving the country, and in order to avoid difficulties when taking the objects out of the country they wish them to be deposited in the customs or the customs officials to register them in order to facilitate their export. Binoculars and cameras may be mentioned as examples of such objects. Such cases will continuously occur as long as the regulation of foreign exchange is maintained. Moreover, **thorough** inspections made from time to time would require

so great a customs personnel that in the present conditions at least there are hardly any possibilities of modifying the procedure of inspection.

- (ii) The present paragraph deals with the examination of the travellers' hand-baggage en route in order to shorten the delays at frontier stations. The wording of the paragraph would imply that only railway traffic is meant, as the word "stations" is mentioned. If this is the case, it would mean that in Finland there is in fact only one frontier station at present, i.e. Vainikkala, before which inspection could be carried out already in the train. It is quite feasible to imagine the inspection to be carried out in the train en route from Finland to the USSR, the customs officials would enter the train e.g. at Kouvola and examine the hand-baggage in the passenger carriages while the train is going. However, this system would be expensive, as the customs officials would be obliged to spend much time merely for travelling. This system is better suited for railway routes where there is much traffic, as the customs officials will then be able to inspect when travelling in both directions. The baggage proper, which is transported in the train conductor's carriage or in a baggage carriage can be examined already at the station where the baggage was loaded in the train. If this system were to succeed, the train ought to stop at small stations before the frontier one.
- (iii) This recommendation comprises three sub-paragraphs. In sub-paragraph (a) it is recommended that an examination of baggage should be effected also at inland customs stations. Such a procedure is possible in Finland, but at present it would be so inconvenient in practice that the aforementioned sample test inspection is far more practical. Theoretically speaking, such a procedure is quite feasible according to which e.g. the baggage of persons leaving Helsinki for Stockholm and travelling from Helsinki to Turku by train would be examined already at Helsinki. This procedure would prove very expensive, for it would require personnel partly at Helsinki, at Turku and partly perhaps also en route at the station at which the so-called ship express stops. This



concerns also the ship express from Tampere to Turku. Moreover, it must be borne in mind that an inspection of this kind would affect only a part of the travellers as a number of them arrive at Turku also by other means of transport. Inspection at Turku could therefore by no means be dispensed with.

Paragraph (b) of the third recommendation contains a presupposition about joint customs stations being created at frontiers, in which case the customs authorities of the country of destination would be able to carry out inspections together with the authorities of the country of despatch. One examination could be dispensed with in this way. Where there is a land frontier between countries, joint customs stations may be very practical. In fact, there are rather many such stations at the frontiers between countries in Europe, although it is probable that also there two inspections are carried out in such a way that each country has its own room for inspection purposes in the same building. As for Finland, Vainikkala would probably be the only place where a joint customs station could be maintained at the frontier for the needs of railway traffic. If road traffic is also taken into consideration, it would not be unpractical to create joint customs stations also at the frontier between Finland and its neighbouring countries, Sweden, Norway, and the USSR.

As regards the baggage passing in transit mentioned in paragraph (c) of the third recommendation, it is sufficient to mention that goods passing in transit are not examined in Finland but are kept under customs custody. However, if a transit journey is interrupted so that the baggage is given freely into the traveller's possession, a sample test inspection explained above is carried out.

- (iv) Finally, as regards the advising of travellers concerning the customs procedure, it is worth noticing that both pamphlets and posters containing advice and information have been used in Finland.



Federal Republic of Germany

1. As a classic land of travel the Federal Republic of Germany has always taken a particular interest in the promotion and development of tourist traffic. In doing so she has been activated by the conviction that tourist traffic is a powerful means of stimulating economic activity. The hotel and transport industries, which bear the brunt of the tourist traffic, provide a considerable amount of work for other industries also.

The collapse of Germany in 1945 completely froze tourist traffic. Transport and lines of communication had been shattered, hotels and restaurants had been destroyed, alienated from their purpose to accommodate the occupation authorities or refugees, or were unavailable for other reasons. The Currency Reform of 1948 marked the beginning of their reconstruction. After the formation of the Federal Government in the autumn of 1949 began the systematic revival of tourist traffic by the Federal Government, the Laender Governments, and the tourist traffic organizations, which were resuming their activities.

Thus the Federal Republic considered the reconstruction of hotels, particularly those catering primarily for the foreign tourist, an important task and made appropriate funds available. An appreciable contribution to this task of reconstruction was also made by the allocation of counterpart funds from United States \$ aid. As early as 1950, at the time of the Oberammergau Festival, a considerable amount of restoration and reconstruction work had already been done to hotels, particularly in Munich and in the vicinity of Oberammergau. The result was that it was possible for the foreign tourists, who flocked to Oberammergau in strength, to be accommodated in a manner which was, in the main, in accordance with the international standards prevailing at that time. The impression they gathered then resulted in foreign tourists' revisiting the Federal Republic in increasing numbers.

Through the OEEC, the IUOTO, and the travel agencies, the Federal Republic was able to resume her connexions with international tourist traffic. Using financial resources provided by the Federal Ministry of Transport, which instituted a section responsible for the promotion of tourist traffic, information and publicity offices of the Central Office for German Tourist Traffic, - the Institute entrusted with the practical side of tourist publicity - were set up

abroad. Tourist traffic in the Federal Republic is not "carried out", but "promoted" by the State. The economic sanction of the enterpriser in the tourist traffic is determined by the principle of free market economy, whilst the participation of the traveller (the "consumer" in the tourist trade) rests on free and individual decision.

2. The total figures for tourist traffic (v. para 5) have exceeded the pre-war level, even though the index figures show that this increase could not, for instance, keep pace with the increase in industrial production. Of the total tourist traffic in the Federal Republic, approximately 90 per cent is accounted for by the German travellers and approximately 10 per cent by foreign travellers (approximately the pre-1939 figure). The foreign tourist traffic (invisible exports) accounts for approximately 1/25th of the Federal Republic's total export earnings, a figure which exceeds in value important export industries. In the balance of payments for 1955, it fully covers the foreign currency expenditure incurred by Germans travelling abroad (invisible imports). According to the figures for overnight stops, 40 per cent of Germany's tourist traffic is carried on in spas and health resorts. The rise in the standard of living, the increase in the incomes of the masses, the growing use of cars, the improvement of transport and lines of communication, the removal of obstacles to travel (liberalization) in the sphere of foreign currency, of passport, visa, and frontier formalities, the new style of life (increasing introduction of the five day week - "long weekend"), and travel publicity, lead to expectations of a continued increase in tourist traffic.

3. Tourist traffic facilities in the Federal Republic have fully regained the international standard:

(a) Means of transport:

The German Federal Railways have overcome the consequences of the war. Rolling stock (including sleeping and restaurant cars), the arrangement of time-tables and the adherence to them meet stringent requirements, the process of electrification is being continued, a network of express services has been completed, and station and railway installations have been restored. Travel agencies convey passengers to their destination in carriages fitted with modern

couchettes. There are special reduced fares for tourist traffic. The road network in the Federal Republic is very close knit, roads and Autobahnen are continually being renovated and extended, motorization (motorcycles, mo-peds, cars, and omnibuses) is increasing by leaps and bounds; coaches providing regular and occasional services (the German Federal Railways, the Touring Association, the Federal Bundespost, municipal and private enterprises) as well as cars for hire are available in adequate numbers. Comprehensive efforts are being devoted to the problem of safety on the road and at level crossings, and to the elimination of noise.

Sea traffic is in process of reconstruction:

In the early stages, in particular, combined cargo and passenger vessels were put into service. Rivers and lakes are served by countless tourist steamers (e.g. one company, whose vessels travel up and down the Rhine, has a fleet that accommodate 45,000 passengers daily), and new ferries have been built. The Federal Government once more plays a part in international air traffic: since 1955, Lufthansa and some charter companies have also been able to resume their activities.

The number of mountain railways, chair-lifts etc. has grown appreciably.

(b) Hotels and Restaurants:

Germany is well known as a country with high gastronomic standards. In order to start up tourist traffic, the tourist industry was granted a certain measure of state aid, particularly credits from ERP funds. In the allocation of such credits, accommodation establishments considered eligible to deal with foreign tourist traffic, thus earning foreign currency, received preferential treatment. It is estimated that credits to the total of 50 million DM were allocated, as against 450 million DM which were provided by the enterprises themselves. The credit requirements of the hotel and restaurant industry are still very high.

There are available at present for tourist traffic:

500,000 beds in hotels and boarding-houses,  
170,000 beds permanently available in private houses,  
47,000 beds in Youth Hostels.

Particular stress is being laid on the extension, rationalization and modernization of these concerns. In view of the high degree of investment which has been necessary and of the heavy burden of taxation, the turnover of these concerns is - despite the increase in average booking figures - not yet generally satisfactory. By international standards the price structure is favourable.

(c) In the Federal Republic a large number of events designed to increase the tourist traffic are arranged both in and out of season (Bayreuth Festival, the Würzburg Mozart Festival, Munich Summer Festival, sport fixtures, international festival weeks and congresses, festivals of folk-song and dancing festivals, carnivals, the Munich October Festival etc.)

(d) Auxiliary agencies

(Travel agencies, information offices, interpreters, etc.) are available everywhere.

4. The liberalization of the tourist traffic:

(a) "The freedom to travel" which exists in the Federal Republic is enjoyed by foreign and German travellers equally. Foreign travellers coming from countries with which the Federal Republic maintains diplomatic relations no longer need visas. Similarly, Germans can travel unrestrictedly to and from almost all countries without the official sanction of a visa. In 1955, 1.5 million passports were issued. The Federal Republic has decided to abolish the obligation of possessing a passport. The necessary agreements with neighbouring States are in process of negotiation. The obligation for drivers of private cars entering the Federal Republic to hold a triptych has been lifted and in its place there is now in use a clearing document which can be obtained cheaply abroad and at the frontier.

(b) Currency regulations for travellers have been de facto liberalized. Germans can take with them across the frontier on every journey abroad 1,500 DM in German or foreign tender, or can have the equivalent amount transferred abroad for their use without further formalities. Permission to take larger amounts may be granted. The number of journeys which any individual may take abroad is unrestricted. There is no restriction on the amount of currency which may be brought in and taken out by foreigners. (The export of a sum in excess of DM 1,500 is subject to substantiation and approval).

5. Statistics on the development of the tourist traffic:

Among other things, it can be seen from these statistics that the percentage of the increase in foreign tourist traffic is significantly higher than that of the total tourist traffic. The effect of this is also seen in foreign currency earnings, in particular dollar earnings. On the basis of the results achieved up to the year 1950 further increases are expected, both in outgoing and internal tourist traffic, though it is admitted that the rate of growth will decrease.

Tourist registrations and overnight stops in the Federal Republic  
of Germany and foreign currency earnings  
from 1950 to 1955

Tourist Registrations		Tourist overnight stops		Foreign currency earnings	
Year	Total	Total	German guests	Foreign guests	(excluding earnings from transportation, DM)
1950	11 210 454	36 892 524	34 524 032	2 280 214	180 000 000
1951	14 258 986	47 314 000	43 791 617	3 353 768	228 933 877
1952	16 091 001	54 526 452	49 880 591	4 376 186	430 398 317
1953	18 773 502	64 716 079	58 884 022	5 422 609	510 054 109
1954	20 196 508	70 403 632	63 478 611	6 496 591	713 408 500
1955	22 531 200	80 209 100	72 562 600	7 646 500	951 874 759*

\* and in addition approximately 70 million DM in earnings from transportation.

The following comments are offered with regard to the  
individual items in Resolution 563 (XIX):

1. (a) The Federal Government is fully aware of the beneficial effects of the national and international tourist traffic on the German economy. But it sets no less importance to the effects which tourist traffic has in the fields of culture and education, of understanding between peoples, of participation of all strata of people in the wealth and beauty of this world, and consequently its effects on social contentment, joie de vivre, preservation of working capacity, and the working productivity of the individual and the whole economy. It therefore regards the promotion of tourist traffic as a social task in the wider sense which, in present-day society, is of particular importance. Tourist traffic will continue

to be dealt with by the Federal Republic in the light of these comprehensive points of view and furthered by suitable measures.

(b) Official and private tourist traffic facilities are subjected to constant examination, and new suggestions are continually being made with a view to perfection and appropriate expansion. Special attention is being devoted to the development of tourist traffic facilities in the area along the Iron Curtain (the frontier between the Federal Republic and the Soviet Zone of Germany and between the Federal Republic and the satellite States, and also to those areas with a weak economic structure). In general, private enterprise remains predominant.

(c) Those offices of the Federation of the Laender and of the municipalities which are concerned with the promotion of tourist traffic work constantly in close collaboration with each other and with the private or semi-official non-profit making associations, as well as with those associations within the tourist industry which are run by private enterprise. The financing of tourist traffic associations at Local, Land and Federation level, depends for the most part on public funds. Thus, for instance, the Central Office for German Tourist Traffic, which is responsible for practical tourist publicity abroad, and maintains thirteen offices in foreign countries, is financed by the Federal Republic to the extent of 99 per cent. (92.5 per cent of this coming from the Federal Ministry of Transport). The Association of German Travel Organizations and the Association of German Spas have received considerable sums for publicity purposes. The co-ordination of all measures designed to further tourist traffic (tourist traffic policy and propaganda) is the responsibility of the Federal Ministry of Transport.

(d) The Federal Republic applies no restrictive formalities in respect of entry and exit of nationals of those States with which she maintains diplomatic relations, and she will continue to strive, through the appropriate international organs, to free the tourist traffic from all hindrances such as passport, visa, customs, currency and triptych formalities, and will seek to participate in appropriate agreements in order to establish a completely free tourist market.

In this connexion, attention may also be called to the agreement on the reduction of customs duties for tourist traffic, to the supplementary protocol on the importation of prospectuses and publicity material for the tourist traffic,



and to the customs agreement on the temporary importation of private vehicles; the Federal Republic is a party to all three.

In the agreement on the reduction of customs duties for tourist traffic, each signatory State binds itself to admit luggage accompanying tourists free of import duty on a temporary basis. The articles to be considered as luggage are, for instance, personal jewellery, cameras with five rolls of film, one pair of binoculars, one portable typewriter, sports equipment, limited quantities of tobacco, and other similar articles. The German customs law already provides, in Section 69, paragraph 1, item 25, for the exemption from customs duties of luggage and travelling requisites.

(e) Any exchange of technical advice between the countries concerned in the international tourist traffic is welcomed. The Federal Republic and the German Tourist Traffic Organizations are already taking part in the appropriate activities of OEEC, IUOTO, ETC, ECE, the Council of Europe, the Association of International Tourist Traffic Experts, the Interparliamentary Tourist Union etc. Educational trips to the Federal Republic are continually being organized for professional people from abroad.

International co-operation is also cultivated by those associations representing such interests as the German hotel industry, the travel agencies, spas, and health resorts, and those engaged in the scientific study of tourist traffic. In the Federal Republic there are two Research Institutes for Tourist Traffic now active: they are the Universities of Munich and Frankfurt (Main).

2. Amongst the constructive measures designed to promote tourist traffic we may consider the following which should continually be improved and brought as near to perfection as possible, both on international and national levels:

(a) Effective co-ordination of measures designed to promote tourist traffic, within the province of the State and with and between the self-administrative organizations of the tourist traffic (tourist traffic associations) as well as the elimination of disruption and overlapping within such organizations. To this end: the creation of suitable legislative foundations by the Parliaments and of the necessary administrative requirements by the national executive bodies (advisory and supervisory offices within the organs of government), and municipal administrations.

(b) Continual checking of the tourist traffic facilities available, and their adaptation to developments (measures to facilitate credit and to reduce rates of interest, as well as alleviation of taxation on the tourist industry).

(c) Awakening the comprehension of the general public and official circles of the importance and the requirement of tourist traffic.

(d) The alignment of means of transport to suit the special demands of the tourist traffic (construction and efficient running, comfort, time-table, tariffs, auxiliary and other services).

(e) The education of public opinion as regards the utilization of opportunities offered by the tourist traffic (recreation, education, convalescence etc.).

(f) The regulation of school and industrial holidays, designed to lead to a proper distribution of tourist traffic over the months from May to October. This is intended to achieve more rational exploitation of tourist traffic facilities and improved treatment for the tourists themselves. Discussion at international level of the necessary measures would be laudable.

(g) Extension of social touring (cheap travel) and of all those facilities serving to further its development, in particular of travel saving-schemes. The organizations set up to develop social tours in the Federal Republic, that is to say, the GESOREI, Frankfurt/Main, and the German Holidays Association, Ltd., Düsseldorf, have, unfortunately, not yet achieved the extension of their activities and the popularity which would be desirable. This may, in part, be due to the fact that the development of travel agencies in the Federal Republic has been very pronounced, so that they are able to offer inexpensive all-in holidays and conducted tours. Efforts continue to extend and expand social tours.

(h) Limited concessions, by means of income tax legislation in respect of expenses which can be shown to have been incurred in the course of a stay at a spa or a health resort, primarily when such journeys are undertaken before or after the season, after having been saved for through a travel savings scheme. Health care on an individual basis will preserve the working capacity of the individual longer, raise the productivity of the national economy, and relieve the burden on the social budget, but, at the same time, the possibility of income tax relief



serves as a general stimulus to travel and thus brings about an extension of tourist traffic during off-season periods.

(i) Intensification of national and international tourist traffic publicity. To this end: the allocation of sufficient public funds and contribution from the industrial circles interested. Improvement and rationalization of publicity and method; market research, joint international publicity campaigns.

(j) Extension of camping facilities, youth hostels, hikers' and cyclists' paths, as well as the setting up of natural reserves and parks.

(k) The removal of hindrances to travel still remaining in the sphere of currency allocation (here a complete international liberalization is aimed at), of passport and visa formalities (it is intended to dispense with them completely), of customs inspections and frontier formalities, reduction of fees for the issue of travel documents (issue of passports visa fees where applicable, triptychs, international driving licences, etc.), and the scaling down of the landing fees at airfields and seaports.

(l) Raising of the duty-free limits in respect of travel requisites and gifts (souvenirs).

(m) Extension of research into the problems of the tourist traffic and of schemes for the further education of trainees employed in the tourist trade by means of technical schools, educational trips, and the exchange of hotel and travel agency personnel, etc.;

Norway's suggestion that the international exchange of tourist traffic experts be intensified is adopted. As far as the tourist traffic organizations in the Federal Republic are concerned, a great deal has already been done in this field. Representatives of foreign travel agencies have been repeatedly conducted through the Federal Republic as guests, in particular of the Federal German Railways, of the German hotel industry and of the Central Office for German Tourist Traffic. On these trips they have been shown towns of interest, health resorts, and spas. Keen efforts are always being made to make the stay of foreign guests as pleasant as possible. The hotel industry for example is at pains to place at the disposal of the public well-trained personnel with a knowledge of foreign languages. The training of this personnel is undertaken with energy and zeal by the hotel industry supported by subsidies from public funds.

Ad 3: In the Federal Republic, attention is continually paid to the problem of the improvement and standardization of tourist traffic statistics for the purposes of compiling a fuller record of tourist traffic, as well as to the improvement and standardization of regulations concerning police registration of tourists.

Representatives of the Federal Departments and the Federal Statistics Office participate in the work of the Technical Committee for Tourist Traffic Statistics of the OEEC in Paris.

Ad 4: In addition to the Sections concerned with tourist traffic set up in the Federal Ministry of Transport, the Ministry of Economics and the Laender Governments, there is a large number of private organizations in the Federal Republic catering for tourist traffic (promotion and cultivation of tourist traffic) and for the tourist traffic industry:

(a) Leading non-profit making organizations:

1. League of German Transport Associations (registered society). The central organization of nineteen Land transport associations, it unites within one organization approximately 3,000 tourist traffic resorts;

2. Central Office for German Tourist Traffic (registered society) which is responsible for publicizing international tourist traffic; it maintains thirteen offices abroad;

3. GESOREI and the German Holidays Association, Ltd., both institutions are charged with the promotion of social tours (cheap holidays) and the organization of holiday saving-schemes;

(b) Leading industrial organizations:

1. Association of German Spas (registered society), the central organization of German spas and climatic health resorts. (Departments: spa industry, spa physicians, balneology);

2. The Association of German Hotels and Restaurants (registered society), the central organization representing the hotel and restaurant industry;

3. The Federation of German Travel Agencies (registered society), the central organization of German travel agencies.

By means of financial support from the municipalities, the Land governments and the Federal Government (Federal Ministry of Transport), the non-profit making

associations are enabled to carry out their work of promoting tourist traffic, especially by publicity campaigns. Efforts continue to bring about an increase in public subsidies in accordance with the increasing importance of the tourist traffic in respect of industry, balance of payments, health, and national policy.

### Guatemala

In order to facilitate the migration of Guatemalans and aliens and to establish proper control over matters related thereto, pending a complete revision of the Migration Laws, the Migration Regulations issued on 1 August 1947 were amended by an agreement of 10 December 1954.

The following are some of the main changes:

The initial period within which Guatemalan passports issued by the Migration Department or by Guatemalan Consulates must be used is extended to thirty days. The same period of validity is fixed for visas for subsequent journeys, after the original issue of the passport, and for aliens' exit visas. As a consequence, better facilities are now available for Guatemalan and alien travellers, since formerly visas had to be used within fifteen days.

Under Decree No. 421, article 1, all Guatemalan passports issued on or after 4 October 1955 are valid for five years instead of two years as previously.

Any alien entering the country with an exit and re-entry visa valid for one year may have it extended for a further year. Guatemalan Consulates may, without prior consultation, issue re-entry visas to resident aliens who have been absent from Guatemala for less than two years. A re-entry visa may also be issued to an alien who is in the country with a temporary permit, but its period of validity must not extend beyond fifteen days at least before his temporary residence permit expires.

Under the Agreement of 1 December 1954 between the Governments of Guatemala and the United States, the Migration Department may issue one-year visas, free of tax, which allow Guatemalan nationals, United States citizens, and aliens legally domiciled in Guatemala to travel between the two countries. Under the same

Agreement, Guatemalan Consulates in the United States may grant similar visas to Guatemalans, United States citizens and aliens resident in the United States.

### Tourism

Under Decree No. 861, article 30, of the Congress of the Republic of Guatemala, a tourist means any alien entering the country as a transient solely for purposes of recreation or in order to acquire a knowledge of the country, and who is consequently debarred from accepting any gainful or paid employment during his stay or from settling in the country.

The only document a tourist needs to enter the country is either a card identifying him as such (special tourist card) issued by Guatemalan diplomatic or consular authorities or by authorized transport agencies, or else an ordinary passport with a tourist visa.

Formerly, a tourist card entitled the holder to stay in Guatemala for ninety days from the date of entry and was renewable for the same period on application to the Migration Department. Now, it is valid for six months, and may be extended for a further six months.

The renewal fee for tourist cards is 2 quetzals (Q.2.00), but under Decree No. 421 of 30 September 1955, article 3, last part, the Minister for Foreign Affairs may reduce or waive tourist card fees in respect of nationals of countries granting the same treatment to Guatemalans.

To help tourists, Guatemalan Consulates have been authorized to send special tourist cards by mail to United States and Canadian citizens for signature, and to do so as quickly and as conveniently as possible. Transport companies have been authorized to acquire and distribute tourist cards which can be issued, under their responsibility, not only by their own offices, but also by travel agencies in the United States and Canada to tourists of United States or Canadian nationality.

Once he has presented himself to the immigration authorities at his point of entry into the country an alien holding a tourist card is not required to report to any other authority. In order that an alien entering the country with a tourist visa on an ordinary passport may enjoy similar facilities to the holder of a tourist card, Guatemalan Consulates have been authorized to attach a note to such

visas to the effect that the holder may leave the country within a period of thirty days from the date of expiry of his authorized stay, without having to report to the police authorities.

India

(Development of International Travel)

(a) The Government of India are constantly engaged in the development and promotion of tourism. Increase in tourist arrivals besides furthering mutual understanding and good-will affords substantial economic benefits to the country. The influx of foreign tourists during the last five years has been quite encouraging. The money spent by them in this country provided an appreciable sum of foreign exchange as shown below:

	<u>Year</u>		<u>Tourist spendings</u>	
(1)	1952	...	Rs. 2.5 crores	
(2)	1953	...	Rs. 2.7	"
(3)	1954	...	Rs. 3.6	"
(4)	1955	...	Rs. 1.8	" (six months only from January to June 1955)

(b) The problem of providing suitable accommodation to tourists has been receiving special attention. In all large cities in India, particularly in Bombay, Delhi, Calcutta, and Madras, there are a number of Western Style Hotels. A large number of the rooms in these hotels are now air-conditioned and have other modern amenities. In some States, hotel rates are controlled. The question of classifying hotels and fixing the rates on a uniform basis has now been taken up by the Government of India. It is also proposed that hotels should have separate tariffs for bed and board in addition to the present system of fixed rates for full board and lodging. It is further proposed that hotels should introduce more and more Indian entertainment in their floor shows in order to give an Indian flavour, though Western artists also will be engaged from time to time.

Regarding transport facilities, on mail trains air-conditioned coaches are provided on most of the important trains such as those between Bombay-Delhi, Delhi-Calcutta, Delhi-Madras and Bombay-Calcutta. Well-furnished tourist cars and saloons are available at moderate rates. Limousines are available for hire at Bombay and Delhi for the use of tourists who may not like to use regular taxis. Most of the important tourist centres in India are now connected by air.

(c) The representatives of the State Governments are being associated with the activities connected with the development of tourism in this country. It was decided at the conference of the State Government Representatives held in New Delhi in December 1954 to develop some selected tourist centres all over the country. The Planning Commission has been approached to allot funds from the Five-Year Plan for the development of tourist industry in India.

The Transport Ministry of the Government of India is responsible for granting of recognition to Travel Agents and Shikar (hunting) Agents. These Agents are expected to help the Government in their tourist promotion activities by giving active assistance to tourists in the field of land, air and sea bookings, local transportation, provision of good guides and in looking after foreign tourists who are specially interested in Shikar. By the grant of such Government recognition Travel Agents are allowed commission on rail tickets. In order to better organize the industry, the Travel Agents have formed an All-India Association of their own.

(d) The following customs relaxations have been announced by the Government of India. These came into effect on 15 July 1955.

(1) The baggage declaration form for passengers arriving by air has been abolished.

(2) Placards giving summaries of the baggage rules will be available at the Customs counters for the convenience of passengers to acquaint them with rules and regulations in order to enable them to declare their baggage orally. In case of dutiable articles or for any unaccompanied baggage that will follow later, a written declaration will however be necessary.

(3) Customs officers at ports of entry have been vested with authority to pass bona fide jewellery up to a value of Rs. 10,000/- provided they are

satisfied that the possession of such jewellery is warranted by the status of the passenger.

The Government of India have accepted the international definition of the term "tourist" but only in so far as it concerns customs formalities.

The question of elimination of visas for tourists or alternatively to eliminate visas altogether in respect of certain countries on a reciprocal basis has been examined in detail in 1955 but it has not been found possible to adopt this. Steps have, however, been taken to further expedite the issue of TOURIST and short-term business visas by the Indian Missions abroad. Action has also been taken to ensure speedy completion of governmental formalities at the ports of entry and exit.

(e) At present tourist posters and folders are being sent to the Government of India Tourist Offices for distribution and also to various travel agents and hoteliers in foreign countries. There is, however, no regular exchange of technical advice between this country and those possessing well-developed tourist programmes. However, in 1953 a senior official of the Ministry of Transport was sent to European countries to acquire technical training in the field of tourism under the UNTAA scheme. There is also a proposal to engage a foreign expert to prepare a scheme for the establishment of a hotel training school in India.



Iran

(1) Foreign nationals wishing to visit Iran as tourists are required to obtain a temporary visa valid for not more than three months, in accordance with the laws and regulations in force.

(2) The Iranian Consular Authorities are required to inform the Ministry of Foreign Affairs and the relevant services of any case of tourists travelling in groups so that they may be given every possible assistance and facilities in crossing the frontier and complying with any other formalities.

(3) On 16 November 1955, the Council of Ministers, in accordance with the recommendations of the Tourist Council, and with the approval of the Ministry of the Interior, adopted a decree to facilitate tourist travel which abolishes the regulation by which tourists were required to produce, on departure, a tax exemption certificate and a certificate from the Foreign Exchange Administration.



Italy  
(Passports and Frontier Formalities)

I. Documents<sup>11/</sup>

A. Passports

(i) In accordance with the existing Italian laws, the document required for expatriation is the passport.

It is therefore impossible to abolish it.

On the other hand, the Committee for Tourism of OECE is examining the possibility of substituting to the passport, as a temporary pass for traveling in adjacent countries, an equivalent document such as a "laissez-passer".

An agreement has already been reached along these lines with France, enabling Italian and French tourists to enter the territory of the two States and there to remain for a period not exceeding 15 days from the day of entry, upon exhibition of a laissez-passer and of a valid card of identity or other equivalent document, or of a passport expired since less than 5 years.

(ii) The matter of uniformizing passports has already been examined by the European Council, of which Italy is a member.

We recall resolution (52) 39 of the Committee of Ministers of said Council, in which it is recommended that the Member Nations adopt a type of passport conforming to that which was established by the Geneva Conference of 1926.

The new model must be approved by the new law on passports, currently being examined by the Chambers.

(iii) This Administration has no knowledge of the "international traveler's card".

The document foreseen as a substitute to the passport is the "laissez-passer" mentioned in paragraph 1.

(iv) Collective passports are issued for religious, cultural, touristic, sporting or other reasons foreseen by international agreements.

They are issued to groups of no less than five and no more than fifty people: such groups must have a leader furnished with an individual passport.

---

<sup>11/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

The tax for each person listed in the collective passport is equal to the tax established for the issuance of individual passports. (1,000 liras, with validity not exceeding six months).

Reciprocal agreements obtain at present, for the issuance of collective passports, with France, Belgium, Switzerland, Liechtenstein, Austria, Germany and Turkey.

(v) At the present time passports are valid for one year, and can be renewed, each time they expire, for an equal length of time.

The new draft of the law on passports foresees the validity of the document as lasting five years, and allows only one renewal, for an equal length of time.

(vi) In principle, passports are only valid for the countries specifically listed in them.

Whenever possible, they are issued for all member Nations of the European Council, in accordance with the resolution of the Committee of Ministers of said Council, as mentioned in paragraph 2.

(vii) The tax for each passport is of 2,000 liras per year, and of 1,000 liras for six months or a fraction thereof.

The tax for renewal is exacted in the same measure.

The draft of the new law on passports foresees a tax of 5,000 liras for five years, and of 1,000 liras for a period not exceeding one year.

(viii) Formalities for the granting of passports have been simplified as much as possible following the new rules concerning the documents to be submitted to the State Administration. (Decree of the Head of the State of 20/10/1954 n.1035, part.1).

The Police Offices of the Province in which the applicant resides are authorized to issue him a passport.

## B. Visas

(i) Agreed.

(ii) Agreed.

(iii) Agreed.

(iv) Agreed, provided the validity of the traveling document coincides with the duration of the visa.

- (viii) Agreed.
- (xiii) Agreed.
- (xiv) Agreed, provided that the interested parties prove that they are in possession of an entry visa for the country they intend to visit.
- (xv) Already in practice.
- (xvi) By and large, already in practice.
- (xvii) Agreed.

## II. Frontier Formalities

(a) Police formalities at the frontiers have been considerably simplified. Agreements were reached with neighbouring States, in accordance with the aims of the Geneva Conference of 10 January 1952, concerning the facilitation of transit at railway passes.

Special agreements obtain for the international stations of Ventimiglia and Modane on the French-Italian frontiers, and of Domodossola, Luino and Chiasso on the Swiss-Italian frontier, whereas a special "modus vivendi" has been established with the Austrian Republic for the stations of Brenner, S. Candido and Tarvisio.

Police control on the principal international trains is effected, by the Italians, while the train is traveling.

Other trains are checked in the frontier stations, in the order established by the above-mentioned Convention of 10 January 1952.

Police control at maritime frontiers has also been considerably simplified. Passport checking is started before the ships dock, or during the crossing - in the case of large passenger liners - by the security personnel that, upon request of the shipping company, is sent to Barcellona, Gibraltar or Cannes to meet the ships and return with them to the port of destination.

(b) Personnel attached to the frontier security police offices, which are permanently open, is sufficient to ensure the necessary services at all hours.

A. Police Control

- (i) Passport control, both at entry and exit, is effected in Italy with the utmost speed.
- (ii) Passports are checked in the presence of the holder, without removing the document.

Model of Visa Proposed by ICAO

The Italian Government have no objection to the extension of the model of visa adopted by ICAO to any international travel with whatsoever means of transportation.

Japan

Since the end of the World War II, Japan has been endeavouring for the rehabilitation of her tourist industry. What was most urgently needed at the first stage of rehabilitation of her tourist industry was the reconstruction and improvement of hotels, transportation and other tourist facilities. In August 1947, Japan's international trade was reopened, and several hotels in major cities were opened for foreign buyers visiting this country.

Since then the Japanese Government has been making every effort to promote tourist industry and obtained remarkable results.

In February, 1956, the Tourist Industry Special Committee was established in the frame of the Liberal and Democratic Party which is the present Government party of this country. The Committee has lately formed the definite and fundamental policy and programme for the improvement of tourist industry of Japan.

The Council of Ministers, too, has lately decided, under the proposal and advice of the Tourist Industry Council, the fundamental principles for the promotion of Japan's tourist industry, and the Government is to draft in accordance with this decision and carry out a five-year plan for the promotion of Japan's tourist industry on the basis of careful analysis on present conditions in its respective facet; such as tourist resources, services, accommodation, recreation and transportation facilities, highways, overseas

...we...submit to the Secretary-General of the United Nations our report on the development of Japan's tourist industry as mentioned below:

(a) It is obvious that the international tourism in Japan is to publicize and introduce our scenic beauty, cultural production, etc. to traveling public of foreign countries and to induce them to our country; so that Japan could promote the improvement of the balance of international payment and of relationship between Japan and foreign countries.

Deeply considering the above circumstances, the Japanese Government is and has been promoting the development of international tourist industry through pre- and post-war days, in order to contribute to prosperity of local economy and culture, too.

As the improvement of tourist facilities available for foreign visitors to this country is progressed, the number of foreign visitors has increased year by year since the foreign traders were permitted to enter this country in August 1947 and in 1955 total number of foreign visitors was 102,450 including 43,918 shore-excursionists.

The tourist receipts of Japan has also annually increased and in comparison with the pre-war peak of 31 million dollars in 1939 the estimated expenditures of foreign visitors in this country in 1955 showed a 45 per cent increase. This amount totaled to 45 million dollars which had accounted for 2.3 per cent of 2,010 million dollars of the total exports in the same year.

It is worthy of special mention that the total tourist receipt in 1955 stood the seventh on the list of value of main exported items, following cotton tissues, iron and steel materials, staple fiber tissues, fishery products, vessels, artificial silk tissues, and remarkably contributed toward the betterment of international balance of payments of this country.

The number of foreign visitors, their estimated expenditures and amount of exports classified by year may be listed as follows:

Number of Foreign Visitors, Their Estimated Expenditure  
and Amount of Exports Classified by Year

Year	No. of Visitors (thousand)			Expenditure (million U.S. dollars) A	Exports (million U.S. dollars) B	A/B %
	Sojour- ners	Shore Excur- sionists	Total			
1916	20			14	563	2.5
1917	28			18	810	2.3
1918	30			19	987	1.9
1919	29			25	1,061	2.3
1920	32			27	966	2.8
1921	25			18	601	3.0
1922	29			29	784	3.7
1923	23			18	706	2.5
1924	27			20	759	2.7
1925	24			19	940	2.0
1926	25			22	959	2.3
1927	26			24	944	2.5
1928	30			25	917	2.7
1929	35			27	941	2.8
1930	34			25	725	3.5
1931	27			21	515	4.1
1932	21			16	406	4.0
1933	26			18	470	3.7
1934	35			26	641	4.1
1935	43			27	706	3.8
1936	43			31	781	4.0
1937	40					
1938	28					
1939	37					
1940	43					
1947	1	0	1	1	174	0.4
1948	2	5	6	3	258	1.3
1949	8	7	15	8	510	1.5
1950	11	11	21	10	820	1.2
1951	20	36	56	15	1,355	1.1
1952	36	36	72	28	1,273	2.2
1953	41	35	75	33	1,275	2.6
1954	48	39	87	38	1,629	2.4
1955	59	44	102	45	2,010	2.3

(b) Deficiencies in our tourist facilities have been inadequacy of our roads which are paved only up to 15.6 per cent of the total length of state highways, shortage of hotel space especially in tourist seasons and unsatisfactory transportation facilities in the main routes. To give proper improvement to those problems, necessary procedures have been taken as mentioned below;

(1) Road

- (a) The Road Law was revised in 1952 and category of roads was widened to come under direct national administration, and a clear definition was given to ratio of apportionments of expenditure for improvement of roads which is commonly charged by the national and local governments.
- (b) An interim law has been in force for improvement and construction of toll-road, and
- (c) For acquiring economic resource for improvement of roads, another interim law has been enforced since 1954 to end in 1958, by which tax levied on consumption of gasoline is being earmarked for betterment of roads.

(2) Hotel

- (a) The Law for Improvement of International Tourist Hotel Facilities has been enacted since 1949 for giving assistance to hotels by alleviating corporation tax, real estate tax, etc.
- (b) The Tourist Industry Bureau of Ministry of Transportation has been taking a mediate role to help hotels raise loans from banks and finance corporations for improvement of their buildings and equipments.
- (c) The Tourist Industry Bureau has also been rendering technical assistance for those who plan to remodel or construct a hotel.

(3) Transportation

- (a) Oceanic passenger liners (b) Passenger ships for coastal and inland waterways (c) Ports (d) Air liners (e) Air Ports (f) Railways (g) Hiring Cars (h) Motor Coaches.



Necessity to improve these facilities has been highly acknowledged and steps have been taken to bring these items to higher level and better efficiency. A favourable result is expected in the near future, although economic barriers remain yet unabated for some of them.

(c) With the initiative of the National Diet, considering the important role of tourist industry in this country, the then Tourist Industry Division in the Ministry of Transportation has been enlarged, strengthened and developed into the Tourist Industry Bureau as from 10 August 1955. This Bureau has been making more effort than in the past to improve and promote Japan's tourist industry and, at the same time, to contribute toward the ever-increasing prosperity of the world tourism.

The Tourist Industry Bureau functions as the central administrative agency relating to tourism and is in charge of:

- (1) Guidance in and furtherance of the improvement of tourist facilities;
- (2) Planning, guidance and supervision of overseas tourist publicity;
- (3) Guidance in and promotion of betterment and repletion of service to foreign visitors; and
- (4) Planning and conducting of investigation and statistics compilation relating to tourist industry.

In the past ten years, meanwhile, the number of foreign visitors to Japan has increased year by year; especially various kinds of international conferences, exhibitions and other gatherings have recently been held in this country while, on the other hand, the favourable turn of the international situation promises the greater progress of international tourism in and around Japan. At this juncture it has become urgently necessary for the further promotion of the international tourist industry of Japan to reorganize and strengthen the non-governmental organizations directly relating to the international tourist industry, the problem in question was studied by the authorities and other organizations concerned, being led by the then Tourist Industry Division.

To meet the demand of establishing a more powerful organization centralizing tourist promotional exertion on the part of those concerned to the highest efficiency, the Japan Tourist Association (KOKUSAI KANKO KYOKAI) was established on 1 June 1955, taking over the business concerning international tourism of the organizations concerned.

This non-commercial Association is maintained by the donor members such as the Japanese National Railways, the Japan Travel Bureau, the Tokyo Metropolitan Government and other prefectural governments, city offices, land, sea and air transportation concerns, etc.

The Japanese Government also grants annual subsidies to the said Association under the provisions of the "Law for Aids to International Tourist Industry" which was enacted in December, 1949 and has its objects to grant annual subsidies to the private travel organizations carrying out overseas tourist publicity and those engaged in improving facilities available for tourists from abroad.

The subsidies granted to the Association are being increased, but to our regret, they are not sufficient. At present the Japan Tourist Association has only two overseas information offices, each of which has been opened in New York and San Francisco respectively, and another two are to be established in Toronto, Canada and Honolulu respectively in 1956 fiscal year.

It is anticipated that overseas tourist information offices of the Association will be set up in the countries of South Asia and Europe with increased subsidies in near future.

(d) The Japanese Government has taken steps toward simplification of frontier formalities applicable to tourists, results so far obtained as mentioned below:

(1) The respective nationals of Germany, France, Italy, Greece, Netherlands, Belgium, Denmark, Sweden, Norway and Tunisia seeking to enter Japan for stay within three months are exempted from visa requirements. United States nationals and Canadian nationals seeking to enter Japan for stay within one year are exempted from visa fees.

(2) The maximum amount of reconversion of Japanese currency (once converted from foreign currency) into foreign currency has been elevated from ¥18,000 (\$50) to ¥36,000 (\$100) for the benefit of tourists.

(3) Japan finished her ratification of the convention concerning customs facilities for touring and its additional protocol relating to the importation of tourist publicity documents and material adopted at United Nations customs conference for tourism held in 1954, and took necessary procedures following the ratification.

(e) As one of the aid programmes of the International Co-operation Administration (ICA) of the United States of America and simultaneously reflecting the growing enthusiasm among the people of our country for the development of Japan's tourist industry, the Japan Productivity Centre sent a six-member tourism study team in order to make a two-month survey tour for the United States of America and European countries from June 1956 to August.

We are prepared to dispatch more study teams to the United States of America and European countries for the technical study and survey in the field of tourist administration, legislation, organization, publicity and facilities including hotel and traffic accommodations. On the other hand, we anticipate the visit of American and European experts in the field of tourism to investigate our tourist industry. Under the circumstances it is most desirable that any assistance and co-operation would be rendered to us by ICA and other organizations concerned to enable this plan to become effective in the very near future.

Luxembourg

It should be noted, with respect to the simplification of frontier formalities, that a visa is no longer required for travel between Luxembourg and the countries belonging to the Organization for European Economic Co-operation. This policy is gradually being extended to countries other than members of OEEC.

A passport is no longer required for travel to Belgium, the Netherlands, France, Switzerland and the Principality of Monaco; all the traveller needs to carry is an identity card. This procedure will probably be extended to other European countries.

The authorities are also making efforts to organize and promote tourism. Large budgetary appropriations for this purpose are made every year. The 1956 budget contains special appropriations for the promotion of social touring.

## Mexico

### (Development of international travel)<sup>12/</sup>

Mexico is a country which attracts tourists from abroad owing to a pleasant climate, interesting natural features, and a culture and history which are unique. Nevertheless, these factors alone are not enough to commend the country to the traveller from abroad, for in addition to them he expects calm and security in the country he visits, as well as comfort, speed and moderate prices in the various services he uses. All these are conditions which must be systematically developed by a country wishing to attract tourists.

The importance of tourism for the country's economy has been recognized in Mexico, and the State and private enterprises are co-operating in an effort to expand it.

### Main economic effects of tourism

The importance of tourism lies essentially in the fact that, as Mexico is an economically under-developed country, the trade balance shows a deficit. This deficit has been increasing owing to the fact that the growing demand for capital goods needed for economic development - which are mainly purchased abroad - tends to keep the level of imports above that of exports. The resulting imbalance can be overcome only by using other sources of foreign exchange, such as tourism.

Moreover, tourism creates a direct demand for goods and services, and thus increases the income of various sectors of the population.

During the period 1948-1955 revenue from tourism constituted 30 per cent of the total current foreign exchange revenue and was the second largest source of such exchange - the first being exports, which amounted to 60 per cent during the same period (see Table No. 2).<sup>13/</sup>

---

<sup>12/</sup> Information concerning the collection of tourist statistics transmitted separately by Mexico is not reproduced in this Annex, as this subject has been referred to the Statistical Commission for consideration.

<sup>13/</sup> This table is available for consultation with the United Nations Secretariat.

In expenditure it is to be noted that imports fell from 76.3 per cent of the total in 1948 to 72.5 per cent in 1955, while the amount spent by Mexican tourists abroad increased from 11 per cent in 1948 to 13.4 per cent in 1955. Nevertheless, this increase in the sums spent by Mexican tourists abroad has not cancelled out the credit balance in the tourist field. This has been 93 millions a year on the average, as compared with a deficit of 179 millions in the trade balance; from which it may be concluded that approximately 50 per cent of this deficit is offset by the credit balance shown in the tourism accounts (see Table No. 1).<sup>13/</sup>

In addition to having a direct impact on the balance of payments and exerting an influence on development by providing a means of financing the import of capital goods, through foreign exchange earnings, tourism also creates a domestic demand for goods and services which constitutes the main source of income of several sectors of the population.

To make it easier to analyse tourist demand, it is useful to consider separately the amounts spent by tourists in the frontier areas, which show a tendency to increase more rapidly than the amounts spent by those tourists who travel further into the country.

In 1950 the revenues from these two different groups were almost the same. At the present time, however, the sums spent by travellers in the frontier areas have doubled, whereas those spent by tourists in the interior have been falling, from a maximum reached in 1951 (123.3 millions) to 96.9 millions in 1955 (see Table No. 3).<sup>14/</sup>

This shift between the two types of tourism is not to the country's advantage. Tourists in the frontier areas are after certain forms of excitement and entertainment which they cannot find in their own country, and do not represent a wholly desirable element. Tourism in the interior, on the contrary, is entirely beneficial, as it creates a demand for goods and services profitable to our economy.

---

<sup>13/</sup> This table is available for consultation with the United Nations Secretariat.

<sup>14/</sup> This table is available for consultation with the United Nations Secretariat.

It is reckoned that in the period 1948-1955, the breakdown of the money spent by tourists was as follows: various purchases, 26 per cent; restaurants, 25 per cent; accommodation, 19 per cent; transportation, 17 per cent; amusements, 7 per cent; and miscellaneous, 6 per cent; these figures are approximate. Taking into account these percentages it would appear that activities directly connected with the tourist industry have shown an increase in revenue. (See Table No. 4.)<sup>14/</sup>

The money thus spent also has indirect repercussions on other branches of economic activity, inasmuch as the sectors benefiting directly from it increase their demands on other sectors, thus raising the level of employment and in turn bringing about an increase in overall demand.

#### Measures to encourage tourism

Private enterprises and the State have undertaken, in co-operation:

##### 1. Publicity campaigns.

The Federal Government, through the General Tourism Board of the Department of the Interior, has carried on an intensive campaign to attract tourists by making the natural beauties, the archaeological treasures and the artistic features of Mexico better known abroad.

Various media have been used, including articles in foreign newspapers and periodicals, radio and television talks, and documentary films.

Direct information has also been provided through the General Tourism Board and its agents abroad, who are active in the most important towns of the United States and Canada. The Board replies each year to thousands of letters and queries from many countries asking for information on interesting places to visit. Private undertakings have done similar work, sparing no effort to increase the number of tourists visiting our country.

##### 2. Reduction and simplification of formalities.

The Federal Government, taking into account the growth of tourist traffic, especially from the neighbouring countries to the north, has endeavoured to reduce to a minimum the legal and customs formalities for United States and Canadian

---

<sup>14/</sup> This table is available for consultation with the United Nations Secretariat.



citizens by improving the methods of customs and passport examination at the frontier. To this end, a number of decrees and directives have been issued since 1948 which might be summed up as follows:

- (a) Tourist tax exemptions are granted only to persons who are normally resident abroad.
- (b) Where the use of motor cars is concerned the temporary import of cars has been authorized for tourists; this also applies to the vehicles of United States diplomatic and consular officials.
- (c) Tourists may take out of the country, tax-free, goods to the value of \$500.
- (d) Facilities for tourist flights may be granted by Mexican consuls in towns on or near the United States frontier and by the Department of Communications.
- (e) United States and Canadian citizens, providing they have proof of their nationality, do not need a passport to enter the country as tourists. The only requirement is a Tourist Card, which may be either for a single journey, entitling the holder to enter the country once only, and which costs \$3, or for more than one visit, in which case it costs \$5 and allows the tourist to cross the frontier as many times as he likes. Both types of card are valid for six months. The system of cards valid for an indefinite number of visits was adopted less than two years ago.

### 3. Costs of services.

The General Tourism Board is constantly concerned with ensuring that the costs of the various services used by the tourist are reasonable and uniform. In this, it enjoys the co-operation of private enterprise, in particular the hotel industry and commerce, which are already operated along scientific lines and maintain the highest business standards.

Other factors which have contributed to keeping up the flow of tourist traffic have been:

- (a) A bigger and better network of communications, mainly of roads and aviation lines, which has been of great value owing to the fact that, of the large number of tourists from the United States (90 per cent) more and more are coming by car and by plane. In 1948 the number of tourists who came by

car was 54 per cent; by plane, 21 per cent; by train, 5 per cent; by bus, 7 per cent. In 1952, according to the latest available figures, the breakdown was as follows: car, 66 per cent; plane, 25 per cent; train, 4 per cent; bus, 3.5 per cent.

(b) The greater purchasing power of the dollar in Mexican territory, resulting from the changes in the exchange rate of the Mexican peso and the dollar, which has made it possible for more Americans to visit Mexico. This is shown in the figures for the average yearly expenses per capita, which have been decreasing although the total number of tourists visiting the country has been rising (see Table No. 5).<sup>15/</sup>

#### Netherlands

##### (Information concerning Surinam)

All persons requiring temporary admission to Surinam should have:

- a valid passport
- a certificate of vaccination, not older than three years
- the required "show money" or return passage c.q. transit passage to a destination outside the territory of Surinam together with all documents necessary for returning to the country of departure or for continuing the journey.

A valid passport is not required for American citizens; for them it is sufficient to have a birth certificate, and in case they are naturalized, the documents proving this.

With reference to ECOSOC resolution 567 D (XIX) it is pointed out that for admission to Surinam no visa is required.

---

<sup>15/</sup> This table is available for consultation with the Secretariat of the United Nations.

New Zealand

The Minister of External Affairs wishes to draw the Secretary-General's attention to the Ministry's note of 20 September 1950 (N.Z. No. 282) concerning the Secretary-General's note ECA 124/1/01 of 27 June 1950. This document is still an adequate description of New Zealand practice. It would, however, be appreciated if the Secretary-General would add the following mutual visa abolition agreements to those with Denmark, the Netherlands, Norway, France, Sweden and Switzerland, mentioned in the Ministry's note:

- (1) Luxembourg: Exchange of Notes on 29 June 1951 (in force on 1 July 1951).
- (2) Belgium: Exchange of Notes on 1 November 1951 (in force on 15 November 1951).
- (3) Monaco: Exchange of Notes on 13 June 1952 (in force on 1 July 1952).

Western Germany and New Zealand concluded on 10 June 1955 a visa agreement providing for visas to be granted free of charge from German nationals travelling to New Zealand, whereas visas are not required for New Zealand citizens visiting Germany for periods of not more than three months.

Portugal

(Development of international travel)<sup>16/</sup>

.... forward herewith some information and statistical data concerning the development of tourism in Portugal ....

---

<sup>16/</sup> The statistical data are available for consultation with the United Nations Secretariat.

Regulations governing the hotel industry

On 23 December 1954, a bill was promulgated (Law No. 2073) with the object of promoting the development and increase of the hotel industry, with special regard to the factors that have a direct bearing on this touristic activity.

In view of the interest they deserve, some of the articles of the said law are transcribed hereunder:

Art. 11. On proposal by the State Tourist Department, hotel establishments or others of a kindred nature may be declared as being of "touristic utility", by ministerial decision published in the Official Gazette.

(1) "Touristic utility" shall be considered by taking into account the locality of such establishments, from the point of view of their own touristic interest as well as from the point of view of their importance under the aspect of communications; the proven or presumable level of their equipment and service; and any other factors susceptible of qualifying them as points of support for domestic and international tourism.

Art. 12. Owners and operators of hotels and kindred establishments classified "of touristic utility" shall be exempt, in so far as ownership and/or operation of such establishments is concerned, from property and industrial taxes, and also from any other taxes reverting to the administrative bodies, for a period of ten years, counted as from the first year of operation of such establishments; they shall furthermore benefit, during the following fifteen years, of a 50 per cent reduction of the aforesaid taxes.

(1) All hotel establishments opened within the last five years and classified "of touristic utility" shall benefit, as from the date of the entry into force of the present law, from the tributary treatment provided for under this heading.

(2) The tax reductions granted in the last part of this article shall be applied, within the period and conditions defined therein, to the establishments that are not comprised within the preceding paragraph, but that shall have carried out within five years following the promulgation of the present law reconstructions and improvements entitling them to be classified as "of touristic utility".

Art. 13. The acquisition of buildings destined for the construction and installation as hotels or kindred establishments, previously declared as being "of touristic utility", the owners and/or operators of which also benefit of the exemptions provided for under the preceeding article, shall be exempt of exise, succession and donation taxes, and subject to the payment of only one-fifth of the revenue tax, from the acquisition of the buildings until they begin to operate, on condition that the time-limit fixed by the President of the Council for the last named period be observed.

Art. 14. The enterprises referred to under art. 12 shall be entitled to exemption from custom duties and consular fees for all implements (furniture, materials, utensils, and apparatus) destined for the construction and installation, or for the enlargement, adaptation, renovation, or improvement of future or already existing establishments, on condition that the plans of such building or improvements be approved by the State Tourist Department, and provided such implements cannot be obtained from the domestic industry in the same quality and within the time-limits required by the enterprise, or if the domestic industry is unable to offer the said items at prices equal or inferior to those of the same articles of foreign manufacture, increased by 15 per cent.

(1) The Government will take appropriate measures to prevent misuse of the exemptions granted by the present article.

Art. 15. By means of the Tourist Fund, the State may participate with local official tourist organs or with private enterprises in projects of construction, enlargement, or adaptation of buildings or parts thereof, and their equipment, destined to serve as hotels or kindred establishments, that shall previously have obtained "touristic utility" classification, or which, in the opinion of the Tourist Department, will be entitled to that designation, as a result of the work of improvement to be carried out on them.

Art. 16. The "Caixa Nacional de Crédito" ("National Credit Bank") is authorized to institute, in co-operation with the State Tourist Department, the Hotel Credit Fund, the purpose of which is to favour, by means of loans, the development of the hotel industry.

(2) Such loans to be used for the financing of construction, enlargement and/or adaptation of buildings or parts thereof, destined as hotels or kindred establishments already classified as being "of touristic utility", and their

respective equipment; or for the enlargement, adaptation, renovation and equipment of already existing hotels and kindred establishments, either classified as being "of touristic utility", or that, in the opinion of the State Tourist Department, will become entitled to that designation as a result of the improvements carried out on them.

(2) The "Caixa National de Crédito" shall periodically submit to the Ministry of Finance, for the latter's approval, proposals of the maximum total amount of the loans to be granted, their modality, and time and interest conditions.

Art. 18. The State Tourist Department shall promote, in co-operation with the corporative organizations of the hotel industry, the setting-up of hotel schools, with the object of providing professional training for the personnel of that industry; and advise on the programmes of the curricula to be taught at those schools.

#### (Passports and Frontier Facilities)

##### I. DOCUMENTS<sup>17/</sup>

###### A. Passports

- (i) Adoption of the proposed measures in the near future is not considered feasible.
- (ii) The form of Portuguese passports is in accordance with the recommendations.
- (iii) It is not considered that there would be any substantial advantage in replacing passports by International Passenger Cards, since passports are so readily obtainable as to be equivalent to Passenger Cards.
- (iv) The Portuguese law on the subject of collective passports is consistent with the recommendation. The fee charged for collective passports in Portugal is less than that charged for single passports (about 50 per cent per person).
- (v) The validity and period of renewal of ordinary Portuguese passports are as recommended.
- (vi) Portuguese passports are valid for groups of countries, the number being dependent on the wishes of the holder, except in the case of countries belonging to the Soviet bloc.

---

<sup>17/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.

(vii) The fees charged for ordinary Portuguese passports exceed the expenditure involved in their preparation and at present include a Social Relief surcharge.

(viii) The formalities for obtaining ordinary passports in Portugal have been largely simplified. Their issue is decentralized.

#### B. Visas

(i) Aliens visiting Portugal are not required to obtain exit visas or to comply with any formalities provided they leave before the expiry of their visa.

(ii) The principle of the abolition of visas has already been accepted by the Portuguese Government, which has concluded a number of bilateral agreements with this in view.<sup>18/</sup>

(iii) Travellers by sea or air passing through Portugal do not require transit visas and, if they wish, may break their journey for a period of up to four days and proceed by another means of transport.

(iv) Portuguese visas issued for tourist purposes are valid for two journeys and for a period of 120 days from the date of issue, which is considered sufficient.

(v) This is the case with Portuguese visas.

(vi) The fee charged for visas is the same irrespective of the applicant's nationality, itinerary, purpose of visit and means of transport.

(vii) The visa fee is 75 escudos for a single passport and 113 escudos for a collective or family passport.

(viii) Applicants are required to complete a form stating their personal particulars, the purposes of their visit and length of stay and giving references; no distinction is made with regard to persons travelling on commercial business.

(ix) As a rule Portuguese consulates issue transit and temporary residence visas without prior reference to the home Government.

(x) As a rule it is immaterial where the applicant for a visa is domiciled.

(xi) Applicants are not required to be fingerprinted.

(xii) Applicants for visas are not required to attend the consulate in person and may obtain visas by mail if they forward their passports and the necessary sum to defray the consular charge.

---

<sup>18/</sup> Citizens of Austria, Belgium, Denmark, Liechtenstein, Luxembourg, the Netherlands, Sweden, Switzerland, United Kingdom, United States of America and the German Federal Republic do not require an entrance visa for a stay up to two months.



- (xiii) Only in certain circumstances, as for example on application for a residence visa, is the applicant required to show that he has sufficient funds to cover his expenses.
- (xiv) If the applicant has a passage booked to another country there is no difficulty in obtaining a transit visa.
- (xv) In the case of collective passports, and without prejudice to the fiscal regulations, only one visa is required.
- (xvi) The competent Portuguese authorities already have instructions to settle such urgent or special cases as arise or as are to be expected.
- (xvii) No supplementary official fees are charged in respect of additional documents or on account of translation of applications for visas.

C. Other Documents

- (i) The recommendation is in accordance with the practice of the Portuguese Health Services, which honour and issue certificates of inoculation and vaccination in the form prescribed by the International Sanitary Convention as approved by the World Health Organization.
- (ii) No financial safeguards are required from foreign visitors seeking to enter Portugal.

## II. FRONTIER FORMALITIES

A. Police Control

The normal practice of the Portuguese authorities is in accordance with the recommendations.

B. Currency Control and Facilities for Exchanging Money

- (i) In Portugal no restriction whatever is placed on the import and export of foreign exchange - that is, foreign bank notes or financial instruments denominated in foreign currencies, such as travellers' cheques, travellers' letters of credit, etc. The import and export of Portuguese bank notes or financial instruments denominated in Portuguese currency are also free of restriction.

(ii) As the Government does not provide facilities for exchanging money at frontier posts as a State service it has arranged for travellers to be provided with money changing facilities at special offices established by the banks at frontier posts. The rates of exchange applicable to the conversion of foreign currencies into Portuguese currency are afforded full publicity.

C. Customs Inspection of Luggage

The measures proposed in these recommendations have long been in operation except as regards the bilateral agreements referred to in sub-paragraph (b); negotiations are, however, in progress with Spain with a view to the conclusion of an agreement concerning frontier formalities.

D. Public Health Inspection

Medical examinations and other public health measures are carried out as recommended and in accordance with the provisions of the International Sanitary Convention.

Spain

... Spain complies fully with most of the recommendations referred to in the resolution. The facilities which Spain grants are reflected in the number of aliens holding passports who visit Spain; as compared with 141,499 in 1948 the number of such visitors rose to 1,383,359 in 1955. To these must be added persons authorized to enter the country for twenty-four hours, who numbered 244,136 in 1955, foreigners in transit through ports (765,053 in 1955) and Spaniards resident abroad, 129,854 of whom returned to Spain on visits during the last year.

With regard to the recommendation concerning the period for which visas should be valid and the recommendation that they should be valid for any number of journeys, such visas will shortly be issued and they will be valid for twelve months.

### Passports and Frontier Formalities

So far as the frontier with France is concerned, the close proximity of the customs services at Irún, Canfranc and Port-Bou now ensures rapid clearance for rail transport. At Irún and Port-Bou, the services for departures from Spain are operated simultaneously with the French services at Hendaye and Cerbère stations respectively, and corresponding simultaneous entry services are operated at Irún and Port-Bou stations. At the frontier crossing point of Canfranc, the French and Spanish services are operated in the same building at Los Arañones station.

With regard to the Portuguese frontier, customs inspection takes place en route, in the "Lusitania Express" train, in respect of the frontier crossing at Valencia de Alcántara, and in the Paris-Lisbon "Sud-Express" which crosses the frontier at Fuentes de Oñoro.

For the coming season (24 June to 30 September) plans are under review for opening a service between Algeciras and the ports of Ceuta and Tangier, which would operate as in past years; the customs inspection would be carried out at Ceuta and Tangier just before the departure of the ferry-boat for Algeciras and vice versa.

As regards the questions relating to the exchange of foreign currency, the regulations in force may be summarized as follows:

1. On entering Spain, travellers may carry up to 10,000 pesetas in Bank of Spain notes, and on departing, up to 2,000; in this way they have sufficient means to pay for their expenses until they reach the place where they are going to live during their stay in Spain, and are also able to export the amount of Spanish money they expect to have left over.

2. The official declaration of foreign currency has been superseded by the enclosed form which is simpler in design and easier to complete, as it only asks for a declaration of the foreign currency carried by the traveller in order to ensure that any amount up to the figure declared on entry may be exported. Accordingly, exchange transactions during the traveller's stay in Spain need no longer be entered and are not subject to formalities.

3. For the greater convenience of travellers, currency exchange facilities have been considerably expanded both at the frontier points and within Spanish territory. Not only banks but also travel agencies, hotels and commercial establishments of a certain category may now change foreign currency and the current rates of exchange are given full publicity.

### Sweden

#### (Development of international travel)

Ad 1(a) and (b). During last year no investigations into tourism have taken place in Sweden apart from those which normally form part of the treatment of current or annually recurring matters concerning the participation of the Government in the promotion of the tourist industry. Thus the Swedish authorities concerned have in fact access to all data needed to throw light on the importance of tourism for the economy and business life of the country as well as on the advantages of a further expansion of tourism and on the fact that the prevailing shortage of hotel accommodation prevents tourism from being increased to the extent that would otherwise be possible. With regard to this last mentioned problem it may be mentioned that a special investigation concerning tourist hotels was made in 1954. The possibility of improving the circumstances of the tourist hotel industry and thereby the supply of hotel accommodation has subsequently been considered by the Ministry of Commerce. In this connexion, however, it may be pointed out that the Government does not give any support to the tourist industry in the form of subsidies, loans or guarantees. The Swedish authorities are of the opinion that the tourist trade should develop without the aid of special privileges which might have the effect of this being expanded to an extent greater than would be justified by the growth of tourism. Thus, as a matter of principle, it is considered that tourist hotels and other undertakings which serve tourists should be carried on only if there is a demand of such a dimension and at such prices that the full costs can be covered.

Ad 1(c). The governmental support to the Swedish Tourist Traffic Association, the organization which represents the common interests of the industry, is undiminished. In each of the last few fiscal years the Association has received 500,000 kronor from the national budget and 75,000 kronor from funds. In addition, the Association has received about 150,000 kronor annually in contributions from governmental transport organizations.

Ad 1(d).<sup>19/</sup> See the enclosed memorandum.<sup>20/</sup>

Ad 1(e). No exchange of technical advice concerning the tourist trade has taken place between Sweden and any other country during the last year.

#### Union of South Africa

1. With regard to recommendations (a), (b), (c) and (e) of ECOSOC resolution 563 (XIX), the position relating to passport and frontier formalities is still the same as set out in Notes Nos. 11/4 of 10 December 1948, and 11/4/7 of 6 February 1951, to the Secretary-General from the permanent mission of the Union of South Africa.

2. With regard to recommendation (d), the Union Government are moving in the direction of greater simplification, wherever practicable, of the formalities governing the movements of bona fide visitors between the Union of South Africa and various other countries from which the Union of South Africa normally draws its tourists and visitors, with the intention of securing, on the basis of reciprocity, (a) the abolition of visa fees in respect of ordinary (non-immigrant) visas and (b) the extension of the validity of visas to multiple entries within a period of twelve months. The following reflects the position at the moment:

---

<sup>19/</sup> See Appendices A and B.

<sup>20/</sup> See Appendix C.

### The Netherlands

A formal Visa Agreement between the Netherlands and the Union was concluded on 21 June 1952, in terms of which the former abolished the visa requirement for South African citizens and the latter agreed to the issue of gratis visas to Dutch citizens for a single visit within a period of six months. Subsequently this concession has been extended to cover multiple entries over a period of twelve months.

### The Federal Republic of Germany

No formal agreement exists between the Union of South Africa and the Federal Republic of Germany but the latter have unilaterally agreed to allow South African citizens, as nationals of a country having diplomatic relations with the Federal Republic, to remain for three months in, or to enter repeatedly, the Federal Republic and West Berlin without the necessity of a visa. The Union Government have, in recognition of this gesture, authorized the gratis issue of non-immigrant visas, including transit visas, to citizens of the Federal Republic for multiple entries. These visas will be valid for a period of twelve months.

### Sweden

With effect from 8 October 1951, the Swedish Government abolished visa requirements for South African citizens intending to visit Sweden. The Union Government thereupon authorized the issue of gratis visas to Swedish citizens for multiple entries for a period of six months. This period has now been extended to twelve months.

### Denmark

The Danish Government, on 10 March 1950, unilaterally abolished visa requirements for South African citizens. The position in regard to Danish citizens visiting the Union is the same as that in respect of Sweden.

### Norway

A formal visa agreement between Norway and the Union of South Africa was signed on 17 February 1956, in terms of which Norway agreed to abolish the visa requirements for South African citizens visiting Norway for a period not exceeding three months and the Union agreed to grant gratis visas to Norwegian citizens for multiple visits within a period of six months. This latter period has now been extended to twelve months.

### Portuguese East Africa

The Mocambique Convention of 1922 provides for the mutual abolition of visas in respect of bona fide visitors between the Union and Portuguese East Africa.

### Switzerland and Liechtenstein

While no formal agreements exist between Switzerland and Liechtenstein and the Union of South Africa, visa requirements have been abolished in respect of visits to and from these countries.

### United States of America

A visa agreement between the United States of America and the Union of South Africa was concluded early this year and came into force on 1 May 1956, in terms of which visa fees for ordinary (non-immigrant) visas have been abolished and the validity of visas have been extended to multiple entries within a period of twelve months.

Agreements between the Union and certain other countries on the lines of that concluded with the United States are still in the process of negotiation.

### Union of Soviet Socialist Republics

The Soviet Government, considering that the establishment of more extensive political, economic and cultural ties between nations, on the basis of respect for sovereign rights and non-interference in domestic affairs, is in conformity with the interests of the peoples and will lead to the strengthening of peace, friendship and co-operation between them, has recently taken a number of measures for the development of such co-operation, particularly in the sphere of tourism. Accordingly, by a decision taken by the Soviet Government in 1955, a number of measures have been planned and implemented for the extension of tourist exchanges between the USSR and other countries, with the result that the flow of foreign tourists who visited the Soviet Union and of Soviet tourists who visited other countries increased considerably.



With a view to simplifying passport and visa formalities and thus promoting the expansion of tourism, the USSR has applied the practice of issuing collective visas for tourist groups. For example, collective visas were issued to 757 French tourists who visited the Soviet Union in August 1955. A similar visa procedure was used in the case of a large group of tourists from West Germany who visited the USSR in the summer of 1955.

The introduction of a declaratory system of customs inspection speeded up frontier crossings for tourists.

The Soviet Government's decisions on the expansion of tourism are in conformity with the recommendations adopted on the subject by the Economic and Social Council of the United Nations.

In this connexion, attention should be drawn to the expansion of the activities of the All-Union Joint Stock Company for Foreign Tourism ("Intourist"), which deals with the practical problems of tourist service in the USSR.

"Intourist" now has business relations, based on appropriate agreements, with thirty-two foreign travel organizations and agencies in twenty-two countries, namely: Belgium, Bulgaria, Czechoslovakia, Democratic People's Republic of Korea, Denmark, Federal Republic of Germany, Finland, France, German Democratic Republic, Hungary, India, Italy, Netherlands, Norway, People's Republic of China, Poland, Romania, Sweden, Switzerland, United Kingdom, United States of America and Yugoslavia.

In the last two months (October-November 1955), agreements were reached with such tourist agencies as CIT (Italy), Thomas Cook and Son (United Kingdom), Mercury Travel (India), Cosmos (United States), Transatlantique (France) and Grandi Viaggi (Italy).

Representatives of "Intourist" take an active part in the conferences of various national and international tourist organizations. In 1954, for example, representatives of "Intourist" participated as observers in the IXth Conference of the International Union of Official Travel Organizations (IUOTO) in London. In October 1955, at the Xth Conference of IUOTO, "Intourist" was accepted as a member of the Union. In 1955, representatives of "Intourist" attended the 29th Congress of the International Federation of Travel Agencies (IFTA) at Dubrovnik (Yugoslavia) and also participated in the work of the annual conference of the British Association of Travel Agencies.

These activities of the "Intourist" All-Union Joint Stock Company have undoubtedly promoted the successful implementation of the recommendations of the Economic and Social Council on the question of the expansion of international tourism.

### United Kingdom

As the replies of Her Majesty's Government to earlier inquiries on this subject have indicated, United Kingdom practice in the matter of passport and frontier controls has, in general, been in conformity with the recommendations of the Meeting of Experts held at Geneva in 1947. The United Kingdom authorities have made every effort to facilitate the entry and departure of travellers. The number of foreigners landing in the United Kingdom rose from 563,400 in 1947 to 941,493 in 1954. Some of the developments in this field since the last reply of Her Majesty's Government to the Secretary-General in 1950 are described below.

Visas. In 1950 agreements were in force between Her Majesty's Government and thirteen countries for the reciprocal abolition of visas. Further agreements have been made since and the present position is that nationals of all States members of the Organization for European Economic Co-operation and the Council of Europe and nationals of Cuba, Finland, Liechtenstein, Monaco, San Marino and the United States of America can travel to the United Kingdom as tourists or business visitors without visas.

Passports. Arrangements have now been made with fourteen European States (Austria, Belgium, Finland, France, German Federal Republic, Greece, Italy, Luxembourg, Netherlands, Norway, Portugal, Sweden, Switzerland and Turkey) whereby collective passports can be used by those of their nationals who come to the United Kingdom in parties which have some genuinely corporate character, in the sense that the members of the party are also members of, say, the same sports club or the same firm.

Special arrangements are also in force with Belgium, France, Netherlands and Luxembourg whereby an even wider use of collective passports, extending to all types of tourist visits, is permitted for young persons under the age of twenty-one.

During 1955 arrangements were made between Her Majesty's Government and the French Government for the operation of "no passport" day excursions between the two countries. Similar arrangements are in operation this year.

Frontier formalities. Immigration formalities have been abolished for persons travelling between the United Kingdom and the Irish Republic.

United States of America

STATEMENT OF THE UNITED STATES WITH RESPECT TO MAKING USE  
OF THE ICAO STANDARD VISA FORMAT

United States Consular officers abroad have no authority to determine the period of an alien's admission into the United States. The United States Department of Justice, through the Inspectors of the Immigration and Naturalization Service, make that determination on entry into the United States. Therefore, Item 6, "Authorized duration of each stay", in paragraph 3.7.1 of the Facilitation Annex (Annex 9) to the ICAO Convention cannot be completed under existing arrangements for the issuance of visas.

INFORMATION CONCERNING ACTION IN THE UNITED STATES FOR INCLUSION  
IN THE REPORT OF SECRETARY-GENERAL TO THE 23RD SESSION OF THE  
ECONOMIC AND SOCIAL COUNCIL, PURSUANT TO RESOLUTION 563 XIX OF  
31 MARCH 1955

The following data is related to correspondingly numbered paragraphs of Resolution 563 XIX:

1. (a) The United States has examined and found beneficial the effect of increased tourism on its internal economy and on international trade, and is continuously engaged in encouraging further increases. As the proponent of numerous declarations relative to the desirability of increasing tourism, in various international forums, the United States believes its strong endorsement of the intent of this resolution is well known.
1. (b) The tourist facilities in the United States are believed to be an advanced state of development. As of interest in support of this, United States domestic travel has attained a volume of \$15 billion

annually, encouraged by the transportation, hotel and other facilities, and stimulated by the numerous and varied attractions. Recent statistics show the expenditures by United States citizens abroad to have reached a total of \$1.6 billion.

1. (c) Implementation of the suggestion that adequate support be given official organizations engaged in the development of tourism has taken place. Commencing 1 July 1956 the International Travel Division in the Department of Commerce has been provided with funds by congressional appropriation to promote international travel. In this same framework a Travel Advisory Committee has been formed composed of 30 executives of the principal tourism organizations in private industry. In addition there has been established an Interdepartmental Committee on Foreign Travel with membership from all the executive agencies concerned with international travel or with border crossing formalities. Full co-operation between government and private agencies is thereby attained.
1. (d) All United States embassies have been instructed to negotiate with the Governments to which they are accredited to work out broad agreements which will facilitate travel on a reciprocal basis and thereby assure to Americans the rights and privileges which the United States is offering to foreigners.

Among the changes are the following:

1. A non-immigrant visa may be valid for any number of visits within a period of four years and with no fee. Two years was the previous maximum validity. (A United States passport has a maximum validity of four years.)
2. A non-immigrant visa may be revalidated up to four years without a formal application. The previous period was two years.
3. A non-immigrant visa may be revalidated within a year, rather than three months as previously required. This is to facilitate the travel of those who reside long distances from the United States and could hardly be expected to pay another visit to the United States within a short period of time.
4. Consular officers have been instructed that they may issue a non-immigrant visa valid for two entries in cases where this may be required when an alien wishes

to visit the United States, proceed to a third country, and then return to the United States on his way home. Heretofore, in some instances an alien has been required to wait some time in the third country before he could get the visa to return to his home through the United States. The new provision for a round-trip visa will facilitate the travel of these people.

5. Where foreign countries require single entry visas on a reciprocal basis, the Department proposes a joint agreement to allow citizens of both countries to buy at any one time as many such visas, or entries, as he may desire. Now he must go to the issuing office every time he wants to make a trip.

6. Heretofore, one type of visa has been required for a businessman and another type for a tourist for pleasure. The Department, after consultation with the Immigration and Naturalization Service, has instructed consuls to issue visas valid both for business and for pleasure where no fees are required, or where the fees for the two different types of visas are the same. If any other country charges different fees for these two types of visas, American consular officers may now issue a visa valid both for business or for pleasure, if the alien desires to pay the higher fee.

7. The Department has also provided that aliens may have their names registered and maintained on quota waiting lists and still be issued non-immigrant visas for bona fide visits, with the proviso that any violation of non-immigrant status will result in the removal of the name from the quota waiting list. Further, the name may not be reinstated as of the date of original priority.

8. In co-operation with other agencies of Government, the Department is adopting a new and simplified application form for a non-immigrant visa. Questionnaire forms and preliminary application blanks which have been used in the past and which have slowed up the issuance of non-immigrant visas will now be used only when it is necessary to mail them to persons living some distance from the Consulate.

9. A bill endorsed by the Department is pending in Congress which would eliminate the issuance of fee stamps and the Department has under consideration a simplified system of recording fees in an effort to speed up the process of issuing a visa.

The United States also participates actively in numerous organizations interested in the development of international tourism. Through the organizations and by other means the United States actively seeks international arrangements to

facilitate tourism. In 1956 the United States ratified the United Nations Conventions on Customs Facilities for Tourist's personal effects and automobiles.

1. (e) The United States has offered to Latin American Governments through the International Cooperation Administration, advice and technical assistance on the broad problems of expanding tourism, and it is now in a position to provide technical assistance for other countries in the field of tourism, if adequate justification therefore is demonstrated. The International Cooperation Administration is prepared to finance limited amounts of technical assistance to countries participating in the Mutual Security Program. It is willing, for example, to undertake technical training of foreign nationals and the sending of American experts overseas to provide consultation and training in technical aspects of tourism. These are the types of activities which the US Government has already carried out to some extent in the Mutual Security Program.

RELATION BETWEEN THE PRACTICES OF THE UNITED STATES AND THE RECOMMENDATIONS  
OF THE MEETING OF EXPERTS TO PREPARE FOR A WORLD CONFERENCE ON PASSPORTS AND  
FRONTIER FORMALITIES (Geneva, 14-25 April 1947)

U.S. Status as of 1 July 1956

There follows a statement of the practices followed by the United States Government as of 1 July 1956 and of the extent to which the United States is willing to go to conform to the specific recommendations and conclusions agreed to by the Meeting of Experts:

I. DOCUMENTS<sup>21/</sup>

A. Passports

- (i) With regard to American citizens traveling abroad there is no permanent provision of law under which passports are required for such travel either to depart from or enter into the United States. As a war-time measure, however, regulations were

---

<sup>21/</sup> The headings and numbers correspond to the text of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities reproduced in the Appendix to Annex I.



instituted requiring passports of all United States nationals, with certain exceptions, departing from or entering into the United States after 15 January 1942. Shortly after the surrender of Japan these regulations were amended to permit United States nationals to travel without passports between the United States and foreign territories in the Western Hemisphere.

With regard to aliens entering the United States, the Government of the United States had concluded, prior to the Meeting of Experts at Geneva, bilateral emergency arrangements with respect to citizens of Canada and Mexico entering the United States temporarily. It has been the experience of this Government that bilateral agreements abolishing the passport requirement for travel between countries are appropriate between countries having common frontiers. Under such circumstances, the exclusion or deportation of an alien to his country of nationality, whenever these measures are necessary, is relatively easy to accomplish.

However, with regard to aliens coming into the United States from countries which do not have a common boundary with the United States this Government has not found it possible to conclude satisfactory bilateral or multilateral agreements for the reciprocal waiver of passport requirements primarily because foreign governments have not been willing to agree to receive back into their territory all persons who may have entered the United States from such territory regardless of their nationality or citizenship status. Such a provision would of necessity be part of any agreement because aliens coming to the United States from non-contiguous countries must be deported when (1) upon arrival they are found not to be entitled to admission as bona fide non-immigrants under the laws and regulations of the United States and (2) after arrival they become deportable either for overstaying their period of admission or because of objectionable activities in this country. If such aliens were



not in possession of valid passports, the Government of the United States would be subjected to considerable expense and delay in arranging for their deportation. The current United States practice of requiring passports for aliens arriving in the United States from non-contiguous territories provides this country with a reasonable assurance that some foreign country will receive the alien whenever he becomes deportable. Any bilateral or multilateral agreement abolishing the passport requirements would have to provide the same assurance to the United States Government.

For these reasons the Government of the United States concurs in the conclusion of the Meeting of Experts at Geneva that the abolition of the passport requirements of aliens generally is not feasible at present except upon basis of reciprocal bilateral or multilateral agreement.

- (ii) The "international-type" of passport recommended by the Conferences of 1920 and 1926 in a somewhat simplified form is issued by the United States.
- (iii) The present form of passport issued by the United States was adopted many years ago as being the simplest form of documents for international travel. The non-immigrant card does not simplify the passport regime because it sets up two passport systems, non-immigrant and other passports, and it complicates the issuance of a passport by requiring the issuing authority to determine the non-immigrant intent of the applicant for such a passport and officially warrant the purpose of the holder. This is a much more complex matter than the official establishment of the identity and nationality required in connexion with the current passport regime.

While the United States does not propose to change its procedure relative to the use of the passport indicated in (ii) above, it is prepared to recognize a tourist card issued by a foreign country (such as that recommended in Resolution I

of the Third Inter-American Travel Congress of Bariloche, 1949), provided such card contains all the information necessary for a document of identity and nationality, and bears a valid visa issued by a United States Consular officer.

The United States has developed a simplified border-crossing procedure for use by Mexicans, Canadians, British subjects domiciled in Canada, aliens permanently residing in the U.S., and United States citizens in travel to and from Canada and Mexico for short visits. This has been possible due to the common borders between these countries and the United States and the existence of an understanding that any visitors from their territory found to be inadmissible will be received back.

- (iv) The United States cannot under present legislation issue a "collective passport". However, it does issue a passport to include members of a family group. The Government of the United States also on occasion provides special facilities for group movements into the United States.
- (v) An American passport may be issued for any period up to two years, thereafter the passport may be renewed for a period or periods not exceeding two years. Thus, it has a potential validity of four years from the date of issue. It is the present practice of the United States to issue passports valid for the full period of two years and to renew them for a similar period in the absence of good reason for limiting the documents to a shorter period. The United States considers it impracticable to issue a passport for so long a period as five years since, under the Immigration and Nationality Act, the nationality of the United States may be lost by the performance of a number of acts or the fulfillment of certain conditions and it is considered desirable that an American citizen who is abroad or intends to travel abroad present his case to an appropriate American official at least every two years to

determine his nationality status. After an American national has been issued one passport, subsequent passports are obtainable expeditiously and with much less formality.

- (vi) In time of peace, the United States issues passports to nationals of this country valid for travel in all foreign countries in the absence of good reasons for restricting their validity for use in certain countries or areas and subject, of course, to compliance with the regulations of foreign countries.
- (vii) The fee of \$9.00 which is charged for the issuance of an American passport approximates the cost of issuing such a document and the services connected therewith in the United States and on the part of diplomatic and consular officers of the United States abroad.
- (viii) The United States has constantly sought to make it possible for American nationals to apply for passports with as little burden and inconvenience as possible. Applications for passports may be made before passport agents in Washington, D.C., New York, N.Y., San Francisco, Calif., Boston, Mass., New Orleans, La., Chicago, Ill., and before clerks of all federal courts and clerks of all state courts having authority to naturalize aliens. There are about 3800 such courts conveniently located throughout the United States. Applications for passports by persons residing in American Samoa, Guam, Hawaii, Puerto Rico, and the Virgin Islands may be made to the chief executive of these islands. Abroad, American nationals may apply for passports in all American diplomatic and consular offices. Each applicant for a passport, whether in the United States or abroad, is obliged under the law to make initial formal applications to any of these offices in person and under oath. Applications for renewals may be made in writing. United States passport application forms have been revised to make the application procedure simpler and faster.

B. Visas

- (i) The Government of the United States does not normally require exit visas or departure permits of aliens seeking to leave the United States. However, as a preliminary formality at the point of departure, a form of exit control is exercised to insure payment of Federal income tax liabilities.
- (ii) Although the Meeting of Experts at Geneva declined to recognize a distinction between countries which have, and those which do not have a quota system for immigrants so far as the question of abolishing non-immigrant visa requirements is concerned, the Delegation of the United States did not agree that there should be no such distinction. The Government of the United States supports that view.

The United States has recommended that entrance and transit visas should be abolished by countries having no quantitative immigration restrictions.

The United States has waived the visa requirement for non-immigrant travel by Canadians and for certain Mexican citizens.

Pursuant to the President's Directive of 26 May 1954 to facilitate international travel, the validity period of most types of non-immigrant visas has been extended by bilateral negotiation on a reciprocal basis to forty-eight months for nationals of fifty-seven countries.

However in general the waiver of visa requirements for many countries is impracticable for the following reasons:

Inadmissible aliens and quota immigrants in excess of the immigration quotas are now stopped at their foreign source. The demand for visas under the quotas is increasing and many quotas are oversubscribed. In such a situation experience shows that many aliens attempt to evade quota restrictions by seeking to enter the United States in the guise of non-immigrants. Except for the present non-immigrant

visa system many thousands of immigrants would arrive at ports of entry in the United States and seek entry in a non-immigrant status. Some would be admitted temporarily and would have to be apprehended and deported for overstaying the period of their admission, while many others would have to be excluded and returned to the countries whence they came, at great cost to the Government of the United States and the transportation companies.

Furthermore, unless aliens desirous of proceeding to the United States are first examined by officers of this Government stationed abroad the sole inspection will take place only after the aliens shall have arrived at a port of entry in the United States. Such inspection would impose a greater burden than that now resting upon the immigration authorities at our ports, with the result that many more aliens than at present under the existing system of visa requirements would be subjected to protracted delays at a port of entry in the United States.

- (iii) The Government of the United States takes the same position with respect to transit visa requirements as it has taken regarding the visa requirements in the cases of other classes of non-immigrants and for the same reasons. Visas are waived in the case of passengers directly transiting the United States without stopover upon appropriate bonding agreement concluded between the air, ship, or rail transportation line concerned and the Attorney General, as well as in certain other cases.
- (iv) Pursuant to the President's Directive of 26 May 1954 to facilitate international travel, the validity of most types of non-immigrant visas has been extended by bilateral negotiation on a reciprocal basis to a maximum validity period of forty-eight months in the cases of nationals of fifty-seven countries. The validity of one or more types of non-immigrant visas for a period of twenty-four months is in effect in seven countries. The validity

of multiple-entry types of non-immigrant visas for a period of twelve months is in effect in nine countries and for six months in six countries. United States law permits increase of the validity period to forty-eight months through negotiation, based upon reciprocity.

Multiple-entry visas are authorized for nationals of all except twenty-five countries and United States law likewise permits extension of this type to these countries through negotiation based upon reciprocity.

As a further aid to travel, a system of revalidation for the period allowed in the initial visa is in effect. Permanent residents of the United States who are aliens may obtain, prior to departure, a re-entry permit for use in lieu of a visa.

- (v) The Government of the United States follows completely this practice and has done so for many years.
- (vi) The Government of the United States follows completely the practice of nondiscrimination with regard to fees for visas. By law the fee for an immigrant visa is \$25, while the fee for non-immigrant visas is based upon reciprocity. Through extensive renegotiation of mutual agreements in the last year, the large majority of non-immigrant visas are issued without any fee whatsoever. The United States is willing at all times to enter into a reciprocal agreement with any of the remaining countries for a waiver or reduction of such visa fees. The schedule of all visa fees is available together with the tariff of all consular fees which is posted as required by law at each United States consulate..
- (vii) The Government of the United States is quite willing to abolish all non-immigrant visa fees on a bilateral or multilateral basis. On this basis it has concluded a number of agreements with other countries for the reciprocal waiver or reduction of non-immigrant visa fees.

- (viii) The Government of the United States has simplified its visa procedure as far as is compatible with the requirements of public health and security. The visa application has been reduced to a size comparable to an ordinary postcard.

All typewritten entries are made on one side of the abbreviated application form. The number of signatures has been reduced to a minimum. The preparation of the application requires only a few minutes.

There is never any discrimination against bona fide visitors for legitimate commercial business.

- (ix) Authority is delegated by law to consular officers of the United States to issue entrance visas and transit visas. Reference to Washington is made in certain specified cases wherein the Department of State considers that an advisory opinion is necessary prior to the issuance of a visa.
- (x) This has invariably been the practice of the United States. A diplomatic or consular officer of the United States has always had authority to grant a visa to an alien who applies at his office but does not reside in his district. In the case of an alien who is applying for a visa outside of his home district in order to evade investigation, or when facilities for investigating the applicant are not available, a diplomatic or consular officer of the United States may, in his discretion, decline to accept jurisdiction of the case and refer the alien to the diplomatic or consular officer in the alien's home district.
- (xi) The United States employs the device of fingerprinting to secure a positive identification record which directly contributes to the simplification of travel formalities. It makes possible the free movement of aliens admitted into the United States from place to place without burdensome police control over or notification of the police authorities regarding their movements. Contrary to the practice followed in some countries which do not require fingerprinting, the United States maintains no system of internal police registration.



- (xii) The personal appearance of applicants for visas for the United States is required. Experience has shown that many aliens attempt to evade quota restrictions by seeking to enter in the guise of non-immigrants. The personal appearance of applicants for non-immigrant visas at the diplomatic or consular office in such circumstance is a step in the determination of the purpose of the applicant. Applicants for visas must also subscribe to their application under oath before the diplomatic or consular officer and must be fingerprinted before visas are issued originally to them. The Government of the United States therefore cannot adopt the procedure recommended in this respect by the Meeting of Experts. However, in the revalidation of visas of persons who were previously registered and fingerprinted in connexion with the issuance to them of visas which they have used to enter the United States, neither personal appearance nor fingerprinting as a general rule is required under the revalidation plan.
- (xiii) Non-immigrant travelers are required to present a valid foreign passport. If the consul deems it necessary they may be required to undergo a physical examination or present a police certificate or present evidence that they are not likely to become a public charge while in the United States. The interrogation of the applicant is as brief and the processing of applicants is as expeditious as the circumstances and volume permit.
- (xiv) The maximum period for which an alien may be admitted to the United States in immediate and continuous transit is 29 days. The term "immediate" contemplates a reasonably expeditious departure of the alien in the normal course of travel as the elements permit and assumes a prearranged itinerary without any unreasonable layover privileges. There is provision in certain cases for a waiver of the usual requirements to permit transit through the United States.

- (xv) In some cases group visas may be granted or the visa requirements may be waived on an emergency basis. Collective or group visas usually may not be issued, as the individual registration and fingerprinting requirements cannot be waived if a visa is granted. If the visa requirements are waived no registration or fingerprinting is required except in the case of an alien who remains in the United States for more than 29 days. This seems to be a more practicable and satisfactory arrangement for the United States than that suggested by the Meeting of Experts.
- (xvi) This has always been the practice in the United States. The immigration authorities at a port of entry may obtain an emergency waiver of the passport or visa requirements by telephoning to the Secretary of State at the traveller's expense. Such waivers are usually granted on an emergency basis if there is a valid reason why the traveller has no passport or visa and if the alien concerned is otherwise admissible into the United States.
- (xvii) While generally the visa regulations become effective upon publication in the Federal Register, the Government of the United States consistently gives public knowledge through publication of all substantive and procedural rules which it deems to be affected with the public interest. This is required under the Federal Register Act of 1935 and the Administrative Procedure Act.
- (xviii) The Government of the United States never charges supplementary fees, official or unofficial, in connexion with the issuance of visas. Persons desiring to have documents notarized by diplomatic or consular officers of the United States are required to pay a notarial fee, but this is not a part of the visa service. It is usually performed in cases where no visa services whatever are involved.

C. Other Documents

- (i) The United States Government is honouring valid international certificates of inoculation and vaccination in accordance with the

international conventions, when such certificates are validated by the health authority of either the country of issuance or sub-division thereof, or by a physician designated by such health authority. Presentation of these certificates expedites quarantine clearance when evidence of immunity is required.

- (ii) For a large majority of non-immigrants no deposit whatever is required. A bond is required only in those cases where there is some doubt as to whether the alien visitor will be able to effect his return to the country whence he came or there is a question as to whether he is a bona fide visitor. In this latter case, a bond is required to guarantee departure. This procedure is not intended nor does it in effect constitute a denial of facilities for persons who are not well-to-do.

## II. FRONTIER FORMALITIES

(a) It is the policy of the United States Government to carry out frontier control activities as expeditiously as possible. To this end the United States has centralized all controls at each point of entry.

Passport control on the land borders is carried out by immigrant inspectors who board trains prior to their arrival at the border for inspection purposes. On arrivals at seaports, passport control is performed on board vessel at the time it arrives at the dock.

With regard to the inspection of baggage, such inspection is accomplished on board trains en route from Canada and Mexico or at the point of foreign origin wherever the traffic warrants the assignment of officers for this purpose. Baggage arriving by highways is inspected alongside the vehicle or on premises adjacent to the highway. Experience has shown that Customs inspection of passengers' baggage on board ships is not practicable. The United States is exploring the possibility of establishing inspection staffs at certain air traffic centres outside this country to perform frontier formalities at points of departure for the United States in order to expedite air traffic when there are no intervening stops. Such inspection with respect to immigration has already been instituted at Montreal and Toronto, Canada, which precludes additional immigration examinations at United States ports of arrival.

In the field of air transportation, frontier formalities at United States airports have been simplified and expedited to a very high degree, due in large part to the approval and implementation by the United States Government of practically all of the provisions of Annex 9 to the Convention on International Civil Aviation. The value of this Annex in the facilitation of international air transportation is already reflected in the reduced cost of operating United States airlines, through savings in man-hours and reduction in the number of forms used in connexion with international flights. As member States in the International Civil Aviation Organization implement to a greater degree the provisions of Annex 9, further savings to all carriers may be expected.

The United States has no frontier formalities with regard to currency control since there are no restrictions on the import or export of currency.

With regard to sanitary control, the United States has concluded a bilateral agreement with Canada whereby in the absence of quarantinable diseases in either country quarantine inspection is waived. With regard to approved passenger vessels arriving at the port of New York on regular schedules a medical officer aboard (as a member of the ship's staff) performs the quarantine inspection and certifies by radio as to the safety of persons and things aboard the vessel from the standpoint of health considerations. Arrangements have been reached with Canada for the carrying out of frontier formalities with regard to sanitary control at single frontier ports where authorities of both countries carry out their duties, or where authorities of one country carry out control measures for both countries. In addition, the United States Government has stationed medical officers in foreign countries to examine applicants for visas in order to expedite their entry into the United States.

(b) In the United States the responsible authorities endeavour to provide adequate facilities and staffing to handle international traffic, and considerable effort is being put forth constantly to effect improvements.

#### A. Police Control

- (i) An alien entering the United States is not subject to police and registration formalities subsequent to his entrance. In so far as immigration inspection is concerned there is but one entry made in an alien's passport and that is made by a rubber stamp.

- (ii) Passports of travellers entering or passing through the United States are not taken from them, retained, or impounded by this Government except in unusual individual cases.

B. Currency Control and Facilities for Exchanging Money

- (i) The United States has no restrictions on the import or export of foreign exchange.
- (ii) The United States Government has established local committees composed of the local representatives of Government agencies, transport companies and businessmen who are actively engaged in developing travel facilities at ports of entry.

C. Customs Inspection of Luggage

- (i) The United States Government has constantly endeavoured to simplify customs and plant quarantine inspection procedures, and is prepared to participate in any international survey of existing practices with the view to achieve international uniformity.
- (ii) (See views under "II Frontier Formalities", (a))
- (iii) (a) Facilities are available in the United States for examining incoming and, when examination is required, outgoing shipments of baggage at interior points where customs facilities are maintained, provided the shipments are transported from or to the border point in bond.
  - (b) The United States Government is exploring the possibility of extending this practice.
  - (c) Baggage passing through the United States in bond is opened for inspection only under most unusual circumstances.
- (iv) The United States Government publishes and distributes gratuitously pamphlets of customs information for travellers. Placards containing such information are also posted in customs offices on the land frontiers.

D. Public Health Inspection

The United States Government levies no charge for the medical examination of crew and passengers with their baggage. United States Public Health regulations place specific responsibilities upon carriers coming into the United States with regard to pre-embarkation precautions and measures en route which materially reduce the need for inspection of clothes and baggage for disease vectors and insects when crew or passengers have embarked in or passed through endemic areas. When examination is required upon arrival, it is conducted as rapidly as possible by or under the supervision of the Public Health Authorities.

The United States is in accord with the views expressed in the two paragraphs of the final recommendation.

Vatican City

The competent authorities of the Vatican City State are following with the greatest interest the growth of tourist organizations, which facilitate the travel of large groups of persons and thereby promote cultural exchanges between nations and friendship between peoples. The Vatican City authorities will certainly co-operate, so far as its special character permits, in action designed to promote tourism.

Appendix A

List of countries whose citizens are exempted from the Swedish visa requirement

Austria	Lichtenstein
Australia	Luxemburg
Belgium	Mexico
Canada	Monaco
Chile	Netherlands
Cuba	New Zealand
Denmark	Norway
Finland	Pakistan
France	Portugal
German Federal Republic	Saar
Great Britain	San Marino
Greece	South Africa
Iceland	Switzerland
Ireland	Turkey
Italy	United States of America
Japan (from 1 Sept. 1956)	

Stockholm, 27 July 1956.



Appendix B

Memorandum with regard to proposals set forth  
by the Nordic Interparliamentary Committee  
for the Simplification of Travel Formalities

In its first report, submitted in January, 1952, the Committee proposed that citizens of Denmark, Finland, Norway and Sweden be exempted from passport control when passing the frontiers between these countries.

This proposal came into effect in July, 1952, jointly in all four countries.

It is only natural that the abolition of passport control for the above-mentioned categories has had a stimulating effect on travels between these countries. Entries into the four Nordic countries made by nationals of these countries amounted to approximately 3.7 million in 1950. Rough estimates for 1954 (exact figures not available) show that the frequency of travels between the Nordic countries has increased considerably since the establishment of the limited passport union.

It can be safely said that the passport union constitutes a valuable link in the work for still closer co-operation between the Nordic countries. Though the abolition of passport control has to some extent facilitated the entry of persons previously expelled or otherwise barred from entry into another Nordic country, the number of persons who have thus taken advantage of the existence of a passport union, is so insignificant that it would not justify maintaining a passport control for citizens of the Nordic countries.

In another report, submitted in January, 1953, the Committee suggested the abolition of residence permits as well as labour permits for citizens of the four Nordic countries.

By a joint agreement of May, 1954, between the four countries the Committee proposals came into effect on 1 July 1954. Danish, Finnish, Norwegian and Swedish citizens are thus allowed to remain in another Nordic country without having to secure a residence permit after a certain time limit. Nor are they required to have a labour permit when taking salaried employment in another Nordic country. The four countries constitute therefore now a common labour market. Sweden (and Denmark) had, however, already immediately after the war, abolished labour permits for citizens of the other Nordic countries.

In its third and final report with regard to passport control, the Committee submits proposals for the abolition of all such control at the borders between the four countries. These countries would thereby constitute a common travel area and passport control would only take place once, when the traveller crossed the border of one of the four countries.

These proposals are still under consideration by the Governments.

A report, suggesting substantial relaxations with regard to customs and currency control has been partially realized. Travellers may thus take into a Nordic country, besides travelling equipment, goods at a maximum value of 275 Swedish kronor duty-free. The proposals of increasing the quantity of spirits and tobacco that a traveller may take into the country duty-free to 2 litres of wine and spirits and 200 cigarettes is still under consideration by the Governments.

The Committee has also submitted a report (January 1953) suggesting simplifications of frontier formalities for motor vehicles. Denmark and Sweden have put into effect the proposals regarding motor vehicles from the Nordic countries, according to which such vehicles should be admitted duty-free for a temporary stay up to one year without other formalities than proof of registration in one of these countries.

## Appendix C

### Memorandum

on formalities applicable to foreign tourists entering  
and leaving Sweden

#### A. Regulations concerning passport control, etc.

With regard to measures for the simplification of formalities to be observed on arrival in or departure from Sweden, it may be mentioned that a new Aliens Act, which entered into force on 1 July 1954, has been adopted in Sweden.

Under this Act the Crown may direct that aliens shall be liable when entering or residing in the Kingdom to possess a passport, visa and residence permit and it may also prescribe the extent to which liability to report to the authorities shall exist.

In the Aliens Decree, which came into force on the date mentioned above, it is provided that an alien who arrives in Sweden or resides here must be provided with a passport or other identification documents which may serve as a passport. Even if an identification document is not drawn up in the manner prescribed for a passport it may in certain circumstances be accepted as a passport. Citizens of Denmark, Finland, Iceland and Norway who arrive in Sweden direct from any of these countries are exempt from the obligation to hold a passport.

If a number of aliens wish to travel through Sweden in a group or to stay in Sweden for a short period for some common purpose, a joint identification document (collective passport) issued for them may serve as a passport if it has been visaed or, if it concerns only such aliens as are not subject to the obligation to possess a visa, if it has been approved by the competent Swedish authority abroad or the police authority in the place where the entry into Sweden is to take place. A married couple travelling together may be furnished with a common identification document. Children under the age of 16 shall be regarded as possessing a passport if the child is accompanying an adult and the identification document of that adult contains the particulars which are required for determining the identity of the child.

An alien may not as a rule enter Sweden except at a place where passport control facilities exist (passport control station).

When entering or leaving Sweden an alien must give certain information about himself on a special form known as a control card. This, however, does not apply to citizens of Denmark, Finland, Iceland and Norway.

In the case of tourists who arrive in Sweden as passengers on tourist vessels, certain simplifications have been applied to the passport control procedure. Instead of each passenger's having to submit a control card, it is sufficient for the master of the vessel to hand over to the passport control authority a list of the passengers. Passengers on such vessels who are liable to hold a visa but do not in fact possess one may be given an emergency visa.

The Aliens Decree also lays down that in principle an alien may not enter or remain in Sweden without possessing a proper visa. The following persons are exempted from this liability:

- (a) persons who hold a settlement permit, i.e. a residence permit not limited as to time,
- (b) citizens of Denmark, Finland, Iceland or Norway,
- (c) citizens of the United States of America, the Commonwealth of Australia, Belgium, Canada, Chile, Cuba, France, Greece, Ireland, Italy, Lichtenstein, Luxemburg, Mexico, Monaco, the Netherlands, New Zealand, Pakistan, Portugal, San Marino, Switzerland, the Union of South Africa, Turkey or Austria, who hold a valid national passport,
- (d) citizens of the British Commonwealth who hold a national passport with the designation "British passport",
- (e) German citizens who hold a passport issued by the appropriate authority in the German Federal Republic,
- (f) inhabitants of the Saar district who hold a passport marked "Saarois" or the equivalent, and
- (g) aliens, other than those mentioned under (b)-(f) above, who hold a residence permit, provided it is specially stated in that document that the permission granted comprises the right to enter Sweden.

If an alien who is liable to hold a visa should, on arriving in Sweden, be without a visa or for some reason not be in possession of a passport, he may obtain, after due examination, a visa allowing entry for a short period (emergency visa).

By a decision of the State Aliens Commission, American, British and Canadian citizens who are members of military forces stationed in the Federal German Republic or the United Kingdom are allowed to enter and stay in Sweden without a visa in the same way as American, British and Canadian citizens carrying a passport, if they possess both identity cards and leave documents (special order, leave order or armed forces movement order).

In principle an alien may remain in Sweden for three months without holding valid residence permit. Citizens of Denmark, Finland, Iceland and Norway are exempt from the liability to possess a residence permit.

The Aliens Decree further contains certain provisions regarding the liability to report to the authorities on certain matters concerning aliens, viz. the granting of dwelling accommodation and the offering of employment.

It may also be mentioned that in Denmark, Finland, Norway and Sweden there is in progress a joint inquiry concerning the abolition of all passport control at inter-Scandinavian frontiers. The intention is that passport control shall be carried out only at the outer frontiers of Scandinavia. The carrying out of these proposals will probably necessitate a tightening up of the so-called internal control of aliens. According to the preliminary proposals the visas, the withdrawal of visas, residence permits, deportation and such matters would remain a national concern. Certain changes regarding the obligation to report have been suggested, such as the abolition of the liability to report place of residence in respect of Scandinavians. It is thought that the final proposals may be ready in the summer of 1956. If the Governments concerned accept these proposals it is likely that the matter will be submitted to their respective legislatures in the spring of 1957.

#### B. Customs and currency regulations.

In 1953 a considerable relaxation of the customs regulations applicable on entering and leaving Sweden was introduced. The regulations regarding free entry were eased and free entry was extended to include a large number of personal effects

Thus, for example, it became possible for a traveller to bring even new bicycles, cameras and so on. Previously, free entry had applied only to used articles of this kind. The maximum value of goods which may be imported free into the country, was raised to 275 Swedish kronor for travellers in general. In addition, travellers from non-European countries were allowed to import, free of customs duty, souvenirs etc. intended to be re-exported from the country, to a value of 2,500 Swedish kronor. Subsequently, further concessions have been made concerning the quantities of spirits, tobacco and wine that may be imported by non-Scandinavian citizens.

In the case of Scandinavian citizens, relaxations have also been made concerning the possession of motor-cars registered in another Scandinavian country. Temporary free entry is granted for a period of up to twelve months if it can be shown that the vehicle was registered in a Scandinavian country.

With regard to the easing of currency restrictions, considerable progress has been made during the last few years. The latest relaxation was put into effect in March, 1955. For journeys to countries other than the Scandinavian countries and "dollar countries" the amount of currency permitted for each traveller was then raised from 1,500 to 3,000 Swedish kronor. In the case of dollar currencies the amount was raised from 500 to 1,500 Swedish kronor. For Scandinavian currencies no maximum is prescribed.

As previously, currency other than Swedish bank notes may be imported without limitation. Swedish bank notes may now be imported to an amount of 300 kronor as against 100 kronor earlier. Currency may be re-exported from the country freely if the total amount is less than 2,000 Swedish kronor. If a traveller wishes to take out a larger amount he must make a declaration when entering Sweden.

As a whole there has been a progressive easing of customs and currency regulations in the past few years, and this trend is still continuing.

ANNEX III

INFORMATION PROVIDED BY THE WORLD HEALTH ORGANIZATION (WHO)  
CONCERNING ITS ACTIVITIES RELATING TO THE DEVELOPMENT  
OF INTERNATIONAL TRAVEL

In application of Article 21 of the WHO Constitution which lays down that,

"The Health Assembly shall have authority to adopt regulations concerning,

(a) sanitary and quarantine requirements and other procedures designed to prevent the international spread of disease;"

the World Health Assembly adopted, in 1951, the International Sanitary Regulations (WHO Regulations No. 2). These Regulations consolidated and brought up to date and hence abrogated some eleven previous International Conventions and Agreements dating from 1903 and the major parts of two others. These new Regulations administered by WHO are now in force for 155 countries and territories. They provide a world-wide established practice in respect of vaccination certificates which international travellers are required to carry and define various quarantine measures to which international traffic may be subjected in the control of pestilential diseases like cholera, plague, yellow fever, smallpox, typhus and relapsing fever.

These Regulations have standardized the vaccination certificate which is used by all travellers as it is universally recognized. Smallpox and cholera vaccination can be given in most countries by the tourist's own physician. Only for yellow fever vaccination must the tourist travel to a special centre. The majority of countries have established such centres in many places within their territory for the convenience of travellers. The Organization through its publications provides a current list of all such yellow fever vaccinating centres for the use of travel agencies and others.

The Regulations have been under constant scrutiny for possible improvement in the light of scientific progress and experience, and a special committee meets every year for the purpose. In consequence, Additional Regulations, modifying the 1951 Regulations, were adopted in 1955 (yellow fever clauses), (WHO Official Records No. 64), and in 1956 (smallpox vaccination certificates and pilgrimage clauses), (WHO Official Records No. 72).



The Section of International Quarantine at Headquarters, and the corresponding regional units in Alexandria, Singapore and Washington are constantly on the alert for complaints from governments, air and steamship companies, and travellers themselves, that excessive measures have been taken against them. Each case is investigated and any national administration under whose jurisdiction excessive measures have been taken is formally requested to cease such practices, and the matter is soon righted. In this way, scores of such cases are settled each year. During the last four years, no case has had to be brought to the Committee on International Quarantine for settlement.

One essential principle of the International Sanitary Regulations is that quarantine measures may only be taken in respect of travellers arriving from local areas infected with a pestilential disease, and not from whole countries. In order to apply this geographic limitation of the measures, WHO maintains a system of rapid epidemiological reporting as regards occurrence and disappearance of the pestilential diseases in local areas throughout the world. Sixteen suitably located wireless stations distribute daily or weekly the WHO Epidemiological Bulletin containing this information to national port and airport health authorities and also to ships at sea. The information is confirmed and supplemented by airmailed weekly publications sent from Geneva, Alexandria, Singapore and Washington. This service is maintained with a view to limiting quarantine restrictions to the minimum compatible with the health security of countries.

Countries are encouraged, under Article 104 of the International Sanitary Regulations, to enter into agreement with others similarly placed, when they feel it is reasonably safe to do so, to give up quarantine measures between each other, and apply only such measures as may be necessary in respect of a traveller coming from an infected local area abroad. Thus, Denmark, Norway and Sweden have grouped themselves into a "single sanitary zone", and so have the United Kingdom, France, Belgium, the Netherlands and Luxembourg, joined recently by the Federal Republic of Germany and Italy. When a traveller enters the "single sanitary zone" he is subjected to sanitary measures only in the first country, but not in the others.

WHO has, for the last three years, conducted, in collaboration with the International Civil Aviation Organization, a technical study of airport

sanitation which may, when the recommended practices come into operation, appreciably increase the health protection of air travellers.

Finally, it must be recognized that the improvement of public health and sanitation in many countries - an improvement to which WHO contributes in a variety of ways - also facilitates tourist travel. It tends to reduce infected areas, and consequently the actual risk to the health of the tourist, not only from the pestilential diseases, but also from other diseases.

This improvement of health conditions also encourages the reduction of quarantine restrictions by health authorities who feel that their countries are no longer "receptive" to infectious diseases from abroad.

-----