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PASSPORTS AND FRONTIER FORMALITIES

REPORT SUBMITTED BY THE INTERNATIONAL UNION OF OFFICIAL TRAVEL ORGANIZATIONS

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Note by the Secretary-General

The report of the Study Commission of the International Union of Official Travel Organizations (IUOTO) on Passports, Visas and Frontier Formalities, is circulated as an addendum to document E/CN.2/71 on "Passports and Frontier Formalities". The report was transmitted to the United Nations Secretariat by the Secretary-General of the IUOTO on 20 January 1950, in accordance with the request of the Transport and Communications Commission at its third session that the IUOTO provide for the fourth session of the Commission a report on passports, visas and frontier formalities similar to that contained in Annex V of the Secretary-General's report on travel questions (document E/CN.2/62) submitted to the third session of the Commission.

The report was prepared by Mr. A. Haulot, Belgian Commissioner General of Tourism, Chairman of the IUOTO Study Commission on Passports, Visas and Frontier Formalities. It was submitted to the fourth conference of the IUOTO, held in Luxembourg, 20-24 September 1949, which adopted a resolution on "Passports, Visas and Frontier Formalities" inter alia approving Mr. Haulot's report and asking the Study Commission to continue its work until the next IUOTO Conference. (See document E/CN.2/70, Annex II.) The information contained in the report has been brought up to date by Mr. Haulot as of 15 January 1950.

Sections II. and III and Annexes I and II of the IUOTO report contain some information concerning the present situation with respect to passports and visas supplementary to that contained in document E/CN.2/71. Section IV and Annex III of the report contains information received in reply to a questionnaire circulated to its members by the IUOTO concerning existing customs regulations for tourists.

INTERNATIONAL UNION OF OFFICIAL TRAVEL ORGANIZATIONS
STUDY COMMISSION ON PASSPORTS, VISAS AND FRONTIER FORMALITIES

Annual Conference held at Luxembourg from
20 to 24 September 1949

Report by Mr. HAULOT

I. INTRODUCTION

During our Conference at Oslo, in June last year, our General Assembly adopted the report I submitted and laid down the work which was to be done in a number of explicit and ambitious resolutions.

I realize that in submitting to you this further report a year later, I have no conclusive results to offer you. Much remains to be done; many difficulties remain to be overcome. Nevertheless, I believe it is true to say that, in accordance with the principles we adopted, we have been able to come nearer to our ideal without losing touch with realities.

I should like to thank all those of my colleagues who, by their tireless and energetic work in their own countries, have been able to secure concrete application of the principles adopted by the Union. I believe, too, that they will agree with me in expressing appreciation of the way in which their own work has been helped by the existence and strength of the Union.

At the same time, in the same frank and friendly spirit, I must express my regret that some of our member organizations have not found the time or have felt it unnecessary to furnish their collaboration.

Little or nothing has been done during the past year to implement the following points laid down in our Oslo programme:

- standardization and co-ordination of health regulations in force for travellers;

- extension of the period of validity of passports to five years;

- extension of the period of validity of visas, where still required, to at least twelve months;

- extension of the validity of visas to cover an unlimited number of journeys;

- extension of the validity of visas to all bridges and roads normally open to foreign traffic and to all means of transport;

/establishment of

establishment of maximum co-operation between national travel organizations and other official national authorities concerned with travel problems.

In this connexion, as Chairman of your Commission, I must give a word of explanation:

I have thought it necessary to tackle the various questions in logical sequence and to concentrate, during the time available, on making a thorough examination of certain aspects of the problem as a whole. I believe that the results I am about to lay before you justify this procedure. If the Conference accepts my view, it will no doubt wish to entrust me with the task of dealing with the outstanding points during the coming year, though naturally work on the problems which we have begun to solve will be continued.

II. PASSPORTS

Since the resolutions adopted by the Oslo Conference, all our efforts have been concentrated on obtaining concrete results not only as regards passports but also as regards visas and frontier formalities.

The Oslo Conference considered that the requisite conditions for the abolition of passports already existed between certain countries and warmly recommended that they should be abolished wherever possible, on the basis of reciprocal bilateral or multilateral agreements.

In Europe, only two cases of the abolition of passports can be reported to date, namely between Belgium and France and between Belgium and the Grand Duchy of Luxembourg, where only identity cards are now required to cross the frontier.

Talks are in progress with a view to achieving the same result for travel between Belgium and the Netherlands.

The use of expired passports, issued after 1 October 1945, is permitted for travel between Belgium, France, the Netherlands and Switzerland. In practice this means that the validity of passports is extended indefinitely, which undoubtedly facilitates relations between the countries concerned.

In America, an excellent innovation regarding international travel was introduced by the Inter-American Tourist Congress held at San Carlos de Bariloche last February.

The Congress recommended that the American countries should adopt an Inter-American Tourist Card to be used in place of passports and valid for six months. A further illustration of the marked readiness of the countries of the Western Hemisphere to

Hemisphere to encourage tourist traffic is provided by the fact, which I learned last June, that the Republic of Ecuador, where the entry of tourists used to be a very complicated business, had introduced the tourist card system as from December 1943. Henceforward all American subjects will be entitled to enter Ecuador on production of identity papers and tourist card. The latter, which costs only one dollar, is valid for three months and may be renewed for a similar period. It is all that is required to enter and leave the country. Further, at the next Pan American Conference, the Government of Ecuador will stress the need to establish a Pan American identity certificate enabling citizens of the American countries to travel freely throughout the continent.

Apart from the exceptions mentioned above, the possession of a valid passport is still compulsory for international travel.

As regards the adoption of the international standard passport recommended by the international conferences of 1920 and 1926, the answers to my questionnaires do not allow an exact idea to be formed of the type of passport now in use in each of our member countries. It is therefore desirable that countries should furnish the Union with specimens of the passport they now use. It should be noted, however, that some countries are unwilling to alter the pattern of their passport. For example, Norway believes that the type she uses is more practical than that recommended by the above-mentioned international conferences, and the British Government has stated that it would not be prepared to alter the type of passport in use in the British Commonwealth of Nations.

III. VISAS

While relatively little progress has been made with regard to passports, remarkable results have been achieved in the elimination of visa requirements.

Visas are no longer required

by the following countries:

for nationals of:

South Africa

United Kingdom, Switzerland,
Liechtenstein, Portuguese East
Africa (in the case of Portuguese
nationals permanently resident in
that country).

Austria

Italy

Belgium

Denmark, France, Ireland, Iceland,
Luxembourg, Norway, Netherlands,
/United Kingdom,

Canada

Denmark

East Africa

France

Ireland

Iceland

Italy

Luxembourg

Monaco

Norway

United Kingdom, Sweden,
Switzerland, Algeria, Tunisia,
U.S.A.

U.S.A. and United Kingdom

Belgium, France, Ireland,
Iceland, Luxembourg, Norway,
Netherlands, United Kingdom,
Sweden, Switzerland, U.S.A.

Denmark, Italy, Iceland,
Luxembourg, United Kingdom,
Norway, Switzerland, Sweden.

Belgium, Chile, Cuba, Denmark,
Ireland, Iceland, Italy,
Luxembourg, Norway,
Netherlands, United Kingdom,
New Zealand, Sweden,
Switzerland, U.S.A.

Belgium, Denmark, France,
Luxembourg, Norway,
Netherlands, United Kingdom,
Sweden, Switzerland.

Belgium, Denmark, Luxembourg,
United Kingdom, Sweden,
Switzerland.

Austria, France, United
Kingdom, Switzerland, U.S.A.

Belgium, Denmark, France,
Ireland, Iceland, Norway,
Netherlands, United Kingdom,
Sweden, Switzerland, U.S.A.

As for France.

Belgium, Denmark, France,
Ireland, Iceland, Luxembourg,
Netherlands, United Kingdom,
/Sweden,

Netherlands

Sweden, Switzerland, U.S.A.
Belgium, Denmark, France, Ireland,
Luxembourg, Norway, United
Kingdom, Sweden, Switzerland,
U.S.A.

United Kingdom

Algeria, Belgium, Denmark, France,
Ireland, Iceland, Italy,
Luxembourg, Norway, Netherlands,
Sweden, Switzerland, U.S.A. and
all Commonwealth countries.

(The following British overseas
territories have unilaterally
abolished visa requirements for
Swiss nationals: Southern
Rhodesia, Aden, Bahamas, Barbados,
Basutoland, Bechuanaland, Bermuda,
British Guiana, British Honduras,
Brunei, Cyprus, Falkland Islands,
Federation of Malaya, Fidi,
Jamaica, Leeward Islands,
Mauritius, North Borneo, Northern
Rhodesia, St. Helena, Seychelles,
Sierra Leone, Singapore,
Swaziland, Tanganyika, Trinidad,
Uganda, Western Pacific,
Windward Islands, Zanzibar.)

Southern Rhodesia

Union of South Africa, Northern
Rhodesia, Nyasaland and
Bechuanaland.

Sweden

Belgium, Denmark, France, Ireland,
Iceland, Luxembourg, Norway,
Netherlands, United Kingdom,
Switzerland, U.S.A.

Switzerland

All American States, Australia,
Brazil, Chile, Union of South
/Africa,

Africa, New Zealand, Northern
Ireland, Belgium, Denmark, France,
Ireland, Iceland, Italy, Luxembourg,
Norway, Netherlands, United
Kingdom, Sweden.

Trinidad and Tobago

U.S.A., Canada and United Kingdom

Yugoslavia. Visas are still required. They are issued for the tourist centre selected by the traveller and entitle the traveller to travel in the area surrounding that centre. Visits to other tourist centres are permitted on production of a laissez-passer, which may be obtained by foreign tourists from the "Putnik" offices in the main tourist centres.

No reply to the questionnaire was received from the following member countries: Finland, Morocco, Peru, Romania, San Marino, Turkey, Yugoslavia.

Negative replies regarding the abolition of visas were received from:

Argentina, Czechoslovakia, Greece, Hungary, Portugal, Poland and the United States. Only Italian travellers are admitted to Austria without visa.

It will be noticed that most of the countries which have abolished visa requirements are European countries. The table given in Annex 1 of the present report shows the present position as regards visas between European countries participating in the Marshall Plan.

The table given in Annex II shows what remains to be done with regard to the elimination of visas between the European countries participating in the Marshall Plan.

Of the 18 countries concerned, the position of six, Austria, Greece, Portugal, Turkey, Bizonia and the French zone of Germany is such that, for various reasons, they cannot consider abolishing visas at present.

Of the 12 remaining countries, only one, Iceland, has still not abolished the visa requirement for American citizens. However the question is now under review.

Of the 132 visas concerned, only 21 are still in force. In most cases conversations are in progress with the view to the elimination of the visas still required.

The substantial progress made is shown by the fact that, in European countries alone, 68 visas have been eliminated bilaterally since October 1947.

The only exit visas still applied in Europe were those required by Portugal,
/and they have

and they have been eliminated since March 1949.

IV. FRONTIER FORMALITIES

Carrying on the studies and inquiries already initiated, a new questionnaire on customs formalities was addressed to member countries on 18 December 1948. The questionnaire was drawn up in such a way as to elicit a comparison of the regulations applied by member countries with the Belgian regulations, which were chosen arbitrarily as a basis for comparison.

The following 26 countries replied: Argentina, Australia, Austria, Belgium, Belgian Congo, Czechoslovakia, Denmark, East Africa, France, Great Britain, Greece, Hungary, Principality of Monaco, Iceland, Italy, Luxembourg, Morocco, Norway, Netherlands, Peru, Poland, Portugal, Southern Rhodesia, Sweden, South Africa and Switzerland.

The replies received showed that frontier regulations were extraordinarily varied and complicated.

To take only one example from the many regulations imposed on travellers, we find that the cigarette allowance of a traveller going from one of these countries to another varies from 60 to 1,000 cigarettes, depending on the regulations of the countries concerned. Annex III of the present report contains an analysis of all the replies.

Nevertheless, 1949 was marked by a number of substantial achievements in this field.

The Inland Transport Committee of the United Nations Economic Commission for Europe deserves the credit for the first and widest in scope, namely, the agreement for the provisional application of the draft International Customs Convention on Touring adopted by the above-named committee at Geneva last June and immediately ratified by some of its members, namely, the Belgo-Luxembourg Economic Union, France, Norway, the Netherlands, the United Kingdom and Switzerland.

The Convention marks a very definite advance as compared with the previous chaotic position as it is even wider in scope than the draft Geneva Convention of 1937 which was never applied.

At our last Conference, I pointed out the parallelism between the work of the Inland Transport Committee of the United Nations Economic Commission for Europe and that of our own Commission. In application of the resolution adopted at Oslo, the Union had the satisfaction of collaborating with the Road Transport Sub-Committee of the Inland Transport Committee of ECE, and I myself had the
/honour of

honour of representing our organization at the last meeting held at Geneva to prepare the draft convention. For practical reasons, however, the Sub-Committee was unable to support the suggestions our Executive Committee had instructed me to put before it. These suggestions were concerned principally with the uniform interpretation of the latitude left to each Government in applying the new convention.

We therefore decided to limit our intervention to a more restricted geographical area, and a new and exceedingly valuable step forward was then made in the field of action of our European Commission.

Because of the considerable importance attached by all the countries in this group to the expansion of transatlantic tourist traffic, we were able to secure the full adoption of the measures we advocate by a sub-committee of customs experts of the Committee on Tourism of O.E.E.C. The result is that European countries participating in the Marshall Plan will henceforward apply uniform regulations, in particular to tourists from distant overseas countries. Details of the regulations are given in Annex IV of the present report. The possibility of applying the same regulations to European tourists is now under active consideration.

The same working group was instructed to examine measures designed to reduce to a minimum the stops of trains at frontiers and to study the problem of combining customs offices on the same line on either side of the frontier, as well as measures to facilitate air and road traffic.

Already I am able to cite, as an example, the substantial progress achieved in this field on the Belgian, French, Luxembourg and Netherlands frontiers. The current inquiry will show where we stand and make further progress possible.

Supplementary information forwarded by Mr. A. Haulot on 18 January 1950.

As regards customs formalities, it should be noted that the O.E.E.C. Council has adopted a decision under which signatory countries undertake to grant certain customs facilities on a uniform basis to tourists from distant overseas countries spending holidays in Europe. The matter is dealt with on this page and in Annex IV of the report I submitted at Luxembourg.

I am informed by Mr. de Cornè, Counsellor to O.E.E.C. in Paris, that the Council's decision has been adopted by all the participating countries.

The extension of the new system of customs allowances to inter-European traffic is still being considered by the Committee on Tourism of O.E.E.C.
/The Belgian

The Belgian Customs Administration has recently implemented a decision adopted by the Council of the Organization for European Economic Co-operation under which the signatory States undertake to grant certain customs facilities to tourists from distant overseas countries spending holidays in Europe.

In practice, these facilities will be granted at once, except where smuggling is suspected, to all tourists from extra-European countries.

V. SPECIAL FORMALITIES IMPOSED IN CONNEXION WITH TOURIST TRAFFIC BY AIR

At the Oslo Conference, the observers of I.A.T.A. and I.C.A.O. drew the Union's attention to the special problems arising in connexion with air passenger services and the immense difficulties created by the wide range of formalities imposed on carriers.

We have been able to maintain contact with these two bodies which have achieved a considerable degree of simplification during the year.

This particular aspect of the general problem of formalities hampering the international tourist traffic will be the subject of a special communication by the observer of I.A.T.A., my compatriot Mr. J. E. DESMET.^{1/}

^{1/} The statement of the observer for I.A.T.A. is not reproduced here. It may, however, be consulted in the archives of the Transport and Communications Division of the Secretariat of the United Nations.

Annex I.

Position as of 15 January 1950.

Nationals of the countries listed below do not require visas for travel to: (X = visa abolished)	Austria	Belgium	Denmark	France	Greece	Ireland	Iceland	Italy	Luxembourg	Norway	Netherlands	Portugal	United Kingdom	Sweden	Switzerland	Turkey
Austria								X								
Belgium			X	X		X	X	X	X	X	X		X	X	X	
Denmark		X		X		X	X		X	X	X		X	X	X	
France		X	X			X	X	X	X	X	X		X	X	X	
Greece																
Ireland		X	X	X					X	X	X		X	X	X	
Iceland		X	X						X				X	X	X	
Italy	X	X		X								X	X		X	
Luxembourg		X	X	X		X	X			X	X		X	X	X	
Norway		X	X	X		X	X		X		X		X	X	X	
Netherlands		X	X	X		X		X	X	X			X	X	X	
Portugal																
United Kingdom		X	X	X		X	X	X	X	X	X			X	X	
Sweden		X	X	X		X	X		X	X	X		X		X	
Switzerland		X	X	X		X	X	X	X	X	X		X	X		
Turkey																
Bizonia																
French Occupation Zone																
U.S.A.		X	X	X				X	X	X	X		X	X	X	

SPECIAL MEASURES (See Page 2.)

/The following

The following countries have reported the abolition of the visa requirement for tourists from:

<u>Belgium</u>	Algeria, Tunisia, San Marino, Saar and Canada.
<u>Canada</u>	U.S.A. and United Kingdom (visa free of charge for Belgian nationals).
<u>East Africa</u> (Kenya, Tanganyika, Uganda, Zanzibar)	Denmark, Italy, Iceland, Luxembourg, Switzerland, Norway, Sweden.
<u>France</u>	Cuba, Chile, New Zealand.
<u>New Zealand</u>	Norway.
<u>Norway</u>	New Zealand.
<u>United Kingdom</u>	Algeria and Commonwealth countries.
<u>San Marino</u>	Belgium.
<u>Saar</u>	Belgium.
<u>Switzerland</u>	All American countries, Union of South Africa, Australia and New Zealand.
<u>Trinidad and Tobago</u>	U.S.A., Canada and United Kingdom.

/SPECIAL MEASURES

SPECIAL MEASURES (page 1)

Portugal has abolished the exit visas formerly required of foreign tourists. Such visas are now required only of Belgian, Brazilian and French citizens. Negotiations are in progress to secure the application of this measure to nationals of these countries.

Since 1 May 1949, Belgian and French citizens may travel from France to Belgium and vice versa without passport, on production of identity card only.

Annex II.

Position as of 15 January 1950.

Visas not yet abolished (0 = visa to be abolished)	Austria	Belgium	Denmark	France	Greece	Ireland	Iceland	Italy	Luxembourg	Norway	Netherlands	Portugal	United Kingdom	Sweden	Switzerland	Turkey
Austria		0	0	0	0	0	0		0	0	0	0	0	0	0	0
Belgium	0				0							0				0
Denmark	0				0			0				0				0
France	0				0							0				0
Greece	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Ireland	0				0		0	0				0				0
Iceland	0			0	0	0		0		0	0	0				0
Italy			0		0	0	0		0	0		0		0		0
Luxembourg	0				0			0				0				0
Norway	0				0			0				0				0
Netherlands	0				0		0					0				0
Portugal	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
United Kingdom	0				0							0				0
Sweden	0				0			0				0				0
Switzerland	0				0							0				0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bizonia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
French Occupation Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U.S.A.	0				0	0	0					0				0

Annex III

INTERNATIONAL UNION OF OFFICIAL TRAVEL ORGANIZATIONS
STUDY COMMISSION ON VISAS, PASSPORTS AND FRONTIER FORMALITIES

1b, rue Belliard, Brussels

Questionnaire on customs régime submitted to
countries members of the Union on 17 December 1948.

Analysis of replies

/DUTY-FREE ALLOWANCES

DUTY-FREE ALLOWANCES1. Personal baggage of travellers resident abroad.

Are the articles indicated below admitted free, undocumented, when they are in keeping with the social standing of the traveller, are not imported in abnormal quantities and the Customs have no reason to suspect smuggling:

(1) clothing, personal linen and toilet articles, even if they show no visible signs of use, whether worn on entry or imported as baggage?

REPLIES

South Africa	yes
Argentina	yes
Australia	yes
Austria	yes
Belgium	yes
Belgian Congo	yes
Denmark	yes
East Africa	yes
France	yes
Greece	yes (new furs excepted)
Hungary	yes
Iceland	only articles <u>showing visible signs</u> of use
Italy	yes
Luxembourg	yes
Morocco	yes
Monaco	French regulations
Norway	yes
Netherlands	yes
Peru	yes
Poland	yes, used articles
Portugal	yes
Southern Rhodesia	only articles <u>showing visible signs</u> of use
United Kingdom	yes, used articles
Sweden	yes
Switzerland	yes

/Czechoslovakia

Czechoslovakia

yes

Yugoslavia

regulations similar to those in force
in Belgium

Twenty-three out of twenty-six countries have the same or similar regulations.

Iceland, Rhodesia, the United Kingdom and Poland levy duty on articles which show no visible signs of use; Greece imposes duties on new furs.

(1) Tourists' souvenirs:

South Africa

yes

Argentina

yes

Australia

no

Austria

yes

Belgium

no (see under Luxembourg)

Belgian Congo

no

Denmark

yes

East Africa

no

France

no

Greece

yes

United Kingdom

no

Hungary

yes

Iceland

yes

Italy

yes

Luxembourg

no, but articles of this kind imported
by travellers can be declared as articles
in transit, subject to payment of a
deposit for duties and charges in order
to guarantee that they are re-exported.

Morocco

50 per cent ad valorem exit duty on
Moroccan products.

Netherlands

Articles not exceeding 100 Belgian
francs in value (objects of art and
antiquities excepted).

Poland

yes, in respect of small articles, even
if new.

Portugal

yes

/Norway

Norway	No special regulations.
Peru	--
Southern Rhodesia	yes, provided the nature of the articles indicates that they will be re-exported from the colony.
Sweden	yes
Switzerland	no
Czechoslovakia	yes, only in respect of articles of small value.
Yugoslavia	Regulations similar to those in force in Belgium; but the import and export of souvenirs is subject to the authorization of the Ministry of Foreign Trade.

Affirmative replies from 11 countries out of 26, affirmative replies with reservations from 3 countries, negative replies from 7 countries -- question not answered by Peru -- no regulations in Norway -- exit duty in Morocco.

(2) The following articles, in so far as they show visible signs of use and are for the personal use of travellers:

- (a) cameras, with not more than 12 plates or 2 rolls of film?
- (b) sub-standard motion-picture cameras?
- (c) sports goods and equipment (sporting weapons, skis, tennis racquets etc.)?
- (d) portable musical instruments?
- (e) binoculars?
- (f) portable typewriters?
- (g) small articles used for camping (small tents, ~~slopping~~bags, cooking utensils etc.)?
- (h) portable gramophones -- with not more than 20 used records -- other than radio sets?
- (i) baby carriages?

X. May travellers resident abroad be authorized to import the following goods temporarily, free of duty, under a document issued by the Customs, subject to the following conditions:

/Per traveller:

Per traveller: 1 camera, 1 sub-standard motion-picture camera, 1 musical instrument, 1 pair of binoculars, 1 gramophone, 1 typewriter, 1 package of sports goods or articles for camping:

- (a) articles listed below under (2)(a) -- (i) if they show no visible signs of use?
- (b) portable radio sets; calculating or stenotype machines; camping equipment other than the small articles for camping referred to in (2)(g) above?

REPLIES

South Africa	yes
Argentina	yes for the 11 questions (2/a -- i and X)
Australia	yes for the 11 questions
Austria	yes for the 11 questions
Belgium	yes for the 11 questions
Denmark	yes for the 11 questions, no distinction between used and unused articles.
Belgian Congo	Special regulations
East Africa	(a) yes, except for films and plates (b) yes - (c) yes, except for firearms (d) no, except for instruments imported by professional musicians (e) yes - (f) yes - (g) yes - (h) no - (i) yes, X(a-b) no.
France	Yes for the 11 questions.
United Kingdom	yes
Hungary	2 (a): noted in passport and articles sealed -- (b) in the case of reporters -- (c) permits to be obtained from consulate of country of departure -- yes for other questions.
Greece	(a) yes -- (b) yes (provided the traveller is not also carrying a motion-picture camera)--(c) yes -- (d) yes -- (e) yes -- (f) yes in the case of journalists, writers, commercial /travellers

travellers and business executives --
 (g) yes -- (h) yes -- (i) yes.
 X(a) yes (if not in abnormal quantities)
 X(b) portable radio sets: transit
 deposit; calculating or stenotype
 machines etc.: ditto, plus authorization
 of Ministry of Finance.

Iceland (a) yes -- (b) yes -- (c) yes, except for
 sporting weapons, for which the
 authorization of Chief of Police is
 required -- (d) to (i) yes.
 X(a) no -- X(b) yes, except for radio
 sets subject to deposit and authorization
 issued by the Radio Monopoly.

Italy yes for the 11 questions.

Luxembourg yes for the 11 questions.

Morocco yes for the 11 questions.

Norway yes for the 11 questions. No
 distinction between used and unused
 articles. Sporting ammunition not
 admitted duty free. Police licence
 required for the importation of
 sporting weapons.

Netherlands Reply not in accordance with questionnaire.

Poland (a) yes, but 1 roll of film only --
 (b) no -- (c) yes, but licence required
 to carry arms (d), (e), (f), (g) yes --
 (h) no -- (i) yes. X(a) yes -- X(b) yes.

Peru Reply not in accordance with questionnaire.

Portugal Yes for 11 questions

Southern Rhodesia (a), (b), (d), (e), (g), (h) and (i) yes
 -- (c) and (f): deposit.
 X(a) and (b) subject to deposit only.

Sweden Yes for 11 questions

Switzerland Yes for 11 questions

/Czechoslovakia

Czechoslovakia

(a) yes, but one roll of film only (instead of two). Note regarding camera should be entered in passport to avoid difficulty on exit.
(b) yes, must be declared and entered in passport -- (c) yes for personal use, to be declared on entry -- (d) ditto -- (e) ditto -- (f) ditto -- (g) yes -- (h) yes if there is no doubt that it is for personal use -- (i) ditto.

X (a) and (b): yes if there is no doubt that it is for personal use.

Yugoslavia

A special permit is required for the importation of cameras, motion-picture cameras, binoculars and gramophone records. Sports articles (skis, tennis racquets etc.) musical instruments, typewriters, camping equipment, gramophones and baby carriages must be noted in the passport on entry.

Affirmative reply to 11 questions by 16 countries out of 26; 2 replies not in accordance with questionnaire.

7 partly affirmative, negative or with reservations.

Better system in Denmark and in Norway where no distinction is made between used and unused articles.

Tobacco

(3) What quantity of the following can travellers resident abroad import free of duty:

- cigars?

or cigarillos?

- cigarettes?

- pipe tobacco?

South Africa

One packet of cigarettes or one box of cigars or cigarillos or one packet /of tobacco.

	of tobacco.
Australia:	40 cigars, 120 cigarillos or 200 cigarettes or 200 grammes of tobacco.
Argentina:	50 cigars, 500 cigarettes, 500 grammes of tobacco.
Belgium:	50 cigars or cigarettes or 250 grammes of tobacco.
Belgian Congo:	No reply.
Denmark:	Allowance: 10 cigars, 25 cigarettes, 30 grammes of tobacco.
East Africa:	50 cigars, 100 cigarettes, 500 grammes of tobacco.
France:	Regulations vary according to country of origin and means of transport.
United Kingdom:	Small quantity for personal use.
Greece:	50 cigars, 200 cigarettes, 250 grammes of tobacco.
Hungary:	10 cigars or cigarillos or 50 cigarettes or 50 grammes of tobacco.
Iceland:	50 cigars, 400 cigarettes, 1 kg. of tobacco.
Italy:	100 grammes of cigars or cigarillos or cigarettes or tobacco.
Luxembourg:	50 cigars or 100 cigarettes or 250 grammes or tobacco.
Morocco:	No allowance.
Norway:	Small quantities.
Netherlands:	50 cigars or 100 cigarettes or 250 grammes of tobacco.
Peru:	25 cigars, 20 boxes of cigarillos, 250 grammes of tobacco.
Poland:	30 cigars, 200 cigarettes, 200 grammes of tobacco.

/Rhodesia:

Portugal:	50 grammes of cigars or cigarillos or tobacco or cigarettes.
Rhodesia:	Amount intended for immediate personal use.
Switzerland:	20 cigars, 100 cigarettes, 100 grammes of tobacco.
Sweden:	40 cigars or 60 cigarillos or 200 cigarettes or 200 grammes of tobacco.
Czechoslovakia:	12 cigars, 60 cigarettes, 60 grammes of tobacco.
Yugoslavia:	Importation duty free of 20 cigarettes, 5 cigars or 20 grammes of tobacco.

The regulations are uniform for the Benelux countries and different for each of the other 25 countries.

II. Motor vehicles temporarily imported by travellers resident abroad

Remark -- By "motor vehicles" is meant all road vehicles -- with or without trailer -- equipped with a system of propulsion by means of petrol, oil, electricity etc....and used for the conveyance of passengers (ordinary cars, motor coaches, motor-drawn caravans, cycle-cars, motor tricycles, motorcycles with or without side-cars, motor bicycles etc...)

1. Are such vehicles admitted free of all entrance duties:
 - (a) on deposit of a bond in place of entrance duties?
 - (b) on production of a document (triptych etc.) issued under the guarantee of an association (Automobile Club etc.) duly approved for that purpose?

Annex

(A list of the associations granted special treatment in respect of the free movement of motor vehicles under cover of triptychs or Customs pass books is given in Annex A to this questionnaire.)

2. Should trailers and caravans attached to tourist or other vehicles be covered by a document separate from the document relating to the vehicle to which they are attached?

Argentina	1 a-b, yes.
Australia	1 a-b, yes, on deposit of a bond. 2, no.
Austria	1 a-b, yes. 2, no.
Belgian Congo	1 a-b, yes. 2, no reply.
Belgium	1 a-b, yes. 2, yes, except for small trailers used only for carrying luggage and included in the document of the vehicle to which they are attached.
Czechoslovakia	1 a-b, yes. 2, no.
Denmark	1 a-b, yes. 2, no.

East Africa	1 a-b, yes. 2, no.
France	II. -- 1 a-yes, but deposit of the duty is not authorized -- 2, yes. 2, yes.
Greece	1 a-b, yes. 2, no.
Hungary	1 a-b, yes. 2, no.
Iceland	1 a-b, yes. 2, no (the reply says: same rule as for automobiles).
Italy	1 a-b, yes. 2, yes.
Luxembourg	1 a-b, yes. 2, yes.
Morocco	1 a-b, yes. 2, no.
Netherlands	1 a-b, yes. 2, no.
Norway	1 a-b, yes. 2, no.
Peru	1 a-b, yes. 2, no reply.
Poland	1 a-b, yes. 2, yes.
Portugal	1 a-b, yes. 2, no.
Rhodesia	1 a-b, yes. 2, no.
Sweden	1 a-b, yes. 2, no.
Switzerland	1 a-b, yes. 2 yes.

/Union of South Africa

Union of South Africa	1 a-b, yes.
United Kingdom	1 a-b, yes.
	2, yes, except for small luggage trailers which are included in the document of the vehicle to which they are attached.
Yugoslavia	Same regulations as Belgium.

Uniform regulations in the 26 countries.

Exceptions:

France does not permit the deposit of the duty.

Luxembourg, the Netherlands, Poland and Switzerland require for trailers and caravans a document separate from that for the vehicle to which they are attached. Belgium and the United Kingdom also require a separate document, except in the case of small trailers used only for carrying luggage.

III. Temporary importation of private aircraft

A private aircraft which is making only a temporary stay in Belgian territory may be provisionally admitted duty free on deposit of a bond covering duties and charges and on presentation of a transit clearance certificate (acquit de transit) giving an accurate and detailed description of the aircraft.

The aircraft is subject to the formality of sealing by the Customs. The transit clearance papers are valid for one year as from the date of issue.

During that period they may be used for an unlimited number of trips on Belgian territory.

Reimbursement of the bond takes place on the expiry of the period of validity of the transit clearance papers, or earlier if requested by those concerned on submission of the clearance papers together with a Customs certificate from the aerodrome of destination abroad.

Before the aircraft finally leaves the country, the Belgian Customs seal is removed by the Customs authorities.

Foreign touring aircraft may also be accorded temporary freedom of admission on presentation of Customs pass books issued under the guarantee of the Aéro-Club Royal de Belgique by one of the foreign associations in the following list:

- (a) Denmark: Det Kongelige Danske Aeronautiske Selskab;
- (b) Egypt: Aéro-Club d'Egypte;

/(c) France:

- (c) France: Aéro-Club de France;
- (d) Italy: Reale Aero-Club d'Italia;
- (e) Netherlands: Koninklijke Nederlandse Vereniging voor Luchtvaart;
- (f) Spain: Federación Aeronáutica Española;
- (g) Sweden: Kungliga Svenska Aeroklubben;
- (h) Switzerland: Aéro-Club de Suisse;
- (i) Turkey: Türk Hava Kurumu;
- (j) United Kingdom: Royal Aero-Club of the United Kingdom.

The Customs pass book is used in the same way as that for motor vehicles.

Please state below whether the regulations on the subject are the same in your country.

If not, in what way do they differ?

Argentina:	No reply.
Australia:	Customs pass book not accepted. - Bond.
Belgian Congo:	Admitted free provisionally on presentation of transit clearance certificate.
Belgium:	Basic regulations reproduced in questionnaire.
Czechoslovakia:	Belgian regulations.
Denmark:	Belgian regulations, but no sealing.
East Africa:	All aircraft admitted duty free.
France:	Same system as for motor vehicles.
Greece:	Belgian regulations.
Hungary:	Belgian regulations.
Iceland:	No regulations.
Italy:	Same system as for motor vehicles.
Luxembourg:	Belgian regulations.
Morocco:	Belgian regulations.
Netherlands:	Belgian regulations, except for sealing.
Norway:	Belgian regulations.
Peru:	No reply.
Poland:	Bond.
Portugal:	Belgian regulations except for a few small differences.

/Rhodesia

Rhodesia:	Private aircraft are admitted for a maximum period of 6 months on deposit of a bond. - Triptychs not accepted.
Sweden:	Belgian regulations.
Switzerland:	Belgian regulations.
Union of South Africa:	Admitted without tax.
United Kingdom:	Same system as for motor vehicles. Maximum stay: 6 months.

Identical regulations in 15 countries out of 25.

No reply from 2 countries.

No regulations in 1 country.

Bond and non-acceptance of triptych in Rhodesia.

Bond in Poland.

Admission free in East Africa.

The regulations of several countries have the advantage over the Belgian regulations inasmuch as the aircraft do not have to be sealed.

France and Great Britain adopt the same system as that which is applicable to the admission of motor vehicles.

IV. Yachts, and motor and sailing boats and vessels

Belgian regulations

When imported by individuals resident abroad and used by them for pleasure cruising, these vessels may be freely admitted without formality provided that the masters are in possession of some document (membership card of a foreign yacht club, tax receipt etc.) establishing that the vessel has its base abroad.

Failing such a document, admission is subject to the filling-in of a transit clearance certificate and the deposit of a bond covering luxury tax and entrance duties for vessels other than those of Netherlands origin and liable to such duties under the Customs tariff.

With regard to rowing boats, canoes, kayaks etc. no formality is imposed unless the Customs have reason to believe that a traffic is being carried on for the purpose of evading duty.

Ships and boats weighing more than 100 kilogrammes are exempt from entrance

/duties.

duties. The movable objects on such vessels cannot of course be landed without being properly declared and without payment of entrance duty if liable thereto.

Please state below whether the regulations are the same in your country.

If not, in what way do they differ?

Argentina:	No reply.
Australia	Admitted free.
Austria:	Similar regulations.
Belgian Congo:	No reply.
Belgium:	Basic regulations reproduced in questionnaire.
Czechoslovakia:	Regulations similar to those of Belgium in the case of canoes, kayaks etc., this country not having any seaport.
Denmark:	Belgian regulations.
East Africa:	Admitted free.
France:	River craft may be imported on production of the same documents as for motor vehicles, except for the pass book. Foreign vessels may stay in French ports without having to secure a temporary import authorization.
Greece:	Belgian regulations.
Iceland:	No regulations.
Italy:	Same regulations as for motor vehicles.
Luxembourg:	Belgian system.
Morocco:	Similar regulations.
Netherlands:	Regulations similar to those of Belgium.
Norway:	Regulations similar to those of Belgium.
Peru:	No reply.
Poland:	Temporary exemption on deposit of bond.
Portugal:	Similar regulations.
Rhodesia:	Does not apply: colony without waterways.
Sweden:	Belgian regulations.

/Switzerland

Switzerland:	Regulations similar to those of Belgium. For collapsible boats there is an entry card costing 2 Swiss francs which is valid for 30 days.
Union of South Africa:	Admitted free.
United Kingdom:	Regulations similar to those of Belgium.
Yugoslavia:	Regulations similar to the Belgian regulations.

No reply: 3 countries out of 25.

Regulations identical with or similar to those of Belgium: 15 countries out of 25.

Special regulations: France and Italy (same system as for motor vehicles; free stay in the ports).

No regulations: Iceland.

Does not apply because there are no waterways: Rhodesia.

Admitted free: East Africa, Union of South Africa and Australia.

V. Bicycles temporarily imported

Belgian regulations

Ordinary bicycles -- with one or more seats -- and with or without a small trailer, used by persons resident abroad for journeys or excursions in the territory of the Belgo-Luxembourg Union may be admitted freely without special formalities, provided that:

- (a) they show visible signs of use;
- (b) they accompany the travellers or excursionists. Adequate proof of ownership etc. must be supplied if the importation takes place through an office in the interior.

Bicycles satisfying the above conditions may be declared verbally at ~~frontier~~ offices. At offices in the interior, a written statement must be made to clear entries in the register of imported goods.

Bicycles must of course be submitted to the Customs for checking purposes.

Customs employees are entitled, when they consider it necessary to safeguard the interests of the Treasury, to make the admission of bicycles subject to

/compliance

compliance with the ordinary formalities (transit clearance certificate, bond etc.....).

What are the regulations applied in this connexion in your country?

Argentina	No reply.
Australia	Admitted free.
Austria	Belgian regulations.
Belgian Congo	Admitted free.
Belgium	Basic regulations reproduced in questionnaire.
Czechoslovakia	Customs declaration and entry in passport.
Denmark	Admitted free, no formalities.
East Africa	Bond.
France	Regulations differ: (a) deposit of Customs duties and charges or (b) <u>acquit à caution</u> issued either by the Customs authorities or by the tourist associations or (c) pass card for bicycles similar to the triptych and issued abroad by associations approved by the French Customs. Import free for travellers arriving by sea.
Greece	Belgian regulations.
Iceland	Bond.
Italy	System of temporary importation. Regulations similar to those of France.
Luxembourg	Belgian system.
Morocco	Simple declaration and sealing.
Netherlands	Belgian regulations.
Norway	Regulations similar to those of Belgium.
Peru	No reply.
Poland	Bond.
Portugal	Admitted free if in a used condition.
Rhodesia	Bond.
Sweden	Belgian regulations.

/Switzerland

Switzerland	Bond.
Union of South Africa	Tax on entry, reimbursable on departure.
United Kingdom	Belgian regulations.
Yugoslavia	Entry in passport when crossing the frontier.

Replies from 26 countries.

No reply to question:	2 countries
Belgian system:	10 countries
Different system:	2 countries (France and Italy)
Admitted free:	3 countries (Denmark, Portugal and Australia)
Bond:	6 countries
Entry in passport:	1 country (Czechoslovakia)

VI. Motor coaches and taxis

Temporary exemption for foreign motor vehicles transporting passengers for hire.

<u>Cases of admission</u>	<u>Observations</u>
1. Motor coaches, char-à-bancs ^{1/} used for the public conveyance of tourists.	Vehicles may not pick up passengers inside the territory of the Union
(1) Loaded with tourists ^{2/}	and transport them between two points within that territory.
(a) to cross the territory of the Belgo-Luxembourg Union;	
(b) to make a circular, semi-circular or return trip therein;	

1/ By motor coach is meant a vehicle built to carry more than six persons in addition to the driver.

2/ Motor coaches and char-à-bancs are considered as arriving loaded in the Union if they are landed at our seaports at the same time as the passengers whom they intend to pick up at those ports for the purpose of effecting a journey as provided under 1 (a) and (b).

(c) to carry passengers intending to embark at a port or to entrain at a railway station in the Union. These vehicles must throughout the journey carry the same passengers as they had on entry; and the passengers must appear on a duplicate list giving the name and nationality of each, the Customs office of entry, the route followed, and the Customs office of exit. One of these lists, checked by the receiving officer, dated, sealed with the seal of the office and bearing a note referring to the travel permit, is handed over to the driver for presentation to the Customs office of exit for verification.

The above-mentioned list is not required when the vehicles are used for journeys starting in an adjacent country at a distance of more than 300 km. from the Customs office of entry or in a non-adjacent country, provided that evidence is produced to show that the vehicles will leave the country with the same passengers. In that case the travel permit is provided by the Customs authorities with a note recording the exemption and indicating the number of persons conveyed.

2. Motor coaches, char-à-bancs, used for the public conveyance of tourists:

(2) crossing the frontier empty:

(a) merely passing through the territory in transit in order to pick up travellers in

/a third country

a third country^{1/}

(b) returning empty to their country
of origin after carrying passengers
to a third country^{2/}

(c) which, having brought tourists
into the territory of the Union for
a short stay, must under their transport
contract, return abroad empty and come
back again empty to pick up the same
tourists. When the vehicle enters loaded,
the Customs authorities endorse the travel
permit with the dates on which the exit and
re-entry empty are to take place. In the
interval the vehicle may not bring other
tourists to the Union.

(d) to replace a damaged vehicle which
was loaded with tourists. The driver must
present to the Customs authorities a statement
in duplicate to the effect that the vehicle is
being imported to replace a vehicle not in
working order and giving a description of the
two vehicles. After inspection, the statements
are returned to the driver to be used on
exportation, as authority for taking out the
damaged vehicle empty and for substituting the
vehicle provided for the transport of the
tourists respectively.

1/ On production by the driver where requested of the documents considered
necessary to establish the real purpose of the journey. For the information
of the Customs office at the place of departure, the traffic document is
endorsed by the receiving officer with the note "Crossing empty in transit"
followed by the date.

2/ Ditto.

3. Vehicles hired by foreign tourists to make excursions in the territory of the Union provided that the documents of temporary admission are made out in their names.^{1/}
4. Taxicabs:
- (a) Conveying passengers from France or the Netherlands to a destination in a Belgian frontier area^{2/} adjacent to^{French} and Netherlands territory respectively;
- (b) entering the Union loaded with passengers across any frontier when they are merely making a journey in transit through the territory, or in the case of occasional journeys, that is to say journeys which the local supervisor considers to be exceptional in the sense of the examples quoted below under 5.
- Temporary freedom of entry is not granted for a motor vehicle which is presented for entry by a foreign transport undertaking for hire to persons resident in the territory of the Union. A hackney vehicle equipped with a taximeter is to be treated as described below for taxicabs.
- Taxicabs crossing the frontier empty on entry are not allowed temporary freedom of entry.

1/ When the document has been drawn up (triptych or Customs pass book) or is to be drawn up (transit clearance certificate No. 41V) in the name of the transport undertaking which contracts to supply the vehicle to the tourists, temporary exemption may also be granted, since the tourists concerned are foreign and the vehicle is not equipped with a kilometric taximeter.

2/ By frontier is here understood the territory included between the frontier and a line running parallel to the frontier at a distance of about 10 kilometres as the crow flies.

5. Exceptional conveyance of passengers.
Vehicles of any kind which, for hire, bring passengers from abroad in exceptional circumstances i.e. circumstances which do not regularly recur as for example in the case of baptisms, marriages, funerals, official celebrations etc. It is the duty of the local Customs supervisor to see that no abuse results from this concession.

What are the regulations applied in this connexion by your country?

Argentina	No reply.
Australia	Tax upon entry.
Belgian Congo	No reply.
Belgium	Basic regulations reproduced in questionnaire.
Czechoslovakia	Bond or triptych.
Denmark	A simpler system.
East Africa	Ordinary system for motor vehicles.
France	System for motor vehicles.
Greece	(1) Belgian system: triptych or pass book and authorization of the Minister of Finance. (2) Crossing the frontier empty: transit clearance certificate. (3) and (4), same as for (1).
Hungary	System similar to the Belgian system.
Iceland	No reply.
Italy	System similar to the Belgian system.
Luxembourg	Belgian system.
Morocco	System similar to the Belgian system.
Netherlands	System similar to the Belgian system.
Norway	Triptych and pass books. The system resembles the Belgian system.
Peru	No reply.
Poland	Bond or triptych or pass book.

/Portugal

Portugal	System similar to Belgian system.
Rhodesia	Admitted for six months on a temporary permit.
Sweden	System similar to the Belgian system.
Switzerland	System similar to the Belgian system. No list is required, but a travel permit issued by the Transport Office must be presented.
Union of South Africa	Belgian system.
United Kingdom	System similar to the Belgian system.

Questionnaire sent to 25 countries

No reply: 4 countries.

Belgian system or similar to the Belgian system: 11 countries.

Simpler system: 7 countries (same system as that applied to other vehicles: bond or tripsych or pass book, except for certain restrictions with respect to the transport for hire of passengers picked up inside the country).

ANNEX IV

1. The participating countries will grant the following minimum Customs facilities:

(a) to tourist coming from distant overseas countries:

- (1) temporary free admission in the passenger's baggage of new clothing and personal effects, provided that they are in keeping with the tourist's social standing and that there is no suspicion of abuse;
- (2) free importation or transit, in hand baggage, of 400 cigarettes or a corresponding quantity of cigars or tobacco the total weight of which may not exceed 500 grammes;
- (3) free importation or transit, in hand baggage, of two opened bottles of normal size containing wines or spirits;
- (4) transit, in the passenger's baggage and without formality other than a verbal declaration, of travel souvenirs not of a commercial kind to a total value not exceeding \$400 (including up to half a litre of perfume), provided that such souvenirs are in keeping with the tourist's social standing and that there is no suspicion of abuse;

/(5) exemption from

(5) exemption from formalities in respect of export licences or duties for travel souvenirs of a total value not exceeding \$400, provided that such souvenirs are in keeping with the tourist's social standing and that there is no suspicion of abuse of either currency or Customs regulations.

(b) To tourists of all countries:

(6) the temporary importation, without travel permits, of pedal cycles without motors and in a used condition, except in frontier traffic.

II. The participating countries will determine as follows the conditions referred to in Article 4, section 2 of the draft international Customs convention on touring to prevent abuses during the temporary importation of touristic propaganda material:

The following conditions are necessary and sufficient for the temporary admission of such material free and without bond:

(a) The propaganda material must be imported on the responsibility and under the guarantee of an official national tourist organization.

(b) The temporary importation shall be for one year.

(c) There must be perfect identity between the imported material and the re-exported material and also between the importing organization and the re-exporting organization.
